



**CITY OF BOTHELL**

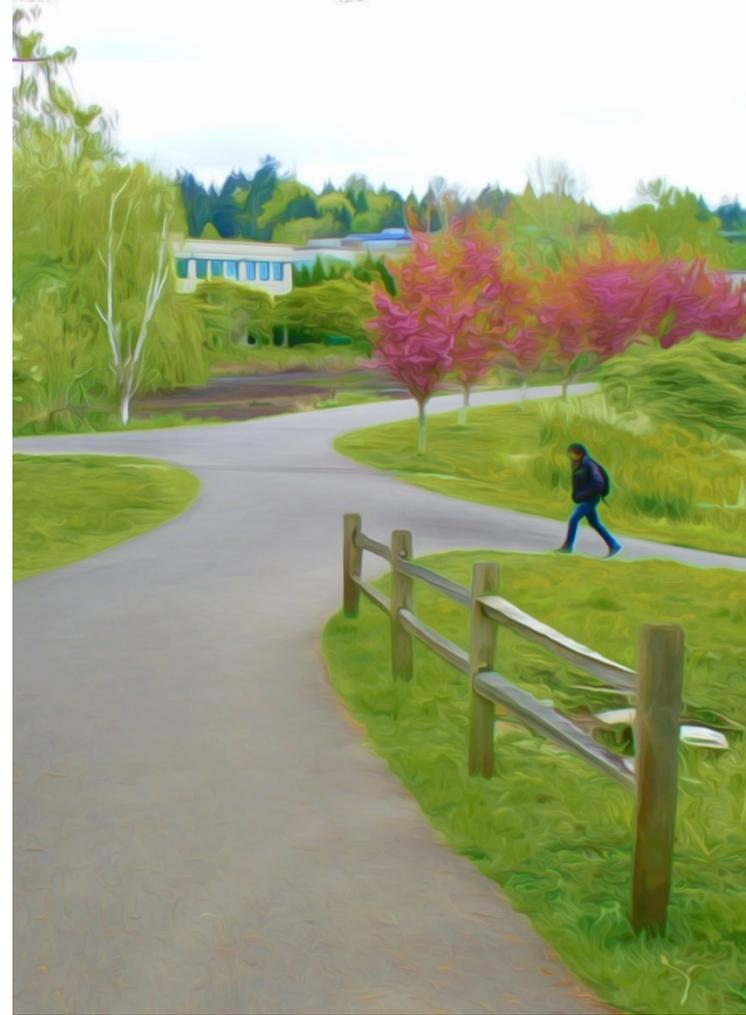
**CANYON PARK SUBAREA PLAN**

**Planning Commission Study Session  
June 17, 2020**

# No Action This Evening

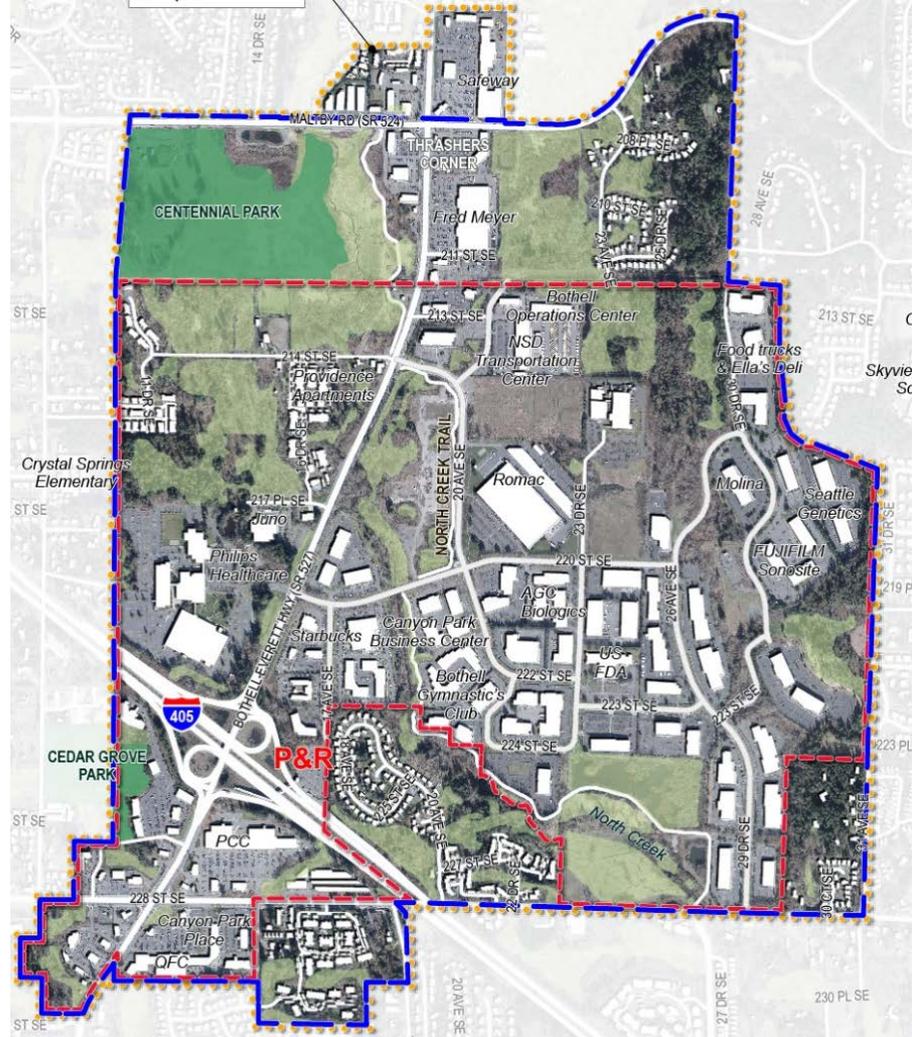
## Purpose

- Presentation / Update
  - Bruce Blackburn, Senior Planner
  - Rachel Miller, MAKERS Architecture Senior Associate
- Conceptual review of early draft
- Ask questions
- Provide Feedback
- Next Steps



# Canyon Park

- Annexed in 1992
- Bothell's first GMA plan (1996) included a 733 acre Regional Growth Center (RGC)
- Cluster of successful life science and bio-medical device companies



# NEW PSRC RGC CRITERIA

- Minimum Activity Units (people) per acre
  - ✓ 18 Existing
  - ✓ 45 Planned
- Mix of land uses
  - ✓ At least 15% population or jobs
- Snohomish County population growth target:
  - ✓ 4,500 residents

