

# AGENDA

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## BOTHELL PLANNING COMMISSION

Bothell City Hall, 18415 101st Avenue NE  
Wednesday, January 22, 2020, 6:00 PM

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1. CALL TO ORDER
2. PUBLIC COMMENTS  
A chance for members of the audience to address the Commission on a topic NOT scheduled for a public hearing on this evening's agenda. Please limit comments to 3 minutes per speaker.
3. APPROVAL OF MINUTES  
January 8, 2020
4. NEW BUSINESS
5. PUBLIC HEARING  
Downtown Historic Preservation Code Amendments - Continued Public Hearing
6. STUDY SESSION  
Canyon Park Briefing and Project Schedule
7. OLD BUSINESS
8. REPORTS FROM STAFF
9. REPORTS FROM MEMBERS
10. ADJOURNMENT

## Projected Schedule of Land Use Items as of

City Council (CC) meetings shown in **bold**; *Planning Commission (PC)* meetings shown in *italics*;  
Other Board meetings shown in normal text.

All meetings start at 6 p.m. in the City Hall building at 18415 101<sup>st</sup> Avenue NE unless otherwise noted.

For planning purposes only: schedule subject to change without notice

### January 2020

Monday	Tuesday	Wednesday	Thursday	Friday
		1	2	3
6	7	8 <i>Downtown Public Space continued Public Hearing</i>  <i>Planning Commission 2020 Docket</i>  <i>Study Session PROS (Parks Plan) Update briefing</i>	9	10
13	14 <b>Study Session: Multi-Family Tax Exemption</b>	15	16	17
20 <i>Martin Luther King, Jr. Day</i>	21	22 <i>Canyon Park Briefing and Project Schedule</i>  <i>Downtown Historic Preservation Code Amendments continued Public Hearing</i>	23	24
27	28	29	30	31

## February 2020

Monday	Tuesday	Wednesday	Thursday	Friday
3	4  2020 Planning Docket  Title 22 Public Hearing and action	5  <i>Downtown Public Space Public Hearing cont'd and recommendation</i>  <i>Commission Bylaws Update</i>	6	7
10	11	12	13	14
17  <i>Presidents' Day</i>	18  Multi-Family Tax Exemption Public Hearing	19  <i>Canyon Park Subarea Plan - Preferred Alternative Public Hearing and recommendation</i>  <i>Downtown Historic Preservation Code amendments</i>	20	21
24	25	26	27	28

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# Minutes

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**BOTHELL PLANNING COMMISSION**

**REGULAR MEETING – January 8, 2020**

**COMMISSIONERS PRESENT:** Patrick Cabe (arrived 6:03pm), Carston Curd, Jason Hampton (departed 7:56pm), Kevin Kiernan, David Vliet

**COMMISSIONERS ABSENT AND EXCUSED:** Brad Peistrup

**STAFF PRESENT:** Community Development Director Michael Kattermann, Senior Planner David Boyd and Parks Planning and Grants Program Manager Tracey Perkosky.

**CALL TO ORDER:** The Regular Meeting of the Bothell Planning Commission was called to order by Chair David Vliet on January 8, 2020, at 6:00 p.m. in the Council Chambers at the Bothell Town Hall, 18415 101<sup>st</sup> Avenue NE.

**PUBLIC COMMENTS:** None

**APPROVAL OF MINUTES:**

<b>KIERNAN MOVED TO APPROVE THE MINUTES FOR DECEMBER 18, 2019. CURD SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</b>
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**NEW BUSINESS:** None

Chair Vliet introduced Council member and State Representative Duerr who stated that she will no longer be the Planning Commission Council Liaison and that there may not be a Council Liaison going forward.

**PUBLIC HEARING:**

Chair Vliet opened the Public Hearing regarding Downtown Public Space Code Amendments. Vliet introduced David Boyd, Senior Planner.

Boyd shared a presentation regarding the Downtown Public Space Code Amendments.

Chair Vliet invited public comments (See video recording on City of Bothell website for detailed comments).

David Maul, 19940 Ballinger Way NE, Shoreline WA

Discussion ensued.

<b>KIERNAN MOVED TO CONTINUE THE DOWNTOWN PUBLIC SPACE HEARING UNTIL FEBRUARY 5, 2020. HAMPTON SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</b>
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**STUDY SESSION:**

Chair Vliet opened the study session with the first item, the Parks, Recreation and Open Space (PROS) Plan Update, and introduced Tracey Perkosky, Parks Planning and Grants Program Manager who shared an update on the Parks, Recreation and Open Space (PROS) Plan.

Discussion ensued.

Chair Vliet continued the study session with the next item led by Director Kattermann on the 2020 Planning Docket.

Discussion ensued.

**OLD BUSINESS:** None

**REPORTS FROM STAFF:**

Director Kattermann reported on the following:

- Board and Commission Appointment Applications due by January 10, 2020.
- Canyon Park public meeting will be held at Canyon Hills Community Church on January 9, 2020 from 6:00pm – 9:00pm – focus on the 9<sup>th</sup> Avenue connections.

In response to a question from Chair Vliet, Kattermann stated Liam Olsen was elected Mayor and Jeanne Zornes was elected Deputy Mayor at the January 7 Council meeting.

**REPORTS FROM MEMBERS:** Commissioner Cabe stated that he will not be seeking reappointment.

**ADJOURNMENT:**

<b>CURD MOVED TO ADJOURN. KIERNAN SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</b>
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The meeting was adjourned at 8:36 P.M.

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**Continued Public Hearing:  
Downtown Historic Resources  
Code Amendments**

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# MEMORANDUM

## Community Development Department



**DATE:** January 22, 2020  
**TO:** Planning Commission  
**FROM:** Dave Boyd, Senior Planner  
Sarah Desimone, Historic Preservation Consultant

**SUBJECT: Proposed Downtown Historic Preservation Code Amendments –  
Continued Public Hearing**

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### **Purpose/Action**

The purpose of this public hearing is to take public testimony on proposed amendments to the sections of the Downtown Subarea Development Regulations that deal with historic preservation and for the Planning Commission to provide additional direction to staff.

The underlying purpose is to promote the preservation and restoration of Bothell's downtown core, particularly along historic Main Street. Three main strategies can be utilized:

1. Preserving and restoring historic structures in their entirety.
2. Preserving historic facades, while allowing new development.
3. Providing for new development that respects and complements the historic downtown fabric.

Planning Commission may make a recommendation to Council at this meeting. Staff asks that Planning Commission pay special attention to three new or revised amendments:

1. Special upper level setbacks to mitigate the previously proposed special setbacks for the north side of Main Street between 101<sup>st</sup> and 102<sup>nd</sup> Ave NE. These special setback regulations are now in the form of guidelines, rather than requirements, per legal review.
2. Revised language for the parking exception for ground floor retail on Main Street.
3. New use regulations related to pedestrian oriented retail on Main Street.

### **Background**

In the 2018 Planning Docket, Council initiated amendments to the Downtown Historic Resources Regulations and possibly Title 22, Landmark Preservation, to preserve historic buildings/facades on Main Street and in the historic downtown core, in coordination with the Downtown Landmark and Historic District Feasibility Study to “pinpoint all register-eligible buildings in the Downtown Special Review Area, determine financial incentives and identify potential historic districts.”

On November 20, 2019, Planning Commission and the Landmark Preservation Board held a joint study session to review the Downtown Landmark and Historic District Feasibility

Study, for the Planning Commission to provide input for a Landmark Preservation Board recommendation on the Title 22 amendments and for the Landmark Preservation Board to provide input for a Planning Commission recommendation on the Downtown Architectural Styles and Historic Resources Regulations amendments. On November 27, 2019, the Landmark Preservation Board recommended Council approve the proposed Title 22 amendments.

The analysis below repeats much of the information in previous memos, in order to give a full description of the proposed amendments, along with additional information reflecting comments received at the December 18 public hearing, additional staff analysis, and input from a January 9 presentation on the proposed code amendments to the Downtown Action Committee of the Bothell Kenmore Chamber of Commerce, a group of downtown business and property owners. New language is highlighted in **bold text**.

## Analysis

The stated purpose of the Downtown Historic Resources Regulations in BMC 12.64.505.A.1 is “to preserve and enhance the historic character and architectural heritage of Downtown Bothell and therefore the overall community character.” In 2018, some minor amendments were made to these regulations to update the boundary and map of the Downtown Special Review Area (DSRA) and ensure timely participation by the Landmark Preservation Board in reviewing projects in the DSRA or involving historic register properties throughout the Downtown Subarea. More substantive amendments were deferred to the 2019 Docket, to coordinate with the Downtown Landmark and Historic District Feasibility Study.

In reviewing the Historic Resources Regulations, aspects of the preceding section 12.64.504, Architectural Styles, were identified as potentially benefiting from some amendments as well. Proposed amendments to both sections are included in *Attachment 1*, along with amendments to the Downtown Core District Requirements Chart in BMC 12.64.101.A **and special height regulations in 12.64.203.C** to reference a special setback requirement for the north side of the 10100 block of Main Street. The focus of these proposed amendments is to:

- Clarify and correct use of terminology.
- Clarify and strengthen regulations to better encourage preservation and restoration of historic buildings and facades, including converting some guidelines to requirements.
- Address issues that are not adequately covered in the current regulations.

The Architectural Styles section is not meant to be a complete anthology of downtown Bothell historical styles, and it doesn't include specific regulations for new development. It is intended to identify the main styles found in downtown and provide some examples, both historic and contemporary, for developers to use as references for their projects. Some suggested revisions to the categories and terminology used are described below and included in *Attachment 1*.

The Downtown Subarea Regulations include both requirements and guidelines, and in the rest of the regulations the requirements are listed first, followed by the guidelines. The Historic Resources Regulations do not currently follow that format, and the proposed

amendments change a number of guidelines – measures that “should” be taken – to requirements – provisions that “shall” be done. Since the number of requirements and guidelines is relatively small, the proposed amendments in Attachment 1 have simply reordered the provisions in each category to list the requirements first, rather than creating separate subsections under each element for requirements and guidelines. To make it clear what text is being revised, only the revised text in the relocated subsections is shown in the ~~strikethrough~~/underline format. The text that is moved is shown in ~~strikethrough~~ format in its original location.

In reviewing the regulations, a two issues that are not adequately addressed have been identified:

- There are provisions for awnings (typically fabric covered structures added to a façade), but not for canopies (solid structures typically made of metal, wood and/or glass). Other sections of the Downtown Subarea Regulations, like the signage regulations, address these elements differently, so the proposed amendments add canopies to the awnings section and include provisions to minimize the impact of new canopies on the historic features of building facades.
- On the north side of the 10100 block of Main Street the buildings are set back about four feet from the property line. This area is in the Downtown Core district, which has a zero minimum and maximum setback. If any of these properties were to redevelop, the setback regulations would require the buildings to extend four feet further into the street space, potentially introducing an awkward, uneven street frontage. The intent of the zero setback is to create an even street front along blocks of the same district. The best place to transition this building line is at street intersections, so the potential amendments establish the existing building line as the setback line for the 10100 block of Main Street.

## Potential Code Amendments

Downtown Core District Requirements: A footnote is added to the front setback requirement and the Chart Legend referencing the special exception in BMC for the north side of the 10100 block of Main Street referenced above. **To mitigate the potential impact of this special setback, an exception to the special upper level setback requirement in 12.64.203.C is created in 12.64.505.B.3.b.ii. Following legal review, the special setback is changed from a requirement to a guideline.**

**At the December 18 hearing a potential amendment to the provision exempting ground floor retail uses fronting Main Street from minimum parking requirements was proposed to exempt only existing ground floor retail uses, providing an incentive to preserve existing structures. There was concern that such a change could diminish the broader incentive to provide ground floor retail uses on Main Street and be a disincentive for infill development to eliminate the existing gaps in the building frontage along Main Street. This is addressed by adding *infill* to *existing* ground floor retail uses as exempt from minimum parking requirements in 12.64.101.B.3 and defining infill development as filling in existing gaps in the street façade. This will provide an incentive to preserve existing structures without creating a disincentive for new construction that fills existing gaps. Development that**

removes existing ground floor retail would lose the exception and need to provide parking for all of the new development.

**Building Use Regulations:** The presentation of these proposed amendments to the Downtown Action Committee raised a new concern regarding the requirements for ground floor retail. While not an element of the *physical* preservation of historic buildings, the requirement for ground floor pedestrian oriented retail uses on Main Street is intended to preserve the *character* of the historic street.

One permitted use category is “personal care services (e.g. barbershops, hair salons, tanning booths)” which combines traditional downtown uses, which typically have transparent storefronts that add interest and vitality to the street, with newer uses that typically are conducted in private rooms. This has created issues with recent massage businesses that are not specifically mention and may not contribute to the street life, as traditional personal care services do.

Another use category is Health & Exercise Clubs, which are permitted as pedestrian oriented retail uses, in part because there were existing uses in this category when the Downtown Plan was adopted. Concerns have been raised that such uses may not contribute to the street life.

The proposed amendments address these concerns in two ways. The description of pedestrian oriented retail uses in 12.64.201.A.1 is amended to specify that such uses should be open to the street. The personal care services description in the Use Category Charts is amended to include massage booths, and a footnote is added to require that health and exercise clubs and personal care services be open to the street, and that health and exercise clubs and personal care services with private rooms or booths have functional retail space in the storefront area.

**Architectural Styles:** The reference to the Landmark Preservation Board’s *City of Bothell Design Guidelines, Building Styles and Features* is revised to include the most recent revision. An explanatory note is added prior to the subsections on styles to explain the ordering.

A new “Mid-20<sup>th</sup> Century Styles” section is added and the date range for “Contemporary Styles” is changed to fill in a gap in the commercial styles and more accurately reflect the range of styles, and subsequent sections are re-numbered accordingly. Two photos of local examples are added, and the Bothell First Lutheran photo is moved from Contemporary to Mid-20<sup>th</sup> Century Styles. Other examples may be added.

**Historic Resources Regulations:** Minor edits are made to the introductory section to reflect changed street names and accurately reference historic register properties subject to the regulations.

A minor edit is made to the section on Character-Defining Features of the Downtown Special Review Area, which is otherwise included unchanged for context.