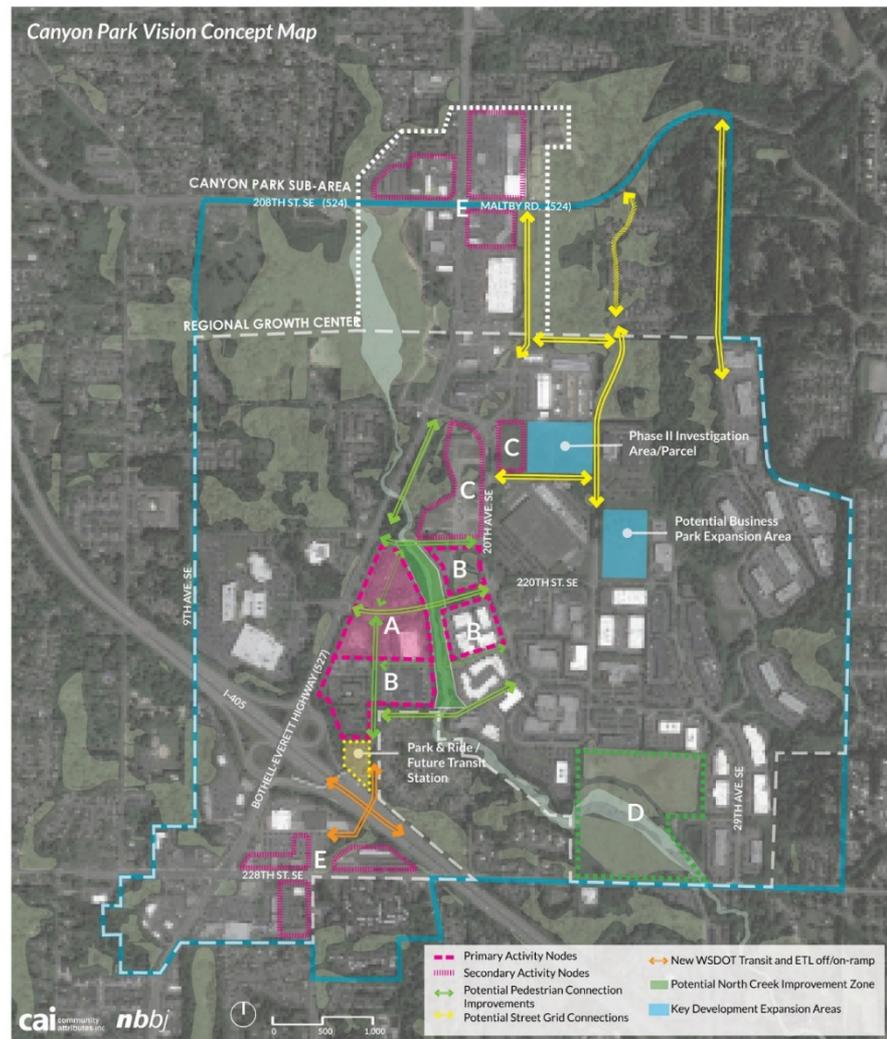
12,000 Activity Units (AU)  
exist now

Plan for new residents  
and employees to meet  
the AU per acre  
minimums

≥4,500 of the new people  
need to be residents

# VISION

- An Economic Driver
- A Multifaceted Neighborhood
- Connected to the Natural Environment
- A Transportation Hub