More substantive amendments are proposed for the Building Regulations for Rehabilitation and New Construction section to provide greater leverage for preserving and restoring historic structures, primarily through changing several guidelines to requirements. Guidelines are appropriate to give applicants flexibility where there may be multiple acceptable approaches. Those changed to requirements are elements seen to be key to preserving and restoring historic buildings. For example, the changes now

require that key elements like transom windows and bulkheads be preserved, where possible, that door and window openings be kept and replacements match originals, and that new construction complement its surroundings and use traditional elements. Other changes to this section reinforce this by addressing issues that have come up in the review of prospective developments, including:

- Clarification that subsequent renovations can have historical significance of their own.
- Addition of canopies to the section on awnings, along with a requirement to remove inappropriate ones when exterior renovations are done.
- Addition of a guideline regarding saving remnants of original masonry, where possible.
- New since the November 20 packet, re-ordering to put requirements first, giving them greater emphasis and priority.
- Addition of a **guideline** to maintain the predominant street façade line on the north side of the 10100 block of Main Street, **mitigated by a revised upper-level setback requirement**.

Similarly, the Building Materials and Elements section has proposed amendments to strengthen provisions for preserving and restoring historic elements. As in the previous section, guidelines that are deemed to be key to preserving and restoring historic elements are changed to requirements, providing greater leverage for historic preservation. For example, guidelines for new windows are changed to requirements to be consistent with those in the previous section. The guidelines changed to requirements are already listed first, so no re-ordering is proposed. Other changes to this section address issues that have come up in the review of prospective developments, including:

- Encourage restoring original bulkheads where possible.
- Add canopies to awnings, address roll-out awnings, and encourage flat canopies that provide weather protection while minimizing impacts to historic facades.
- Adding obscure glass to prohibited storefront window options.

The language in the Demolition section is revised to place greater emphasis on retaining designated properties and those eligible for the historic register. The current language gives equal emphasis to discouraging demolition of historic inventory buildings (those over 50 years old) as it does for designated **or eligible** properties. The detailed regulations in BMC 12.28.060 provide specific controls and processes, and remain unchanged.

At the November 20 joint study session with the Landmarks Preservation Board, there was some discussion of incentives for preserving and restoring historic buildings, as well as regulations. Staff reported that some research into the Transfer of Development Rights from historic properties to other development sites, either in Downtown or in other parts of the City, like Canyon Park, would need to be researched, but that such a program was beyond the scope of these code amendments.

## **Action / Next steps**

While some new material is included in this packet, staff has prepared Draft Planning Commission Findings, Conclusions and Recommendation in *Attachment 1* for consideration.

## **Attachments**

1. Draft Planning Commission Findings, Conclusions and Recommendation
2. Proposed Downtown Historic Preservation Code Amendments

# Proposed Downtown Historic Preservation Code Amendments

## DRAFT Planning Commission Findings, Conclusions and Recommendation

### Findings

1. **History.** This item was initiated by City Council as part of the 2018 Docket of Plan and Code Amendments along with possible amendments to Title 22, Historic Preservation. Work was deferred to 2019 to be done in coordination with the Downtown Landmark and Historic District Feasibility Study.
2. **Geographic Location.** The proposed code amendments would apply to the Downtown Subarea, with some emphasis on the Downtown Special Review Area.
3. **Proposed Action.** The proposed code amendments would strengthen the provisions for historic preservation in downtown Bothell, including:
  - a. Changing some guidelines to requirements
  - b. Expanding and clarifying the Architectural Styles section to better reflect existing styles
  - c. Addressing non-conforming building setbacks along one block of Main Street
  - d. Revising parking exceptions for ground floor uses on Main Street to incentivize preservation of existing uses and infilling existing gaps
  - e. Addressing Main Street uses to better promote lively, transparent storefronts
4. **Public Meetings.** The Planning Commission held a joint study session with the Landmark Preservation Board on November 20, 2019, and a public hearing on December 18, 2019 and January 22, 2020 regarding the proposed Code amendments. Staff also presented the potential code amendments to the Bothell Kenmore Chamber of Commerce's Downtown Action Committee on January 9, 2020.
5. **Public Notice.** Public notice for the proposed code amendments was provided through the following methods:
  - a. *Imagine Bothell...* notice. The City of Bothell provides a monthly notice to citizens, interested parties and news media which, in general, describes upcoming hearings, the topics of those hearings, and explains potential ramifications of decisions which may occur from actions of the City. This notice is provided at the end of the month for the subsequent month's hearing schedule. The *Imagine Bothell...* notice also contains information which directs inquiries to city staff, the City web page, and telephone contact numbers.

Notice of the public meeting dates for the proposed code amendment was published in the November and December 2019 and January 2020 editions of the *Imagine Bothell...* notice.

- b. The *Imagine Bothell...* notice is sent via e-mail and/or regular U.S. Postal Service mail to all parties who have signed up for the service.
- c. The *Imagine Bothell...* notice is published in the *Seattle Times*, the City's Newspaper of Record.
- d. The *Imagine Bothell...* notice is also posted on the City's web page at [www.bothellwa.gov](http://www.bothellwa.gov).
- e. The City maintains a number of public notice boards which are placed throughout the City at certain accessible and visible locations. Each of these notice boards contains a plastic box where extra copies of the *Imagine Bothell...* notice are stored and are available for retrieval by any interested citizen. These boxes are filled with paper copies of the notice each month.
- f. The *Imagine Bothell...* notice is also publicly posted at City Hall, the Municipal Court Building, and the Bothell Post Office.

## **Planning Commission Deliberations**

- 6. The Planning Commission makes the following specific findings regarding the proposed code amendments. These findings are based upon any public testimony the Planning Commission receives during the public hearing, information provided to the Planning Commission by staff, and Planning Commission deliberations.
- 7. The underlying purpose of these code amendments is to promote the preservation and restoration of Bothell's downtown core, particularly along historic Main Street, with the following priorities, in order of preference:
  - a. Preserving and restoring historic structures in their entirety.
  - b. Preserving historic facades, while allowing new development.
  - c. Providing for new development that respects and complements the historic downtown fabric.
- 8. Changing several guidelines to requirements in the Historic Resources Regulations will strengthen provisions for historic preservation in the Downtown Subarea, and especially along Main Street.
- 9. Adding new elements to the Historic Resources Regulations will address issues not previously addressed.
- 10. Revising the Architectural Styles section will more accurately reflect existing styles and the eclectic character of Bothell's historic downtown.
- 11. Establishing special setbacks for the north side of the 10100 block of Main Street, along with modifications to the special height limits for that area, will preserve the existing street front while offsetting impacts for redevelopment.

12. Amendments to the Building Use regulations will strengthen and clarify the provisions for pedestrian oriented ground floor retail uses along Main Street.
13. Amending the parking exception for ground floor retail on Main Street will incentivize preserving existing ground floor retail and new infill retail development.
14. **Consistency with *Imagine Bothell... Comprehensive Plan Goals and Policies*.**  
The Historic Preservation element of the *Imagine Bothell... Comprehensive Plan* contains the following goal and policy which directly support the proposed code amendments:
  - HP-G1 To honor Bothell's past and provide a perspective for its future by preserving significant historic buildings and archaeological properties and other links to the City's past
  - HP-G2 To safeguard the heritage of the City as represented by those buildings, districts, objects, sites and structures which reflect significant elements of the City's history.
  - HP-G3 To foster civic and neighborhood pride in the beauty and accomplishments of the past and a sense of identity based on the City's history.
  - HP-G4 To stabilize or improve the aesthetic and economic vitality and values of such sites, improvements and objects.
  - HP-G5 To assist, encourage and provide incentives to private owners for preservation, restoration, redevelopment and use of outstanding historic buildings, districts, objects, sites and structures.
  - HP-G7 To conserve valuable material and energy resources by ongoing use and maintenance of the existing buildings.
  - HP-P1 Promote the preservation of buildings, sites, objects, and districts which have historic significance for the community through a combination of incentives, regulations and informational activities.
15. **Department of Commerce Review.**  
The proposed plan and code amendments will be sent to the Department of Commerce for expedited review following the Planning Commission recommendation.
16. **State Environmental Policy Act (SEPA) Review.**  
A SEPA Determination of Non-Significance (DNS) will be issued for the proposed plan and code amendments prior to consideration by City Council.
17. **List of Exhibits.**  
No outside exhibits were submitted regarding the proposed code amendments. Staff reports and analyses are included in the packets for the November 20, 2019 joint study session with the Landmark Preservation Board and December 18, 2019 and January 22, 2020 Planning Commission meetings, which can be found at:  
<http://www.bothellwa.gov/AgendaCenter/Planning-Commission-4>.

18. **Public Testimony.** There was no public testimony at the November or December Planning Commission meetings.

## Conclusions

1. The recommended code amendments have been drafted, noticed, reviewed by the public and considered by the Planning Commission in accordance with all applicable laws of the State of Washington and the City of Bothell.
2. The recommended code amendments are necessary to provide for consistent and clear land use regulation and development of nursing homes.
3. The recommended Code amendments are in the best interest of the public health, safety and welfare.

## Recommendation

Based upon these findings and conclusions, the Planning Commission recommends the City Council adopt the code amendments in Exhibit A to these Findings, Conclusions and Recommendation.

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David Vliet, Planning Commission Chair

# Proposed Downtown Historic Preservation Code Amendments

Relevant sections are included below, including sections that may not need amendment, but are included for context. Text in [brackets] describes insertions and is not part of the proposed code. Draft amendments are shown in underline/~~strike through~~ format below. Hyperlinks are shown in blue underlined text. New language since the proposed code amendments were last presented is in **red** text. Skipped sections are indicated by three asterisks: \* \* \*

## 12.64.101 Downtown Core District Requirements

\* \* \*

Special setback reference added to Chart Legend.

### Chart Legend

* * *
<b>(A)</b> : exceptions apply for retail anchors, see Special Downtown Core Requirements and Anchor Exceptions Chart
<b>(B)</b> : see <u>12.64.505.B.3.b.iii</u> for special setbacks on the north side of the 10100 block of Main Street.

\* \* \*

Special setback footnote added to Front Setback requirement in the District Charts.

### A. District Charts

\* \* \*

<b>12.64.207 Front Yard Setback</b>	
minimum / maximum	0 ft / 0 ft; <b>(A) (B)</b>

\* \* \*

### B. Special Downtown Core Requirements

\* \* \*

Amendment to incentivize preservation of existing buildings with ground floor retail uses fronting Main Street by limiting the parking exception to those existing uses, not new construction.

### 3. Parking Exceptions

- a. No minimum parking requirements shall apply to existing and infill ground floor retail uses fronting Main Street. Infill is development that fills existing gaps in buildings along Main Street. Developments that demolish existing retail to build new do not qualify for the exception.

\* \* \*

## 12.64.201 Building Use

\* \* \*

### 1. Pedestrian Oriented Retail

The revisions below are added in response to comments from the Downtown Action Committee to ensure that pedestrian oriented retail uses are open to the street and provide visual interest as well and activity.

**Description:** Pedestrian oriented and activity-generating retail uses that are appropriate and desirable in a downtown core environment and that are open to the street providing visual interest to the streetscape.

\* \* \*

## Use Category Charts

\* \* \*

Health & Exercise Clubs<sup>1</sup>

\* \* \*

Personal care services (e.g., barbershops, hair salons, massage and tanning booths)<sup>1</sup>

\* \* \*

[add to Legend:]

<sup>1</sup> Personal care services and Health & Exercise Clubs where ground floor pedestrian oriented retail is required shall be open to the street, with transparent windows conforming to the Shopfront regulations in 12.64.206.B.1 providing views into and out of storefront spaces. Health & Exercise Clubs and Personal care services with private rooms or booths must have a full-width, functional retail space in the storefront area, with room for product displays, sales area and dedicated sales staff.

\* \* \*

The revisions below are added in response to comments from the Downtown Action Committee to ensure that pedestrian oriented retail uses are open to the street and provide visual interest as well and activity.

## 12.64.203 Special Height Regulations

\* \* \*

### C. Special Height Limit

A street façade offset (see section 12.64.501.C.4) is required at the top of the second floor along the streets indicated by the Special Height Regulations Inset Map in the Fig.12.64.100 Districts Map. The façade offset shall satisfy the following requirements:

1. The offset shall be a minimum of 20 feet deep (see 12.64.505.B.3.b.ii for exception)

\* \* \*

# 12.64.504 Architectural Styles

The revisions to the section below provide for revisions to the City of Bothell Design Guidelines, Building styles and Features, add explanatory text regarding the styles listed, add a new style category, photos and adjust dates to more accurately reflect current styles, and revise numbering accordingly.

This section contains a discussion of a range of the predominant architectural styles found among existing buildings in downtown Bothell. A small number of buildings designed in other styles, from different periods or displaying a degree of stylistic influence from other styles (for example, 1930s Art Deco influence on decorative elements of the Anderson Building) can be found in downtown, but detailed descriptions of those styles have not been included here. The **City of Bothell Design Guidelines, Building Styles and Features** by the Bothell Landmark Preservation Board, 2007 or most recent revision, may be consulted for further detail on these and other architectural styles. Within individual style descriptions below, the dates shown indicate the historic period of initial popularity of the style. With the goal of strengthening downtown Bothell’s “sense of place” and architectural character and building on its heritage in mind, the Architectural Styles discussed here are included to provide a basis for reinforcing and strengthening the character of predominant building fabric in the project area in the design of new buildings and development, whether through the full emulation and/or interpretation of one of the predominant building styles. Alternatively, where a predominant downtown architectural style is not used, the information is intended to provide guidance for architects and developers to make sensitive reference to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors.

The sections below list predominantly commercial and mixed use styles first, followed by predominantly residential styles.

\* \* \*

## **B. MID-20<sup>TH</sup> CENTURY STYLES (1930-1970)**

Reflecting “machine age” design and in protest to the styles of the earlier Victorian period, architectural styles of the mid-20<sup>th</sup> century were influenced by Frank Lloyd Wright’s Usonian house plans in the United States and the Bauhaus school in Europe. Mid-20<sup>th</sup> century styles found in the Downtown Subarea include Art Deco, Art Moderne/Streamline Moderne, Contemporary, Wrightian, New Formalism, Northwest Regional and Ranch. Generally, they are comprised of horizontal lines, large expanses of glass, multiple planes and mixed materials but each style has very distinctive attributes. See the **City of Bothell Design Guidelines, Building Styles and Features** by the Bothell Landmark Preservation Board for further information on mid-20<sup>th</sup> century styles.

Add photos below and move Bothell First Lutheran photo from Contemporary Styles to Mid-20<sup>th</sup> Century Styles. Additional examples may be added.



**BC. CONTEMPORARY STYLES (~~1950S~~ 1970 – PRESENT)**

1. For the purposes of this Plan, Contemporary Styles comprise those architectural styles that draw on Modernism, Post-Modernism, and other current styles in practice today. Most Contemporary Styles have drawn upon contemporary building materials, modern construction methods to create a visual identity that is distinct from historic architectural styles.

\* \* \*

**CD. QUEEN ANNE (CIRCA 1885-1905)**

\* \* \*

**DE. CRAFTSMAN (CIRCA 1900-1930)**

\* \* \*

**12.64.505 Historic Resources Regulations**

**A. INTRODUCTION**

\* \* \*

**1. Purpose**

Minor change below to update street name reference.

- a. The purpose of these Historic Resources Regulations is to preserve and enhance the historic character and architectural heritage of Downtown Bothell and therefore the overall community character. These regulations apply to an area that is labeled the Downtown Special Review Area (DSRA), see Fig.12.64.505 A.1, which is bounded by ~~SR 527~~Bothell Way NE, SR 522, NE 185th Street and 104th Avenue NE, and select individual historic properties within the Downtown Subarea. Adherence to the Regulations will ensure that new elements and features constructed or modified are compatible with existing and desirable historic elements.

Map updated for clarity, readability.

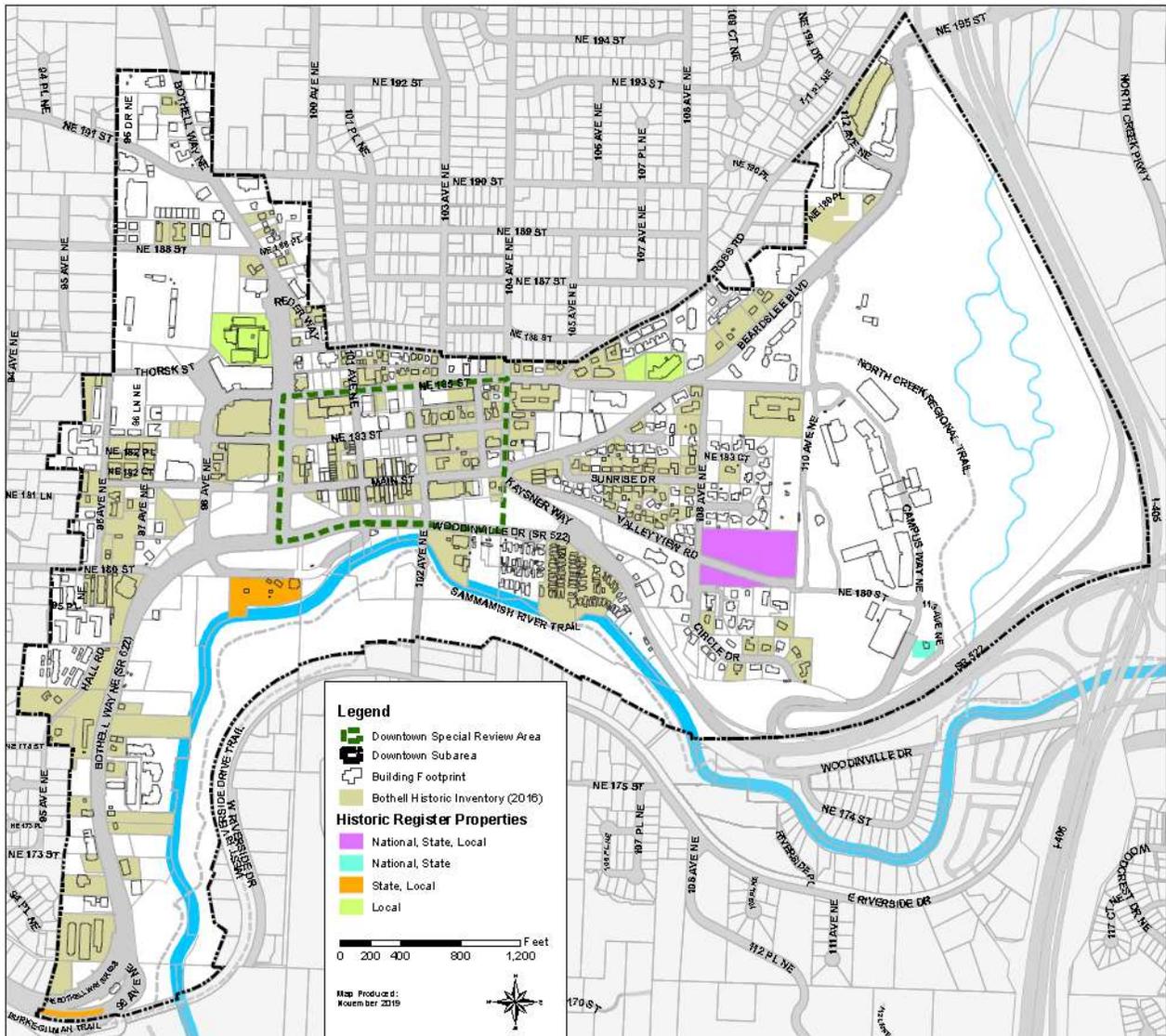


Fig.12.64.505.A.1 Historic Resources and Downtown Special Review Area (DSRA) Boundary

## 2. Applicability

These regulations will be used by the City’s planners and Landmark Preservation Board to review the appropriateness of proposed new construction, exterior alterations to buildings, and demolition. This section is intended to provide guidance for the modifications to existing structures and new construction within the DSRA, and for those structures within the Downtown Subarea that are listed on the National, State or local Registers of Historic Places.

## 3. Design Review Process

Minor changes below for clarity and more precise references.

- a. The review process begins when an owner (or an owner’s representative) proposes any exterior work on a building that is within the boundaries described above, that has been nominated for local

landmark status, or that is a listed ~~historic structure~~ on the Bothell Register of Historic Landmarks. These ~~guidelines~~ regulations ~~should~~ shall be used when contemplating a project, to help establish the appropriate direction for repairs, alterations, or new construction.

- b. The Landmark Preservation Board will review each proposal in terms of the basic principles and for conformance with the stated regulations. The review process shall be as described in Bothell Municipal Code Chapter 22. In order to promote compliance with the regulations in this section, any development proposal within the DSRA which would exceed the threshold for categorical exemptions under the State Environmental Policy Act (SEPA) shall be submitted to the Landmark Preservation Board for review and comment in a public meeting prior to application for any building permit.

## **B. REQUIREMENTS AND GUIDELINES**

These Historic Resources Regulations are based on principles set forth in the Secretary of the Interior's Standards for the Treatment of Historic Properties, widely accepted as the preservation and rehabilitation principles when considering and implementing changes to historically significant properties. Divided into four sections – preservation, rehabilitation, restoration, and reconstruction – the standards provide technical advice for activities and methods for property owners and stewards of historic properties. The primary intent of the Standards is to provide direction for the protection of the historic character of the buildings through a combination of mandatory requirements and advisory guidelines. Additionally, new uses should be compatible with the buildings' character, and retain open views through the storefronts into interior spaces. The basic principles include the following:

### **1. Basic Principles**

- a. Retain original building materials and distinctive architectural features whenever possible. Removal of or alteration of these original features is strongly discouraged.
- b. Repair deteriorated original or significant features. If repair is infeasible, replace materials in kind to match original material, quality, and detailing.
- c. Do not cover original building materials or architectural features. Where they have been covered or obscured by alterations, re-expose original materials and features. NOTE: Alterations to a building may have gained significance over time, and may not necessarily need to be removed. This will be ascertained by the Landmark Preservation Board during the review process.
- d. Replacement of missing original features should be undertaken based on accurate and defensible historical documentation and/or physical evidence. Where documentation does not exist or restoration is otherwise infeasible, new features may be contemporary in character and detailing and must be compatible with the scale, complexity, material, and color of the historic building materials.
- e. Decorative elements that create a false sense of history or change the original architectural style of the building should not be added to a façade.

- f. Surface cleaning should be undertaken with the gentlest means possible. Sandblasting is not permitted. (See Section C, Resources and References, below for additional resources on recommended surface cleaning practices.)
- g. Demolition of structures on the Bothell Historic Register is strongly discouraged, and must be approved by the Landmark Preservation Board. (See Bothell Municipal Code Chapter 22 for demolition review process.)

**2. Character-Defining Features of Downtown Special Review Area**

Minor change below for clarity.

Bothell’s Main Street, especially on the block between 101st Avenue NE and 102nd Avenue NE, and the streets within one block south and two blocks north, are characterized by a limited number of commercial architectural styles, common façade materials, distinct façade elements, consistent property setbacks, and variable lot widths. This creates both a consistency and diversity that forms the unique character of Bothell’s historic commercial district. (See Section 12.64.504 for Architectural Styles.)

The character-defining features of the existing buildings within the DSRA are those historic visual elements that give the space its particular “feel.” Things such as overall building shape, materials, craftsmanship, and decorative details are the features that provide the particular character of each building.

Listing them here provides a context within which to evaluate changes or additions to historically designated structures or to properties within the Downtown Special Review District. While each building has distinctive elements, the common historic features are the character-defining features of the area as a whole:

- a. Full public frontage coverage (meaning the buildings generally occupy the full area of the street frontages with no setbacks from the property line. This results in the following:
  - i. Continuous row of storefronts, located immediately adjacent to the edge of sidewalk. This feature is consistent with the Private Frontage regulations applicable to the Districts within the DSRA.
  - ii. Blank side walls between parcels, characterized by no fenestration, openings, or decorative features. This feature is also consistent with the side yard setbacks for the Districts within the DSRA, but does not incorporate windows.
- b. One- and two-story buildings with variable lot dimensions. The variation in storefront width and height is a significant characteristic that gives Main Street its distinctive rhythm (This varies from the taller building height limits that may be allowed in other areas of the Downtown). Main Street buildings exhibit the following characteristics:
  - i. Variable building heights which range from approximately 18’ for the single story structures to 36’ for the two-story structures (including parapet).
  - ii. Storefront dimensions which vary from 20’ to 90’ wide, with most approximately 30’-40’ wide.

- iii. Buildings with rectangular plans with relatively flat façades and sidewalls. Some have angled or recessed entries (see below).
  - iv. Upper levels are clearly distinguishable from the lower, street level floors in their differing use of opaque and glazed materials. Opaque, solid materials dominate at the upper floors; conversely the lower floors are composed predominately of transparent glazing.
- c. Fenestration and Doors
- i. Where extant at upper floors, windows are placed symmetrically in the façade.
  - ii. Windows are typically large, narrow, double hung, with arched or articulated heads, and projecting sills.
  - iii. Doors are often paneled, with side-lights.
- d. Materials. The commercial buildings are made up of brick and stone masonry, stone veneer, painted wood trim, limited wood siding, glazed storefronts, and a wide variety of awning shapes and materials.
- i. Brick and stone: These were the original major façade materials.
    - (A) Brick masonry, typically laid in running bond, sometimes with decorative patterning at the parapet, constitutes the majority of the facades. Soldier courses at window headers are common. Brick palette consists of a range of reds and browns.
    - (B) There is limited use of stone and light-weight cultured stone, a manufactured stone veneer cast from molds of real stone, present primarily in 1950s buildings, or those buildings that were renovated in the 1950s.
  - ii. Wood cladding
    - (A) Wood buildings that characterized Bothell’s early Main Street are no longer extant. (Note: Some of the original free-standing structures were moved to Bothell Landing.)

**Amendment to correct typo.**

(B) Wood cladding is limited to areas below the storefront glazing and sheathing at some upper façade areas. (Generally, the use of the residential-scale wood sheathing or siding on the upper sections of the building facades is not historically appropriate.)

- e. Glazed storefronts with transom band
- i. Original storefront systems typically used wood, aluminum, or steel as the supporting elements, with wood or brick bulkheads below the storefront frames.
  - ii. The plate glass storefronts are undivided or may have one narrow muntin to divide a wider storefront, and generally extended nearly the full width of the façade.
  - iii. A glazed transom band runs above the width of the storefront assembly and consists of a series of divided lights. These windows provide additional light to the interior, and are sometimes operable to provide natural ventilation.

iv. Individual storefronts are divided into distinct, usually symmetrical or balanced bays.

f. Recessed entries

Main entry doors are typically recessed from the plane of the storefront. The recess accommodates the outward swing of doors, provides shelter at the entry, and lends an articulation at the pedestrian level.

g. Parapets

A parapet gives the feeling of extra building height, particularly at the primary façade. Most parapets on Bothell's Main Street are simple, either straight across or with just one or two steps in the center of the façade. More elaborate parapets are no longer extant.

h. Articulated cornice and/or flush brick patterning

i. Cornices were typically of wood or sheet metal, shaped to provide a visual "cap" to the building.

ii. Areas below the parapets and above the transom windows often include bricks laid in a pattern.

### 3. Building Regulations for Rehabilitation and New Construction

Amendments below to recognize that renovations may have historical significance, and to explain ordering of requirements and guidelines in following sections.

These regulations take into account the existing historic fabric and changes to the façades and buildings over time. They should be used as the basis of design for proposed changes to existing façades and in the design of new construction along Main Street. They acknowledge that buildings have individual unique characteristics and existing conditions as related to construction, ownership, maintenance, and use which need to be taken into consideration when making proposals for change, preservation, or rehabilitation. In some cases, a later renovation may have historical significance of its own, in which case either restoring the original façade or the renovated façade that has historical significance may be appropriate. For each category, requirements are listed first, followed by guidelines. Suggested façade treatments, which draw on the traditional features of the area's commercial buildings, include the following:

a. Rehabilitation

Amendment to cover canopies as well as awnings, and reordering to list requirements first, followed by guidelines. Only revisions are underlined in moved text.

i. Awnings and Canopies

(A) Awning or canopy installations shall not damage or obscure significant existing building features. ~~Removal of existing, inappropriate awnings is encouraged. (See Paragraph (4)(b) below for appropriate awnings.)~~

(B) All awnings or canopies on a single building must be of the same type, material, color, and size. (i.e., when a single building houses more than one business, the businesses must coordinate awnings.) ~~Awning installations shall not damage or obscure significant existing building features.~~

- (C) Awning or canopy design should include consideration of the overall composition of the individual building façades and in context with the adjacent buildings.
- (D) Removal of existing, inappropriate awnings or canopies is encouraged, and required when exterior renovations are done. (See Paragraph ~~(4)~~<sub>(b)</sub> below for appropriate awnings.) ~~All awnings on a single building must be of the same type, material, color, and size. (i.e., when a single building houses more than one business, the businesses must coordinate awnings.)~~

ii. Cladding

- (A) Unpainted masonry shall remain unpainted.

Amendments to correct typo and encourage retention of as much original masonry as possible.