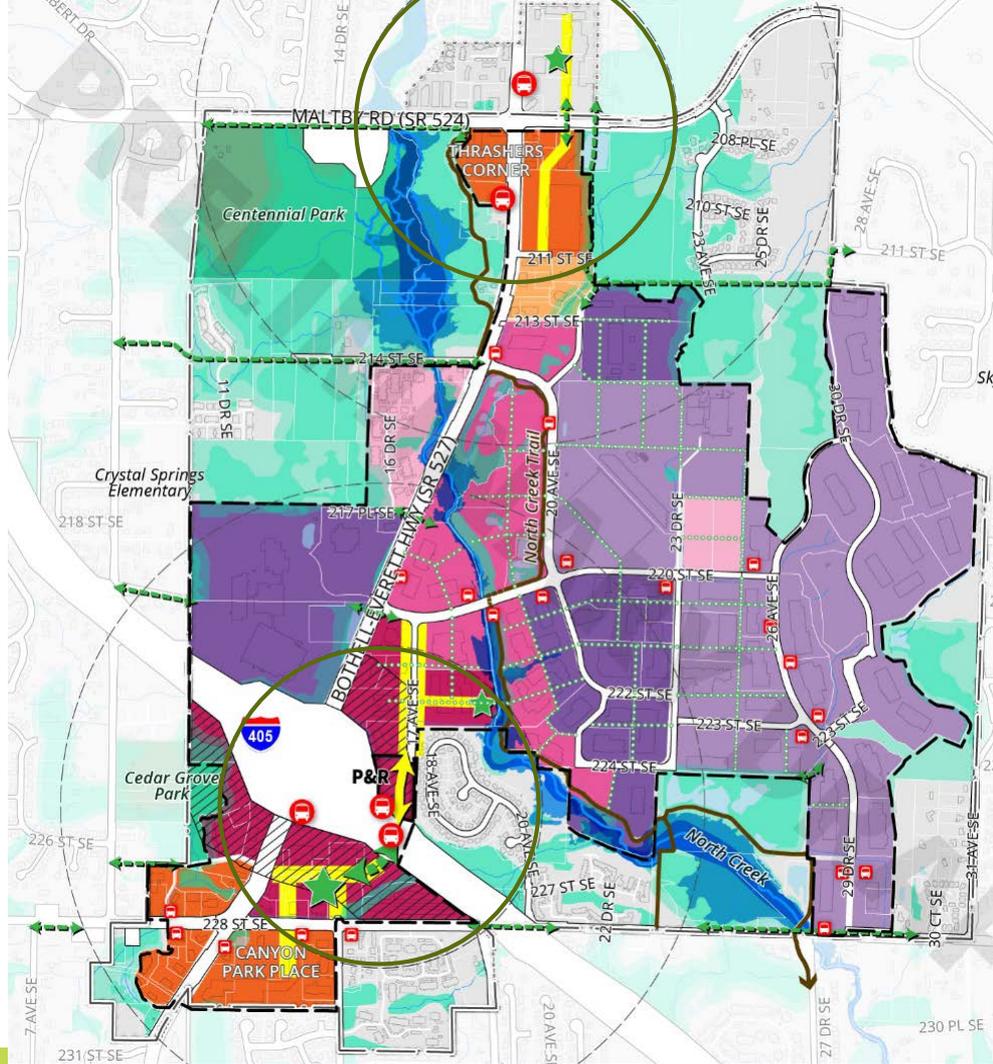




# PLANNING COMMISSION RECOMMENDATION PREFERRED LAND USE ALTERNATIVE

# PLANNING COMMISSION RECOMMENDATION - PREFERRED LAND USE ALTERNATIVE

-  Office/Residential mixed use (MU) - High
-  Office/Residential MU - Medium
-  Office/Residential MU - Low
-  Residential MU - High