- (B) Where wood siding has been installed over original masonry, owners are encouraged to removed the siding and restore original masonry. Where part of original masonry has been removed and cannot be replicated, retain as much of the original masonry as possible.
- (C) Removal of existing materials that obscure original architectural features is strongly encouraged.

iii. Storefronts and Sidewalls

Amendment to list requirements first, followed by guidelines.

- (A) Transom bands ~~should~~shall be re-exposed where covered, and restored to glass, where possible.
- (B) Original bulkhead materials ~~should~~shall be retained, maintained, or uncovered where possible.
- (C) Contemporary storefront modifications that utilize traditional elements and proportions, or simplified interpretations of missing elements, may be used if the original is missing. New designs ~~should~~shall be compatible with the desirable historic features of adjacent buildings, and retain the transparent character of the façade. ~~Storefront divisions or design elements should be symmetrical and balanced. The proportions of original storefront divisions should be retained.~~
- (D) Cornice lines should be continued, and original parapets reconstructed if possible.
- (E) Storefront divisions or design elements should be symmetrical or balanced. The proportions of original storefront divisions should be retained. Contemporary storefront modifications that utilize traditional elements and proportions, or simplified interpretations of missing elements, may be used if the original is missing. New designs should be compatible with the desirable historic features of adjacent buildings, and retain the transparent character of the façade.
- (F) Sidewalls between parcels may be blank, and without fenestration or added detailing.

(G) Sidewalls, or secondary facades, when abutting a public way should not be devoid of openings or fenestration, and should include elements and divisions that are compatible with the primary façade.

iv. Doors and Windows

Amendment to change two guidelines to requirements and list requirements first, followed by guidelines.

- (A) Closing or filling in original openings ~~should~~shall be avoided; and restoration of original openings is encouraged, except where a later façade has gained significance in its own right. ~~Original placement, arrangement, and function of doors and windows should be preserved where possible.~~
- (B) Replacement elements ~~should~~shall match originals as closely as possible. ~~Closing or filling in original openings should be avoided; and restoration of original openings is encouraged.~~
- (C) Maintain recessed entries.
- (D) Original placement, arrangement, and function of doors and windows should be preserved where possible. ~~Replacement elements should match originals as closely as possible.~~

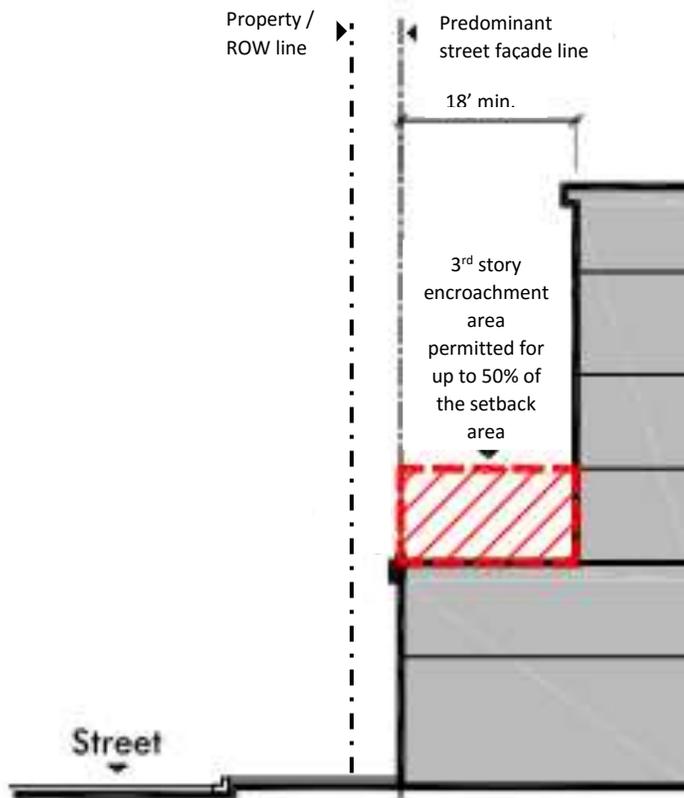
b. New Construction

Amendment to change two guidelines to requirements and list requirements first, followed by guidelines.

- i. New buildings ~~should~~shall respect the district in which they are located, and be compatible with or complement the desirable surrounding architectural character.
- ii. New construction ~~should~~shall utilize traditional character-defining features and materials, in a contemporary and/or simplified fashion.

Amendment to **encourage** that on the north side of the 10100 block of Main Street, the existing front setback is maintained (this has been changed from a requirement to a guideline per legal review). Impact of setback is offset by reduction in upper level setback from 20' to 18'.

- iii. Building footprints shall be rectangular and shall fill the entire streetfront at the first two levels, with the front façade located at the front edge of the property line, or at the predominant street façade line on the block. New construction on the north side of the 10100 block of Main Street should maintain the current predominant street façade line. In this case, the upper level setback, as required in 12.64.203.C may be a minimum of 18 feet. (see Fig. 12.64.505.B.3.b.iii). Recessed or notched façades are not permitted, with the exception that appropriately scaled recessed entries may be permitted.



**Fig. 12.64.505.B.3.b.ii**

- iv. Building heights shall be consistent with those in the District Requirements of the Downtown Subarea Plan & Regulations, and compatible with adjacent buildings. Variation in building height is encouraged.
- v. Storefront divisions shall be compatible in scale and proportion with the building's width and height, and compatible with the adjacent buildings.
- vi. Buildings wider than those traditionally constructed on the block shall include variation in wall plane, articulation and spaced structural bays to provide a scale that is compatible with the original building widths.
- vii. Primary entrances shall be oriented toward the street.

- viii. Roof forms along the portion of Main Street between 101st Avenue NE and 104th Avenue NE shall be flat, and shall not have corner accents or turrets. See Section 12.64.500 Architectural Regulations for areas outside this boundary.
- ix. See Section 12.64.504 for Roof Equipment and Screening. Equipment mounted to rooftops shall be screened from view using elements integrated into the building’s architectural features, without the need for special screening elements.

#### 4. Building Materials and Elements

Exterior façade elements are the key components that give a building its style and visual character. Elements include cladding, trim and moldings; storefront systems and windows, doors and transom; supplementary items such as signage and awnings; and color selection.

Insertion of period for consistency with other sections.

- a. Storefront Materials - High quality materials, consistent with historic materials on Main Street.
  - i. Metal or wood storefront system with plate glass; with proportions, heights, and profiles appropriate to prevailing existing storefronts.

Amendment to change guideline to requirement.

- ii. If a new storefront is required, it ~~should~~shall be designed to fit inside the original framed opening.
- iii. False divided lights or “snap in” muntins/mullions are not permitted.
- iv. Transom glazing may be clear, beveled, leaded, etched, or prism glass.
- v. Contemporary flush doors or residential-style doors are not appropriate.

Amendment to encourage restoration of original bulkheads, where possible.

- vi. New bulkheads shall be constructed of a material appropriate to the storefront and building on which it is installed. Wood panels and brick veneer were the most common original bulkhead materials on Main Street. New bulkheads should be compatible with surrounding storefronts. Where possible, original bulkheads should be restored.
- vii. Wall or window air conditioners are not permitted on the front façade of a building.

Amendments to cover canopies as well as awnings.

- b. Awnings or canopies may be installed to provide pedestrian weather protection, signage, and visual character.
  - i. Traditional shed awnings with free hanging valance or flat ~~awnings~~canopies are appropriate ~~awning shapes~~. Shed awnings may have valance returns, but side panels are not permitted.
  - ii. Bubble type, quarter-round, dome, box-like shapes, shingled-canopy types, and other contemporary commercial designs are not historically appropriate and are not permitted.

- iii. Awnings or canopies shall not conceal significant architectural features and should be mounted within the building elements that frame the storefront, typically directly below or above the transom.
- iv. Installation of awnings or canopies shall not damage the structure. Clamps and fasteners used to attach awning frames or canopies should penetrate mortar joints rather than brick or other masonry surfaces. Care should be taken when attaching new backboards, ~~or~~ rollers or other elements, not to damage transoms or other building elements.

Amendment to address valence returns for consistency with other sections.

- v. Material for shed awnings should be canvas, canvas blends, acrylic that resembles canvas, or similar. Vinyl or other shiny, high-gloss material is not appropriate. Returns shall be open, except valence returns are allowed.

Amendment to address roll-out awnings.

- vi. Roll-out awnings are appropriate, especially where they were used in the original storefronts.

Amendment to address and encourage flat canopies, designed to minimize obscuring original facades. Typo corrected from 12/18/19 packet.

- vi. Flat canopies, supported by brackets or hung by cables, rods or chains, may be a period-appropriate way to provide weather protection, even on buildings that did not originally have them. The structural depth of canopies should be minimized to reduce obscuring other historical elements. Use of glass is encouraged to reduce shading of storefronts and allow upper facades to be visible from below.

c. Color

- i. Neon or ultra bright colors are not permitted.
- ii. When choosing colors, consider compatibility with original finishes as well as with neighboring buildings.

d. Transparency, Signage, Building Lighting, and Street Furnishings (See also 12.64.600 Signage Regulations)

Amendment to prohibit use of obscure glass in windows.

- i. Storefront display window glazing shall be transparent to promote visibility into businesses. Mirrored, translucent, obscure or dark-tinted glass that prohibits visibility into the building interiors is not permitted.
- ii. Business displays shall be designed to allow views into the building interiors, and to avoid a sense of clutter and disorder.
- iii. Signage shall be compatible and in balance with the architectural style and visual character of the building on which is it located.

- iv. Consideration of projecting blade signage or flush-mounted signage that is integrated with the overall building façade composition is strongly encouraged. Use of historic sign bands and locations are also strongly encouraged.
- v. Street furnishings and building lighting shall be simple, should not convey a false sense of history, and should be limited to a maximum of two designs.
- vi. Business signage is permitted on the front valance of an awning but not on valance returns.
- vii. Internal illumination of awnings to backlight awning signage shall not be permitted.

## 5. Parking and Curb Cuts

- a. No new driveway curb cuts shall be permitted on Main Street between Bothell Way NE and Kaysner Way, except as provided for in Section 12.64.403.B.1.c.
- b. Whenever possible, existing driveway curb cuts within this segment of Main Street should be removed.

## 6. Demolition

Amended phrasing to add emphasis to protection of designated properties and those eligible for the register. Note that designated properties are also protected through the provisions of BMC 22.28.060.

Demolition of historic inventory buildings, especially designated properties and those eligible for the register, or historic inventory buildings is strongly discouraged. (For demolition review process, see BMC 22.28.060.)

## C. RESOURCES AND REFERENCES

### 1. Washington State Department of Archaeology and Historic Preservation (DAHP)

- a. The State website provides information, documents, maps, photographs and tools regarding historic sites, local government programs, regulations, tax incentives and other useful data.
- b. <http://www.dahp.wa.gov/>

### 2. National Parks Service

- a. The Secretary of the Interior’s Standards for the Treatment of Historic Properties, and associated guidelines, provide guidance for the treatment of historic resources.  
[http://www.nps.gov/history/hps/tps/standguide/overview/using\\_standguide.htm](http://www.nps.gov/history/hps/tps/standguide/overview/using_standguide.htm)
- b. Preservation Briefs are a series of publications to assist property owners, preservation professionals, and others in preserving, rehabilitating, and restoring historic buildings. They are available online.
  - i. <http://www.nps.gov/history/hps/tps/briefs/presbhom.htm>
  - ii. Select, relevant individual briefs are listed below:

01: Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings

- 02: Repointing Mortar Joints in Historic Masonry Buildings
- 03: Conserving Energy in Historic Buildings
- 06: Dangers of Abrasive Cleaning to Historic Buildings
- 09: The Repair of Historic Wooden Windows
- 10: Exterior Paint Problems on Historic Woodwork
- 11: Rehabilitating Historic Storefronts
- 14: New Exterior Additions to Historic Buildings: Preservation Concerns
- 15: Preservation of Historic Concrete: Problems and General Approaches
- 16: The Use of Substitute Materials on Historic Building Exteriors
- 17: Architectural Character - Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character
- 18: Rehabilitating Interiors in Historic Buildings - Identifying Character-Defining Elements
- 24: Heating, Ventilating, and Cooling Historic Buildings: Problems and Recommended Approaches
- 32: Making Historic Properties Accessible
- 33: The Preservation and Repair of Historic Stained and Leaded Glass
- 37: Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing
- 38: Removing Graffiti from Historic Masonry
- 39: Holding the Line: Controlling Unwanted Moisture in Historic Buildings
- 41: The Seismic Retrofit of Historic Buildings: Keeping Preservation in the Forefront
- 42: The Maintenance, Repair and Replacement of Historic Cast Stone
- 44: The Use of Awnings on Historic Buildings: Repair, Replacement and New Design

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# **Study Session: Canyon Park Briefing and Project Schedule**

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# MEMORANDUM

## Community Development



City of Bothell

DATE: January 17, 2020

TO: Planning Commission

FROM: Bruce Blackburn, Senior Planner

SUBJECT: **Briefing on Canyon Park - Preferred Alternative**

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### Objective

Provide a briefing to the Planning Commission regarding:

- Selection of a preferred alternative
- Description of a potential Preferred alternative and options to adjust the land use mix
- Transportation conditions and potential mitigations and projects

Selection of a preferred alternative is a critical decision point because the preferred alternative will be the foundation of the Canyon Park Subarea Plan and implementing regulations.

### Action

No formal action is requested this evening. However, Staff is asking for input on the following:

#### Preferred alternative

- Should the RGC area be reduced as shown in the *Mitigated* Live/Work alternative?
- What is the right mix of land uses? One of the Alternatives? A middle ground between the Business Plus and Live/Work alternatives?
- Are there other adjustments that should be explored?
- Should a phasing program where growth, infrastructure, functionality, and livability are connected be considered?

#### Transportation

- What Transportation mitigation options should be included with the preferred alternative?
- Aggressive Transportation Demand Management (TDM)?
- Prioritize transit over single occupant automobiles?
- Connect to the surrounding street system?
- Modify the City's corridor Level of Service standard?

### Purpose

Selection of a preferred alternative is a critical decision because the preferred alternative serves as the foundation for the Canyon Park Subarea Plan and implementing regulations.

### Background

Canyon Park is one of 29 regional growth centers (RGC) designated by the Puget Sound Regional Council (PSRC). In March of 2019, PSRC adopted revised criteria for RGCs that require, among other things, an existing minimum of 18 Activity Units (AUs) and a planned capacity of 45 activity units per acre, at least 15% of the AUs as residential, and a size between 200 and 640 acres. Activity units are defined as either one resident or one employee (25 residents is 25 AUs). The City Council has stated that retaining the Regional Growth Center designation is a key objective for the City.

A Draft Planned Action Environmental Impact Statement (DEIS) was issued December 6, 2019 and can be found here: <http://www.ci.bothell.wa.us/1176/Canyon-Park-Visioning> see 'Draft PAEIS – Volume 1'.

After a scoping period, the following elements of the environment were selected for analysis:

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

The DEIS analyzed the impacts of four action alternatives:

- No Action (733 acres) - Existing Comprehensive Plan accommodating about 8,200 more people by 2035
- Live/Work (613 acres) – Mix of 32% residential and 68% employment about 16,000 more people by 2043
- Business Plus (613 acres) – Mix of 20% residential and 80% employment about 15,000 more people by 2043
- *Mitigated Live/Work* (565 acres) – Mix of 36% residential and 64% employment about 13,600 more people by 2043

## Discussion

### Preferred Alternative

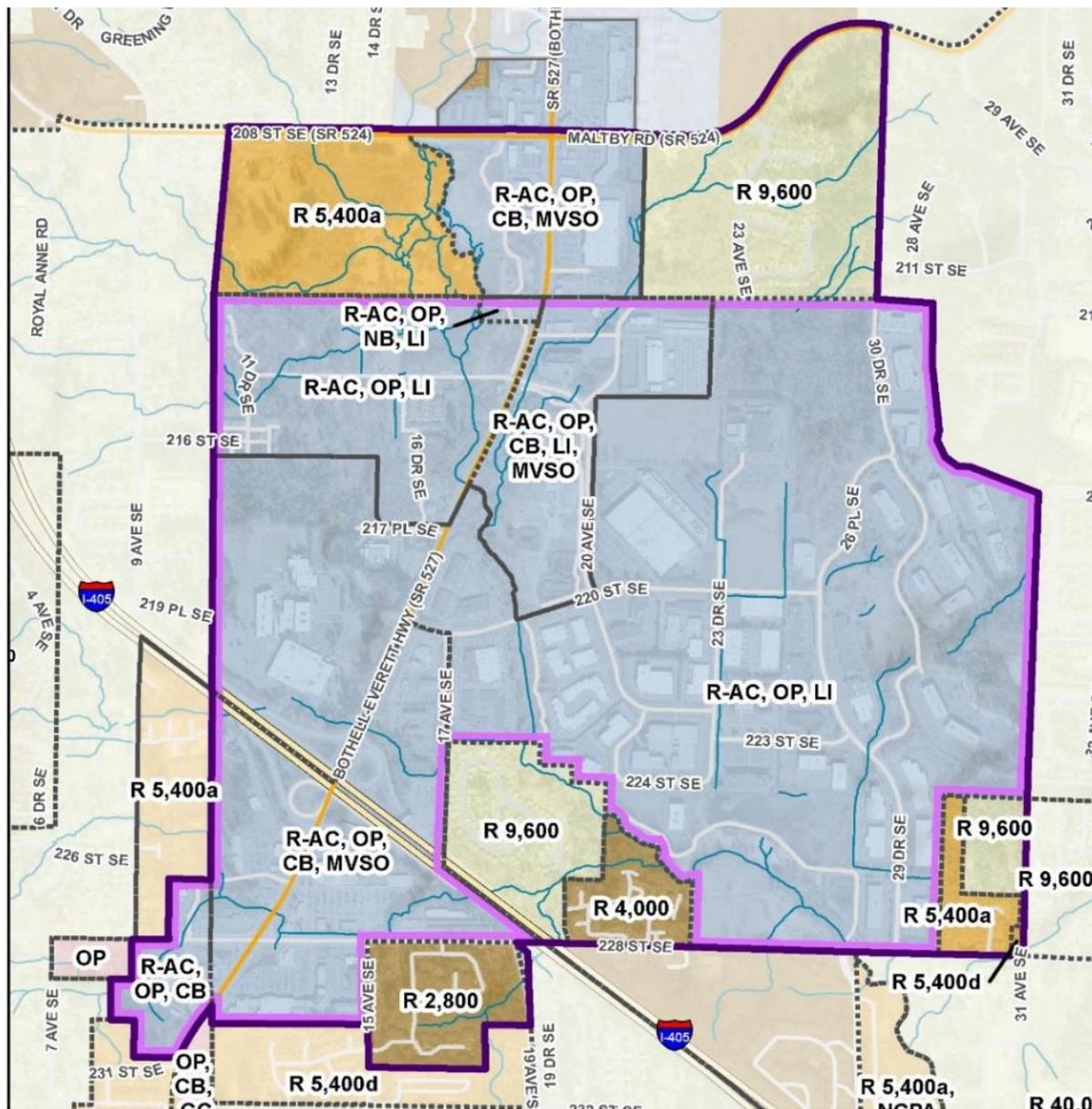
The Commission has already received a briefing on all of the action alternatives. This memorandum focuses on the No Action, Mitigated Live / Work and a new middle ground alternative as well as starts the discussion of the transportation issues.

- **No Action**, assumes growth according to current trends and the planned capacities of the *Imagine Bothell... Comprehensive Plan*. This includes about 3,712 net new residents and about 4,530 net new jobs. The current RGC boundaries are 733 acres and include areas of wetlands, streams and associated buffers.
- **Mitigated Live/Work Alternative** was developed with net capacities of approximately 4,225 residents and 9,500 jobs in the RGC. The RGC would be 565 acres. This action alternative has the lowest level of impacts but still meets the PSRC RGC framework criteria of 45 activity units per acre.
- **Middle Ground Preferred Alternative** could be developed with net capacities and an RGC boundary similar to the *Mitigated Live / Work* but different locations and mixes of land uses that would fall somewhere between the Live / Work and Business Plus Alternatives. The concept would be to locate more growth next to transit services and lesser growth elsewhere. It assumes new pipeline developments (residential and Northshore School District), public investment in road connections, Transit Oriented Development (TOD) south of I-405 (near PCC), and other mitigation to be identified. It would likely require active ground floors ¼ mile from transit, encourage them within ½ mile and allow them further than ½ mile from transit.

**Table 1. Net New Housing, Population, and Jobs Capacity by alternative**

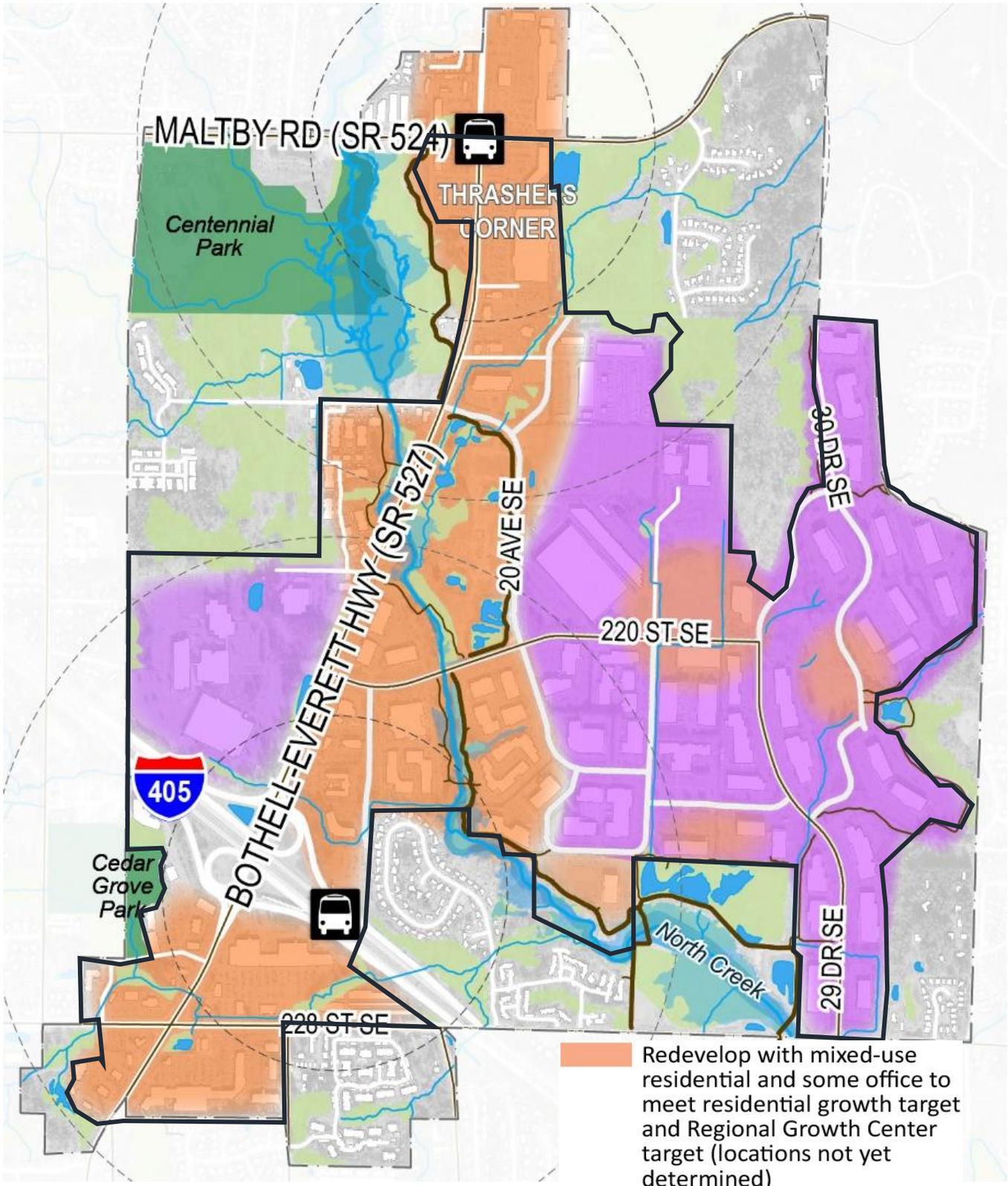
Regional Growth Center (RGC)						
Alternative	Dwelling Capacity	Population Capacity	Job Capacity	Total AUs	Existing	Total Capacity
<b>No Action</b>	1,856	3,712	4,530	8,242	12,600	20,842
<b>Mitigated Live/Work</b>	2,816	4,225	9,458	13,683	12,600	26,283

Source: Makers, 2019; BERK, 2019.



**No Action Alternative – Status Quo existing Comprehensive Plan**

733 acres – 20,842 AUs total capacity – 29 AUs per acre



**Mitigated Live/Work**  
 565 acres – 26,283 AUs – 46 AUs per acre

**NEIGHBORHOOD CENTER STREET**  
Encourage a "main street" with diverse, neighborhood-serving businesses and a lively environment through form-based code and/or design standards.

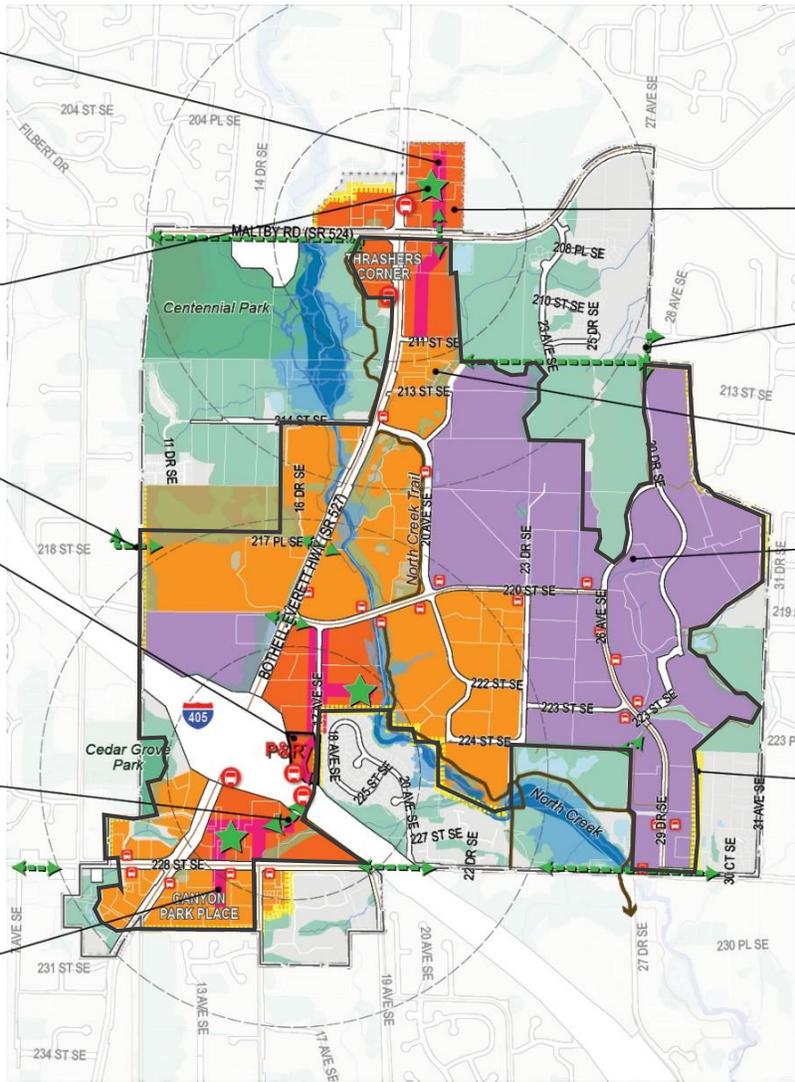
**PUBLIC GATHERING SPACE**  
Require outdoor public space, ideally consolidated as a central gathering place.

Provide pedestrian connection to school.

Pursue a public-private partnership (PPP) to redevelop the park-and-ride with transit-oriented development (TOD), including a vibrant pedestrian path to 17th Ave SE.

Consider a PPP to build a pedestrian access bridge to the I-405 BRT station with redevelopment.

**NEIGHBORHOOD CENTER STREETS**



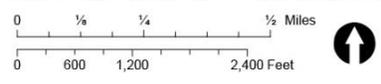
**RESIDENTIAL MIXED USE - 1/4 MILE**

Provide pedestrian connection to schools.

**RESIDENTIAL MIXED USE - 1/2 MILE**

**COMMERCIAL MIXED USE - BUSINESS PARK**

**RESIDENTIAL TRANSITION**  
Continue requiring step backs and setbacks adjacent to single purpose residential zones to prevent shadows and respect privacy.