-  Residential MU - Medium
-  Employment - Medium
-  Employment - Low



# PREFERRED ALTERNATIVE CONCEPT

North Creek as amenity

**17<sup>th</sup> Node.** Build on existing services, visibility, high volumes, and North Creek to evolve into holistic neighborhood.

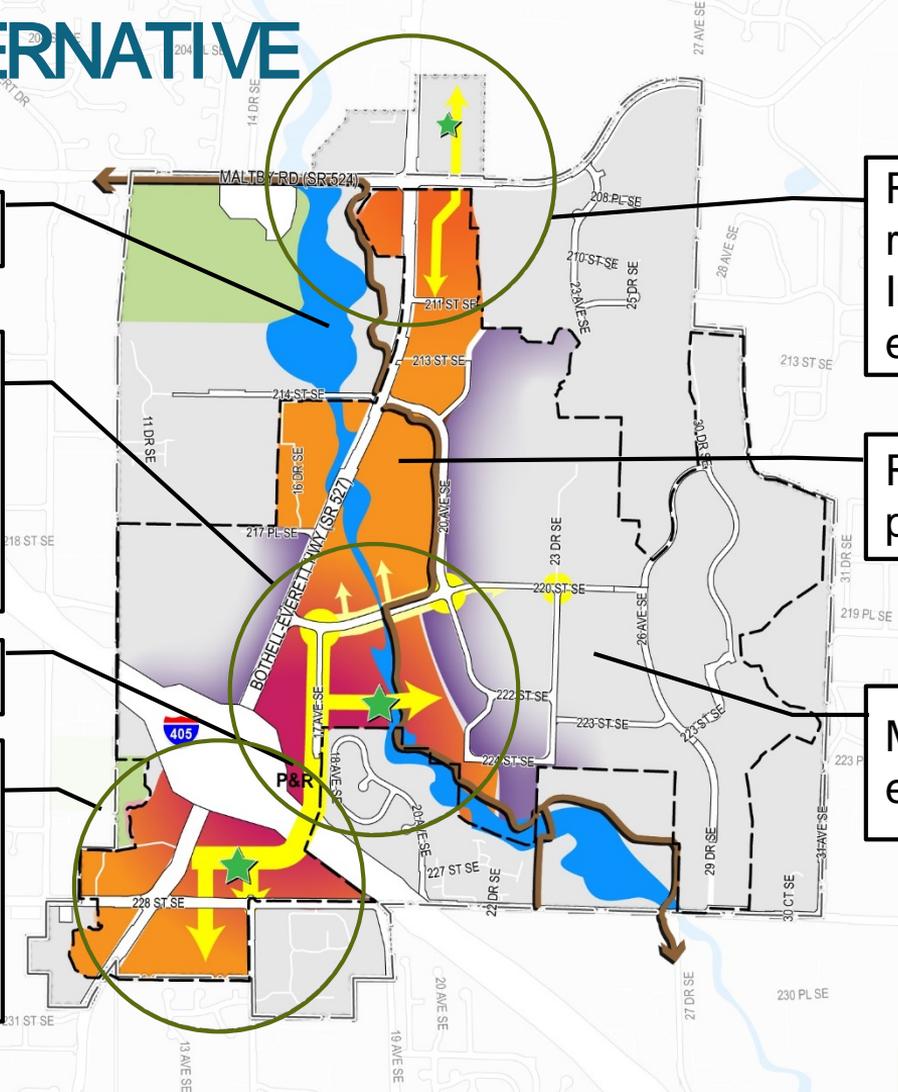
**P&R.** Emphasize TOD.