**Land Use & Urban Design Proposals**

- Residential mixed-use (MU) - 1/4 mi
- Residential MU - 1/2 mi
- Commercial MU - 1/4 mi
- Commercial MU - 1/2 mi
- Commercial MU
- Neighborhood center street

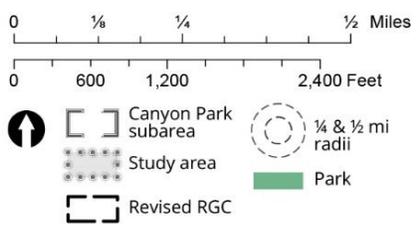
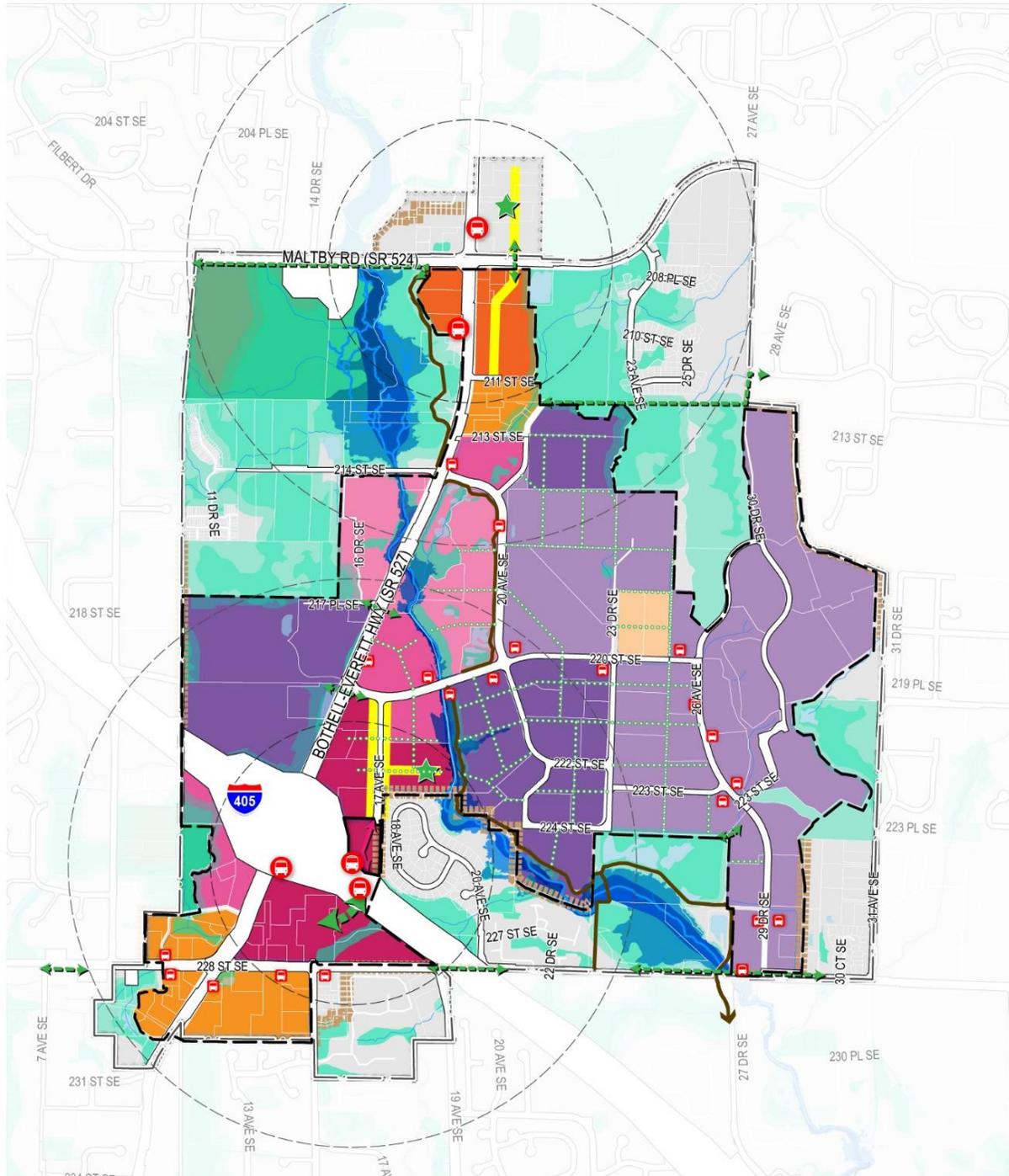
- Public gathering space
- Residential buffer
- Natural Areas**
- Water body
- Wetland & buffer
- Floodway/flood plain
- River/stream

**Paths and Mobility**

- Proposed pedestrian improvement
- North Creek Trail
- Other bike route/trail
- I-405 Bus Rapid Transit (BRT) or Swift Green Line
- Bus stop
- P&R Park-and-ride

- Canyon Park subarea
- Study area
- 1/4 & 1/2 mi radii
- Park

**Mitigated Live/Work – Urban Design Concepts**



- Land Use & Urban Design Proposals**
- Residential mixed-use (MU) - High
  - Residential MU - Med.
  - Residential MU - Low
  - Office/Residential - High
  - Office/Residential - Med.
  - Office/Residential - Low
  - Employment - Med.
  - Employment - Low

- Natural Areas**
- Water body
  - Wetland & buffer
  - Floodway/flood plain
  - River/stream
- Paths and Mobility**
- Public gathering space
  - Nbd center street
  - Through-block connections
  - Residential transition
  - North Creek Trail
  - I-405 Bus Rapid Transit (BRT) or Swift Green Line
  - Bus stop
  - P&R Park-and-ride

**Potential *Middle Ground* Preferred Alternative – A mix of the Business Plus and Mitigated Live Work**

**Table 2. Potential Features of each Alternative**

Features	No Action Alternative: Current Canyon Park Subarea Plan	<i>Mitigated Live-Work Alternative / Potential Preferred Alternative</i>
<b>Potential Changes to Land Use</b>	Per current Comprehensive Plan and Zoning.	<p>Allow a range of employment and residential uses, Mixed-use nodes near high capacity transit facilities.</p> <p>Employment focused in the west, central, and east.</p> <p>Remove residential as a permitted use from business-oriented areas (Mitigated Live/Work has a larger area where residential is allowed)</p> <p>Require affordable housing or a fee in-lieu and/or incentives for affordable housing</p>
<b>Potential Changes to Development Standards</b>	Current plan and code.	Change height, floor area ratios, density, parking rates, and other standards to increase opportunities for job and housing investments.
<b>Potential Investments in Transportation, Parks, Stormwater, and Business Retention/Expansion</b>	Implement current capital plans. Consider transferring some of the private roads into public ownership.	<p>Consider transferring some of the private roads into public ownership.</p> <p>Require small private parks, focal areas/gathering places, and active recreation</p> <p>Consider a regional stormwater treatment system</p> <p>Offer tools to help retain and expand existing businesses, such as technical assistance, relocation programs, and small business grant/loan programs.</p>
<b>Regional Growth Center</b>	Keep current subarea plan. Retain current boundaries of about 733 acres.	<p>Prepare a new subarea plan.</p> <ul style="list-style-type: none"> <li>▪ Mitigated Live-Work: Provide RGC of about 565 acres.</li> </ul>
<b>Potential Growth Above Current Approximate 15,000 Employees and Residents in Full Study Area (12,600 in RGC)</b>	<p>Combined jobs and population capacity</p> <p>Full area: 9,271</p> <p>RGC: 8,242.*</p>	<p>Combined jobs and population added:</p> <ul style="list-style-type: none"> <li>▪ Full Area: 22,472</li> <li>▪ RGC: 21,220 Mitigated Live/Work - Combined jobs and population added:</li> <li>▪ Full Area: 15,302</li> <li>▪ RGC: 13,683</li> </ul>

Source: Makers, 2019; BERK, 2019.

**Table 3. Draft Potential Development Standards**

Development Standard	No Action Alternative	<i>Mitigated Live-Work</i> Alternative / Potential Preferred Alternative
<b>Allowed Uses</b>	Current allowances	Fine tune residential use locations to promote business retention and business focus (smaller in this alternative).
<b>Maximum Height</b>	Northeast of I-405: <ul style="list-style-type: none"> <li>▪ 65 feet for buildings containing residential uses;</li> <li>▪ 100 feet for nonresidential uses;</li> <li>▪ Up to 150 feet for certain manufacturing processes.</li> <li>▪ Southwest corner of subarea:</li> <li>▪ 35 feet unless underbuilding parking is provided at 40%, and 10% of the gross floor area is in retail – then up to 65 feet.</li> </ul>	Business park (light purple areas): <ul style="list-style-type: none"> <li>▪ Retain current standards.</li> </ul> Southwest of I-405, 17th Ave SE area, and Thrasher’s Corner (orange areas): <p>75 feet for mixed-use residential</p> Refine the requirements for ground floor retail and structured parking. Apply transitional height and setback standards adjacent to residential areas.           Live-Work Mitigated propose a similar mix of uses and standards.
<b>Density</b>	Current standards (35 DU/ac / 0.5 FAR)	Apply minimum employment and residential densities: <ul style="list-style-type: none"> <li>▪ Within ¼ mile of a bus rapid transit (BRT) stop: minimum density of 0.6 floor area ratio (FAR) or 90 dwelling units (du)/acre and target of 3.0 FAR or 133 du/acre</li> <li>▪ Between ¼ mile and ½ mile of BRT stop: minimum density of 0.5 FAR or 45 du/acre and target of 1.5 FAR or 57 du/acre</li> <li>▪ Beyond ½ mile from BRT stop: minimum density of 35 or 25 du/acre and target of 0.5 FAR or 25 du/acre</li> </ul>
<b>Affordable Housing</b>	Current standards	Throughout, require 5% or 10% of units to be affordable to moderate income households, or for non-residential uses, 5% of gross floor area or pay a fee-in-lieu (\$11.20/GSF). (See Bothell code for downtown and SR 522 Corridor)
<b>Affordable Commercial Space</b>	No requirements	Remove residential as an allowed use in some areas to support business: <ol style="list-style-type: none"> <li>1) Set a maximum retail space size and provisions for flexible commercial space to accommodate co-ownership and/or growing businesses.</li> <li>2) Encourage flexible commercial space to accommodate co-ownership and/or growing businesses.</li> </ol>

Development Standard	No Action Alternative	<i>Mitigated Live-Work Alternative / Potential Preferred Alternative</i>
<b>Parking</b>	<p>Current standards:<sup>1</sup></p> <p><u>Residential</u></p> <ul style="list-style-type: none"> <li>▪ 2 stalls per dwelling unit, plus 1 guest parking stall for every 5 dwelling units</li> </ul> <p><u>Commercial</u></p> <ul style="list-style-type: none"> <li>▪ 1 stall per 300 square feet (SF)</li> <li>▪ Restaurants: 1 stall per 75 SF in dining or lounge areas; 1 stall per 300 SF elsewhere</li> <li>▪ Manufacturing / warehousing: .9 stalls per 1,000 SF</li> <li>▪ Retail: 1 stall per 300 SF</li> </ul>	<p>3) Add design guidelines that encourage neighborhood-oriented small businesses on primary streets.</p> <p>Relax parking requirements or set parking maximums with improved transit service to allow for greater employment or housing productivity and affordability and respond to changing mobility trends and investments:</p> <p><u>Residential</u></p> <ul style="list-style-type: none"> <li>▪ TOD mixed-use residential/commercial (within ¼ mile of bus rapid transit stop (BRT)): 1 stall per 450 SF retail + 1 stall per studio or 1-bedroom unit; 1.5 stalls per 2-bedroom unit; and 2.2 stalls per 3-bedroom unit (approximate average 1.25 stalls per unit)</li> <li>▪ Higher density multifamily (between ¼ and ½ mile from BRT): 1.1 stall per studio or 1-bedroom unit; 1.6 stalls per 2-bedroom unit; and 2.4 stalls per 3-bedroom unit (approximate average 1.5 stalls per unit)</li> <li>▪ Residential Mixed-Use beyond ½ mi: 2 stalls per unit</li> </ul> <p><u>Commercial</u></p> <ul style="list-style-type: none"> <li>▪ TOD mixed-use office/retail (within ¼ mile of BRT): 1 stall per 500 SF office/retail</li> <li>▪ TOD office/light industrial (within ¼ mile of BRT): 1 stall per 500 SF office/retail + .9 stalls per 1,000 SF light industrial</li> <li>▪ Office/light industrial (further than ¼ mile from BRT): 1 stall per 400 SF office + .9 stalls per 1,000 SF light industrial</li> </ul>
<b>Mid-block Connections</b>	None	Require through-block pedestrian connections at least every 300 feet. Where possible, align connections to connect a grid.
<b>Neighborhood Center Street</b>	None	<p>Encourage a “main street” with neighborhood-serving businesses and a lively environment through form-based code and/or design standards:</p> <ul style="list-style-type: none"> <li>▪ Require active ground floors.</li> <li>▪ Require frequent entries (e.g., every 30 feet) to enliven the street and ensure space for small businesses.</li> <li>▪ Encourage creative space options to accommodate small and growing businesses, such as flexible commercial space for co-ownership.</li> </ul> <p>Set maximum retail size limits (except for grocery and hardware) or average area to ensure a diversity of sizes.</p>
<b>Residential Transition</b>	Current standards	Continue requiring step backs and setbacks adjacent to exclusively residential zones to prevent shadows and respect privacy.

Development Standard	No Action Alternative	Mitigated Live-Work Alternative / Potential Preferred Alternative
<b>Landscape</b>	Current standards	Throughout the area: <ul style="list-style-type: none"> <li>▪ Require street trees in planting strips between the street and sidewalk.</li> <li>▪ Consider a “green factor” or other method of ensuring vegetation replacement.</li> <li>▪ Require common Usable Public Space for all development. Require private recreation space only in Residential Mixed-Use Areas.</li> </ul>

<sup>1</sup>BMC 12.16.030

Source: Makers, 2019; BERK, 2019.

### DEIS comments regarding preferred alternative

The following are selected segments of comments the City received during the DEIS comment period related to the selection of a preferred alternative. All comments received generally requested additional analysis of the transportation system and more extensive transportation mitigation measures. The City will conduct a more extensive transportation analysis on the preferred alternative.

#### Canyon Park Business Center Owners Association (represent the Canyon Park Business Park)

- The DEIS does not provide sufficient information to determine the feasibility of the redevelopment based on the development standards proposed by the Action Alternatives.
- Residential use in the CPBC is limited to a defined area of 72.75 acres pursuant to the CPBCOA CC&Rs. For the areas proposed for Residential Mixed Use within the CPBC...only 18.09 acres is within the defined area where residential use is permitted by the CC&Rs.
- Please revise the DEIS Capacity Analysis to eliminate residential use from those areas where it is not permitted by the CC&Rs.
- Please document the market availability and land market supply factors used for vacant, re-developable and partially used land in the DEIS Capacity Analysis for all alternatives.
- Please document how compliance with current stormwater regulations will affect the development capacity in the Subarea. The development capacity of a “Pipeline Development” project on Parcel Nos. 27052900204600, 27052900204700, 27053000106400, and 27053000106300 has been reduced for this reason.
- An economic analysis to determine if the proposed densities/intensities would be feasible based on these regulatory assumptions; and,
- A market study to estimate potential absorption of residential mixed use and commercial mixed use over the planning period, given the location and competition within the region and the transportation constraints of the area.
- On balance, these development regulations in the Action Alternatives do not appear to result in sufficient increments of additional capacity over the existing zoning in the No Action Alternative. While the parking reduction could result in additional capacity, that benefit appears to be offset by additional costs of the other new development standards, particularly the stormwater standards.
- Further, the DEIS does not propose any substantial public investment to correct existing transportation deficiencies or to create meaningful public space improvements to mitigate impacts and attract private investment.
- While employment has grown in the CPBC, that growth has occurred within existing buildings, although the methods and sources for that data is not cited in the DEIS. No significant commercial or mixed-use development or redevelopment has occurred, despite the City’s past amendments to the Comprehensive Plan and development regulations. The lack of development

or redevelopment indicates that private investment is satisfied with returns on existing assets in the CPBC and is unwilling to accept the risks of redevelopment.

- Given the patterns of recent employment growth and the lack of redevelopment activity in the CPBC, please clarify how these new standards will result in large scale redevelopment to achieve the increase in job growth that is projected in the DEIS.
- Despite the regional housing shortage and the fact that it is permitted under the existing zoning, mixed use or mid-rise development has not occurred in the Canyon Park area, signaling that there is insufficient demand, such development is economically infeasible, or both.
- Given the patterns of recent employment growth and the lack of redevelopment activity in the CPBC, please clarify how these new standards will result in large scale redevelopment to achieve the increase in job growth that is projected in the DEIS.

#### Washington State Department of Transportation

- WSDOT maintains that any operational or other impacts from the proposed action to Highways of Statewide Significance (HSS) facilities (I-405 ramp terminals) would need to be mitigated.
- WSDOT is opposed to any proposal that would lower the LOS standards at the I-405 ramp terminals.
- If the standard for SR 524 and SR 527 is not LOS "E/mitigated" per PSRC, please provide reasons why. The PSRC LOS standards (see: <https://www.psrc.org/level-of-service>) for LOS "E/mitigated" include the following description: "The standard for Tier 1 routes is LOS 'E/mitigated,' meaning that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS 'E.' " ' If this is the standard being used, the DEIS should provide more information about mitigation.

#### Sound Transit

- While Sound Transit does not specifically prefer one Draft EIS alternative over the other, it appears that the *Business Plus Alternative* may provide more flexibility to the City in meeting stated growth goals for the Canyon Park subarea, and in supporting goals for residential mixed-use transit-oriented development (TOD).
- Sound Transit applauds the City's ambitious vision for the Canyon Park subarea. The Draft EIS does identify some challenges with transportation and developable land. As a partner with the City, Sound Transit is steadfast in its support of the vision of Canyon Park as a thriving PSRC Regional Growth Center (RGC).

#### Community Transit

- Community Transit's *Swift Green Line BRT* service launched in March of 2019, and already has the second highest ridership for any route in its bus network. In addition to bus service, Community Transit has 108 vanpool groups, out of 400 total groups that travel through the Canyon Park area; and provides transportation demand management services for nine Commute Trip Reduction sites within the Canyon Park area.
- In general, Community Transit supports any of the Action Alternatives, but prefers the Live/Work and Mitigated Live/Work Alternatives. Transit is most efficient when serving areas with high land use intensities, mixed-use developments and connective walking networks.
- Since transportation demand management services in the area are provided by Community Transit, the agency can work with the City, employers and developers to adopt an effective mix of strategies as mitigation measures.
- The Action Alternatives proposal to reduce parking requirements will also encourage the alternatives to driving alone. Please consider addressing...the use of curb space by delivery and transportation network companies.
- Consider exploring the long-term potential for opening a roadway connection to the south, between 17th Ave. and 228th ST, to alleviate the traffic associated with bus operations at the Canyon Park Park & Ride and the new highway toll lane access point.

- Community Transit's bus network design will significantly change in 2024, with the arrival of Sound Transit's Link Light-rail system to Snohomish County.

#### Northshore School District

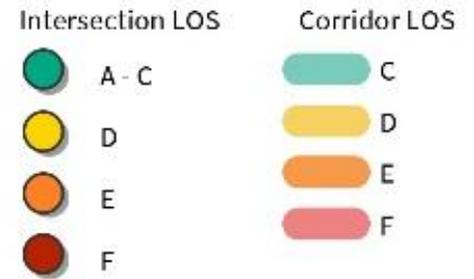
- The District appreciates the need to address the subarea development as a regional growth center. However, both the Business Plus Alternative and the Live/Work Alternative will have impacts to the District... the flow and access for the District's busses is critical in terms of moving students related to schedules and activities.
- Currently it is challenging for school buses to make a turn in or out on 20th Ave. SE during peak times. Opening up 20th Ave. SE to Maltby Rd. would create additional concerns... [and] increase time and costs to the District's transportation operation.
- Potential revisions to the 9th Ave. SE corridor would most likely impact Crystal Springs Elementary School... include at minimum raised 5-6' sidewalk/curb with a landscape barrier and bike lane for separation, signal controlled crosswalks (228<sup>th</sup>, 226<sup>th</sup> and 217<sup>th</sup>) and parent staging/parking on 9th Ave. SE in front of the school.

#### Comments generated at the 9<sup>th</sup> Avenue SE / 214<sup>th</sup> Street SE neighborhood meeting

- Interest in greater mix of housing and jobs at the shopping centers to create more activity
- Majority of attendees opposed connecting 214<sup>th</sup> ST SE to 9<sup>th</sup> Avenue SE
- Many concerns about existing traffic congestion
- Many see the need for road extensions, but wish they didn't have to go through wetlands or neighborhoods
- Concerns about amount and speed of traffic that are already on 9<sup>th</sup> Ave SE
- Desire to improve school drop off, safe sidewalks and crosswalks for students walking to Crystal Springs and to a bus stop at 214<sup>th</sup> and Bothell-Everett Highway
- Many see the need for road extensions, but wish they didn't have to go through wetlands
- Support for bike and walking paths throughout, including a preference for a trail connection on the 214<sup>th</sup> St SE alignment
- Local improvements needed along 214<sup>th</sup> if extended westward as a city street

## Transportation

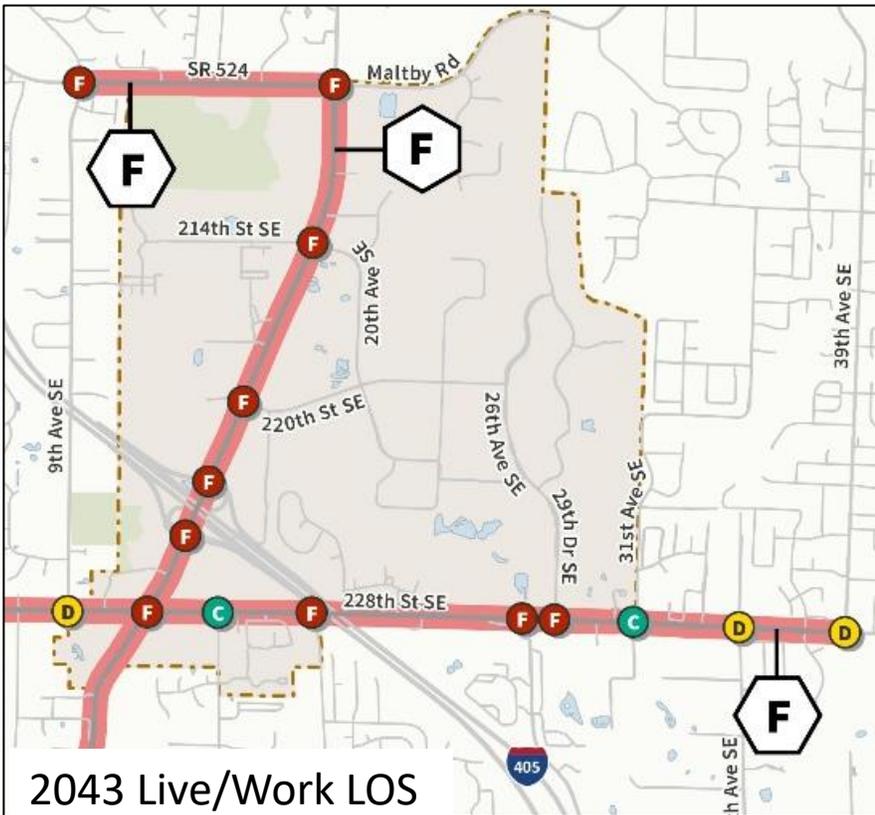
It has been demonstrated that congestion will worsen even under the No Action alternative which assumes the construction of the transportation projects identified with the Comprehensive Plan.



Assumes:

- TIP projects
- I-405 ETL ramps
- BRT Services

This LOS occurs under the no action (current Comprehensive Plan) alternative



Under No Action, two corridors and some intersections will operate at LOS F with PM peak hour trips of: No Action and three corridors and more intersections will operate at LOS F under the Mitigated Live/Work Alternative. The City’s current maximum LOS for corridors is a LOS of E.

For the Canyon Park Business Park this becomes even more problematic because the Business Park is limited to three main access points – two of which are on SR-527. Further, the concurrency corridors of SR 527, SR 524, and 228<sup>th</sup> Street are expected to operate at LOS F conditions, plus multiple intersections would also operate at LOS F meaning bottlenecks will worsen at the major arterial intersections, I-405 ramps, and at the business park entrances.

**Table 4 - Draft Estimated New PM Peak Hour Trips (In/Out/Total), No action and Mitigated Live / Work Alternatives**

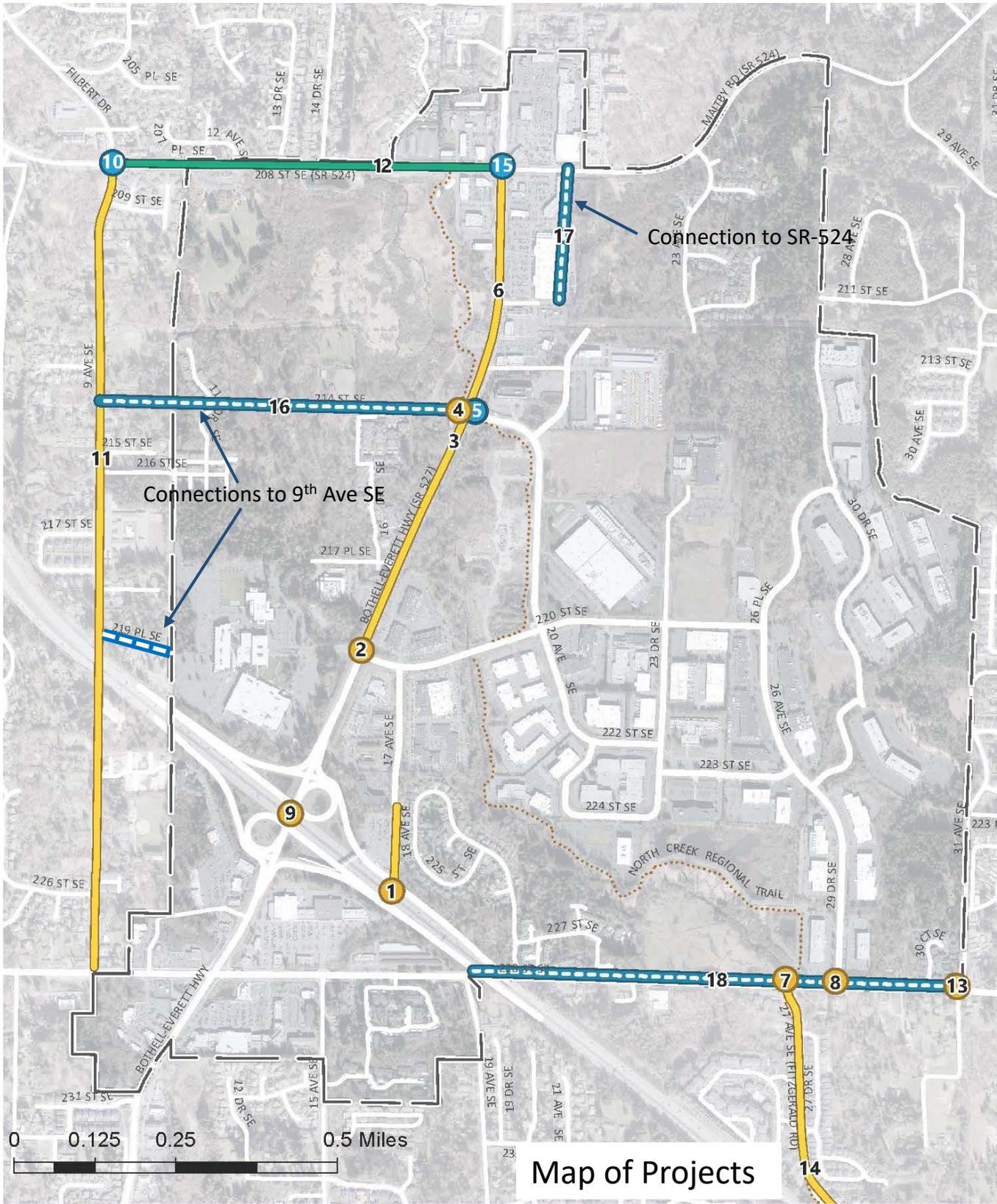
Area	No Action	Mitigated Live Work w/ TDM
1. Canyon Park Main Area	980 / 1,630 / 2,600	1,890 / 3,700 / 5,590
2. South of I-405/SR 527 Interchange	560 / 620 / 1,180	650 / 680 / 1,330
3. Thrasher's Corner/North of SR 524	90 / 80 / 170	330 / 280 / 610

Area	No Action	Mitigated Live Work w/ TDM
<b>Total</b>	<b>1,630 / 2,330 / 3,960</b>	<b>2,870 / 4,650 / 7,520</b>

Source: Fehr & Peers, 2019.