**CP Place Node.** Add residences, main street, & plaza to existing retail center. Pursue partnerships to develop a P&R.

Retain regional retail  
Infill as opportunity emerges.

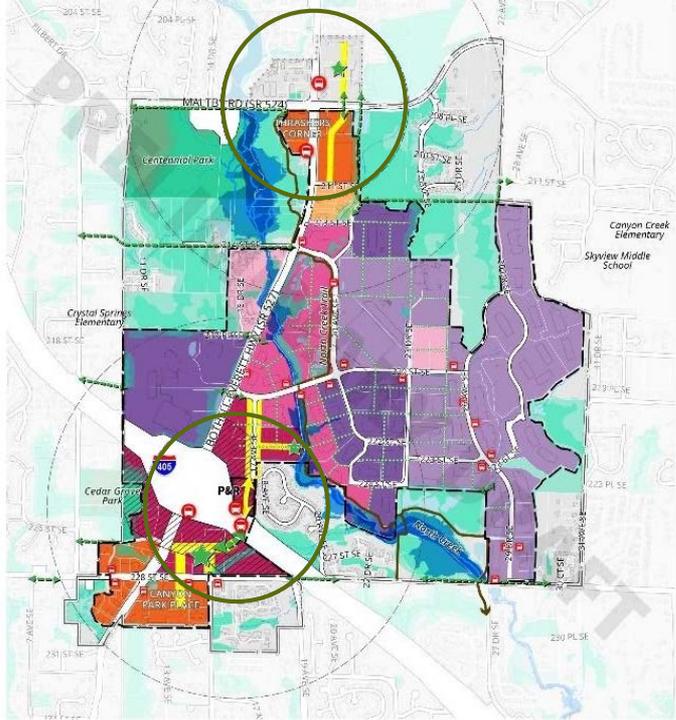
Residential as proposed

Maintain flexible employment center



# NEW RGC CRITERIA

**Middle Ground Alternative**  
 PLANNING COMMISSION RECOMMENDATION  
 PRELIMINARY DRAFT 3/5/2020



**Land Use & Urban Design Proposals**

- Office/Residential Mixed Use (MU) - High
- Office/Residential MU - Medium
- Office/Residential MU - Low
- Residential MU - High
- Residential MU - Medium
- Employment - Medium
- Employment - Low
- 500' Air Quality Buffer - Office Only

**Natural Areas**

- Water body
- Wetland & buffer
- Floodway/flood plain
- River/stream

**Paths and Mobility**

- Public gathering space
- NBld center street
- Through-block connections
- Major proposed ped. improvements
- North Creek Trail
- I-405 Bus Rapid Transit (BRT) or Swift Green Line
- Bus stop
- PSR Park-and-ride