Strategies investigated:

- Reduced land use growth (*Mitigated* Live Work Alternative)
- Require Transportation Demand Management (TDM) strategies & programs
- Modify the City's transportation policies to accept a higher LOS (delay)
- Explore innovative intersection layouts
- Convert signals to roundabouts
- New turn lanes at intersections
- New street connections
- Widening of 228<sup>th</sup> Street
- Emphasize transit over single occupant vehicles by adding Business Access Transit (BAT) lanes or converting general purpose lanes to BAT lanes
- Make connections to the surrounding street network



Potential New Mitigation Transportation projects highlighted in blue  
 All others derived from 2015 Comprehensive Plan

**Table 5 – Potential Mitigation Project List**

No.	Project	Description
1	WSDOT I-405 Direct Express Toll Lane Access Ramps	Direct access ramps from ETL to Canyon Park at 17 <sup>th</sup> Ave SE and Transit connections. Includes improvements to 17 <sup>th</sup> Ave SE and intersections at 220 <sup>th</sup> St SE / 17 <sup>th</sup> Ave SE and 220 <sup>th</sup> St SE / SR-527.
2	220 <sup>th</sup> St SE and SR 527 Intersection	Add another eastbound left turn lane (2 total left turn lanes).
3	SR 527: Add a southbound lane between SR 524 and 220 <sup>th</sup> St SE	Add a third southbound lane, and associated intersection revisions.
4	214 <sup>th</sup> St SE & SR 527	Re-channelize the westbound through/left lane to a through/right lane.
5	214 <sup>th</sup> St SE & SR 527	Add channelized westbound right turn lane and dual westbound left turn lane.
6	SR 527 (211 <sup>th</sup> St SE to north of SR 524)	Add a third northbound through lane. Add a southbound left turn lane at SR 524 (2 left). Also known as SR 527/SR524 Intersection Improvements.
7	228 <sup>th</sup> St SE & Fitzgerald Rd intersection	Adds eastbound right turn pocket.
8	228 <sup>th</sup> St SE & 29 <sup>th</sup> Dr SE intersection	Adds westbound right turn pocket.
9	I-405 Widening & SR 527 Interchange Improvements	Widening I-405 to add a second Express Toll lane from SR 522 to I-5 in Lynnwood. Improvements to the SR 527 and I-405 Interchange/ramps.
10	9 <sup>th</sup> Ave SE & SR 524	Dual northbound left turn lanes.
11	9 <sup>th</sup> Ave SE Widening: 228 <sup>th</sup> St SE to SR 524	Upgrade road to a Collector road standard (3-lanes) with improved pedestrian/bike facilities and improvements to the 228 and SR 524 intersections.
12	North Creek Trail – Section 4	Complete the missing link along SR 524 between current trail and Filbert Rd.
13	229 <sup>th</sup> St SE / 31 <sup>st</sup> Ave SE Intersection	Add a westbound dedicated right turn lane.
14	Fitzgerald Rd: 240 <sup>th</sup> St SE to 228 <sup>th</sup> St SE	Widen road and add curb, gutter, and sidewalks.
15	SR 527 / SR 524	Modify intersection to include two westbound left turn lanes and two westbound through lanes.
16	214 <sup>th</sup> St SE Roadway Extension	Extend 214 <sup>th</sup> St SE west to the Canyon Park Subarea boundary.
17	20 <sup>th</sup> Ave SE	Add new connection from 20 <sup>th</sup> Ave SE to SR 524.
18	228 <sup>th</sup> St SE	Widen to five lanes from 19 <sup>th</sup> Ave SE to 31 <sup>st</sup> Ave SE. This widening project could be physically constrained where it crosses under I-405 due to the placement of existing I-405 columns and may have impacts to 19 <sup>th</sup> Ave SE.

**Comprehensive Plan Projects**

-  Intersection Project
-  Corridor Project

-  Non motorized Project

**Potential Mitigation Projects**

-  Potential Intersection Mitigation
-  Potential Corridor Mitigation

The following table classifies the relative impacts and considerations of the projects identified above and includes a general cost range

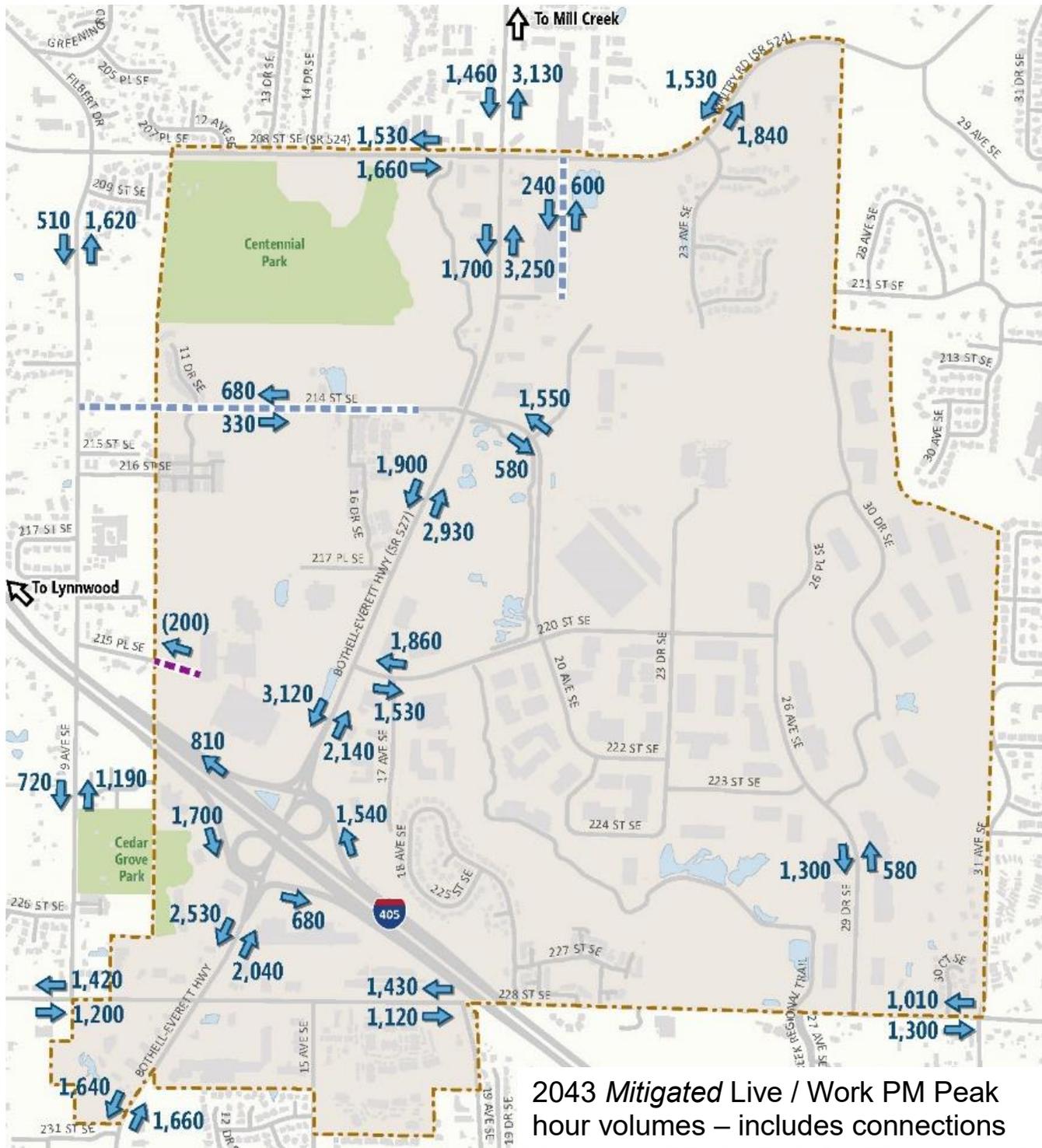
**Table 6. New Transportation Mitigation Projects Summary**

Project	Potential Benefits		Potential Impacts & Considerations			
	Supports businesses & community members who commute by car	Supports multimodal transportation	Community	Wetlands & streams	Other	Approx. cost (\$-\$\$\$\$)
<b>5.</b> <b>214<sup>th</sup> St SE &amp; SR 527 intersection modification</b>	<b>Medium:</b> Provides additional vehicle capacity in/out of business park. Average delay decreases by 53 seconds, but still expected to operate at LOS F. (corresponds with 214 <sup>th</sup> street extension).	<b>Medium:</b> Re-channelization would result in some improvements to pedestrian crossings.	<b>Low:</b> Increases crossing distance for North Creek Trail over 214 <sup>th</sup> St SE.	<b>Low:</b> Minor impacts to wetlands and North Creek tributary.	<b>Low:</b> Minor right-of-way impacts to business on northeast corner (and potentially southwest corner).	<b>\$</b>
<b>15.</b> <b>SR 527/SR 524 intersection modification</b>	<b>Medium:</b> Provides additional vehicle capacity and improves vehicle access to the study area. Average delay decreases by about 59 seconds, but still expected to operate at LOS F.	<b>Low:</b> Design may include pedestrian and bicycle infrastructure and reduce pedestrian wait time at the intersection.	<b>Mixed:</b> Pedestrian crossings would be even longer distances.	<b>None</b>	<b>Medium:</b> Right-of-way expansion needed on adjacent commercial properties. Parking and access impacts.	<b>\$\$</b>
<b>16.</b> <b>214<sup>th</sup> St SE street extension</b>	<b>High:</b>	<b>Medium:</b> Potential improvement if pedestrian and bicycle infrastructure is included.	<b>High:</b> Increases vehicle traffic through neighborhood.	<b>High:</b>	<b>High:</b>	<b>\$\$\$\$</b>

Project	Potential Benefits		Potential Impacts & Considerations			
	Supports businesses & community members who commute by car	Supports multimodal transportation	Community	Wetlands & streams	Other	Approx. cost (\$-\$\$\$\$)
	<p>Provides improved mobility with a more connected street system to/from the study area.</p> <p>Reduces unnecessary new vehicle trips on SR 527 and SR 524.</p>			<p>Impact to wetlands and buffers throughout the corridor. One new Royal Anne Creek stream crossing.</p> <p>Opportunity to upgrade fish passage to North Creek, North Creek tributary, and Royal Anne Creek stream crossings.</p>	<p>Right-of-way strip needs throughout the corridor. Unidentified right-of-way needed near four residences on west end at 9th.</p>	
<p><b>17.</b></p> <p><b>20<sup>th</sup> Ave SE street extension (behind Fred Meyer)</b></p>	<p><b>High:</b></p> <p>Provides additional vehicle routing options to/from the study area.</p> <p>Reduces unnecessary vehicle trips on SR 527 and SR 524.</p>	<p><b>Medium:</b></p> <p>Potential improvement with additional crossing of SR 524 if pedestrian and bicycle infrastructure is included.</p>	<p><b>None</b></p>	<p><b>High:</b></p> <p>Impact to wetlands. One new stream crossing required.</p>	<p><b>Medium:</b></p> <p>Impacts to the Fred Meyer commercial business loading and circulation</p>	<p><b>\$\$\$</b></p>
<p><b>18.</b></p> <p><b>228<sup>th</sup> St SE widening &amp; re-channelization</b></p>	<p><b>Medium:</b></p>	<p><b>Medium:</b></p>	<p><b>Mixed:</b></p>	<p><b>Low:</b></p>	<p><b>Medium:</b></p>	<p><b>\$\$\$\$</b></p>

Project	Potential Benefits		Potential Impacts & Considerations			
	Supports businesses & community members who commute by car	Supports multimodal transportation	Community	Wetlands & streams	Other	Approx. cost (\$-\$\$\$)
	<p>Increases roadway capacity to improve access to/from study area.</p> <p>Benefits may be limited as 228<sup>th</sup> St narrows back to three lanes east of 39<sup>th</sup> Ave.</p>	<p>Potential improvement if pedestrian and/or bicycle infrastructure is included, especially if filling the sidewalk gap on 228<sup>th</sup> St SE under I-405.</p>	<p>Roadway crossings, including the North Creek Trail crossing, would be longer. Depending on right-of-way needs and availability, the sidewalk and bicycle environment east of I-405 may narrow.</p>	<p>Potential fish passage improvements to North Creek, Junco Creek, South Fork Perry Creek, Palm Creek, and unnamed tributary stream crossings. Minor wetland impacts.</p>	<p>Right-of-way expansion needs on both sides throughout the corridor. This project could be physically constrained where it crosses under I-405 due to the placement of existing I-405 columns and may have impacts to 19<sup>th</sup> Ave SE.</p>	

The map on the following page shows the 2043 PM Peak hour trips under the *Mitigated Live / Work* Alternative. A map showing existing 2018 PM Peak Hour trips amounts is being prepared and will be provided to the Commission at the meeting.



- 214<sup>th</sup> Street SE extension could carry about 1,000 new PM peak hour trips
- 219<sup>th</sup> Street SE extension could carry about 200 PM peak hour trips
- 20 Ave SE extension (Fred Meyer) could carry about 850 PM peak hour trips

## **Next Steps**

### **Tentative dates – Subject to revision**

#### **January**

- 1/22/20 - Commission Study Session Preferred Alternative

#### **February**

- 2/19/20 - Commission Public Hearing – Preferred Alternative and Subarea Plan

#### **March**

- 3/4/20 - Commission Public Hearing – Preferred Alternative and Subarea Plan
- 3/10/20 City Council Study Session – Preferred Alternative
- 3/18/20 Commission Public Hearing – Preferred Alternative and Subarea Plan – Action

#### **April**

- 4/8/20 Commission Study Session - Subarea Regulations
- 4/14/20 City Council Study Session - Preferred Alternative and Subarea Plan

#### **May**

- 5/5/20 City Council Public Hearing - Preferred Alternative and Subarea Plan
- 5/6/20 Commission Public Hearing – Subarea Regulations and Action Plan
- 5/20/20 Commission Public Hearing – Subarea Regulations

#### **June**

- 6/3/20 Commission Public Hearing – Subarea Regulations and Action Plan – Action
- 6/16/20 City Council Study Session - Subarea Regulations and Action Plan
- 6/28/20 City Council Public Hearing – Subarea Regulations and Action Plan

#### **July**

- 7/14/20 Council Public Hearing – Adoption of Planned Action Resolution
- 7/21/20 Council Public Hearing - Adoption of Planned Action Resolution