## Planning Commission Recommendation meets PSRC RGC Criteria

- ✓ Activity Unit / acre
- ✓ Size
- ✓ Land use mix
- ✓ Transportation options
- ✓ Market feasibility – **be patient**

Existing Activity Units		2044 Planned Activity Units	
Population	345	Population	6,487
Jobs	11,437	Jobs	19,035
acres	565	acres	565
<b>AU / acre 20.85</b>		<b>AU / acre 45.17</b>	

# Office/Residential MU – High

## Minimum

- 0.6 FAR
- 90 du/acre

## Target

- 3.0 FAR or
- 133 du/acre



Above ~ 90 du/acre

Below ~ 3.5 FAR



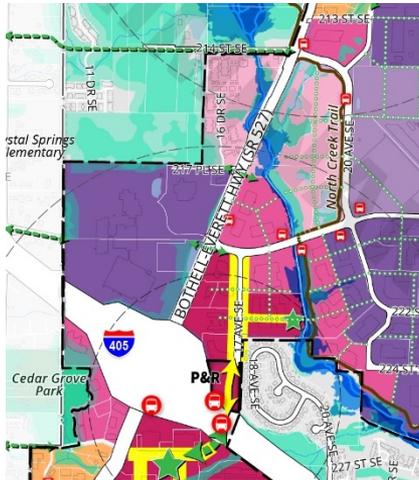
# Office/Residential MU – Medium

## Minimum

- 0.5 FAR, or
- 45 du/acre

## Target

- 1.5 FAR or
- 57 du/acre



Above ~ 0.75 FAR

Below ~1.45 FAR



# Office/Residential MU – Low

## Minimum

- 0.35 FAR, or
- 25-35 du/acre

## Target

- 0.5 FAR or
- 25-35 du/acre



Above ~ 34 du/acre

Below ~ FAR 0.75



# Residential MU - High

## Minimum

- 90 du/acre

## Target

- 133 du/acre



Above ~ 90 du/acre

Below ~ 190 du/acre



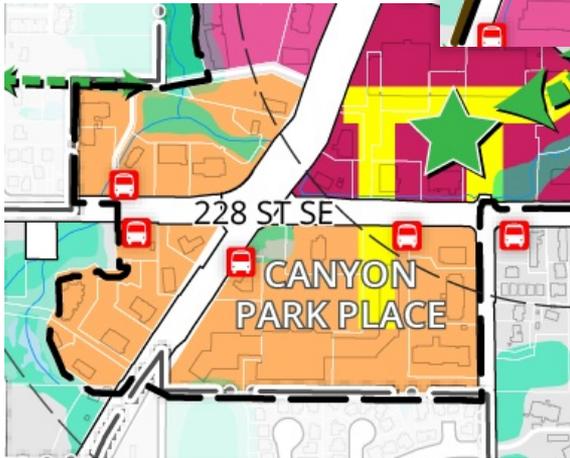
# Residential MU - Medium

## Minimum

- 45 du/acre

## Target

- 57 du/acre



Above ~ 45 du/acre



Below ~ 57 du/acre





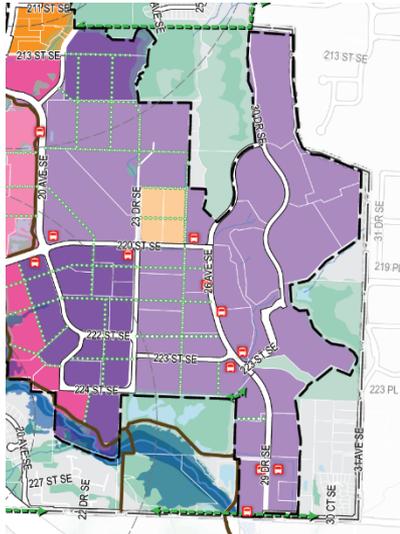
# Employment – Low

## Minimum

- 0.35 FAR

## Target

- 0.5 FAR



Above ~ 0.35 FAR

Below ~0.43 FAR





**QUESTIONS?  
COMMENTS?**

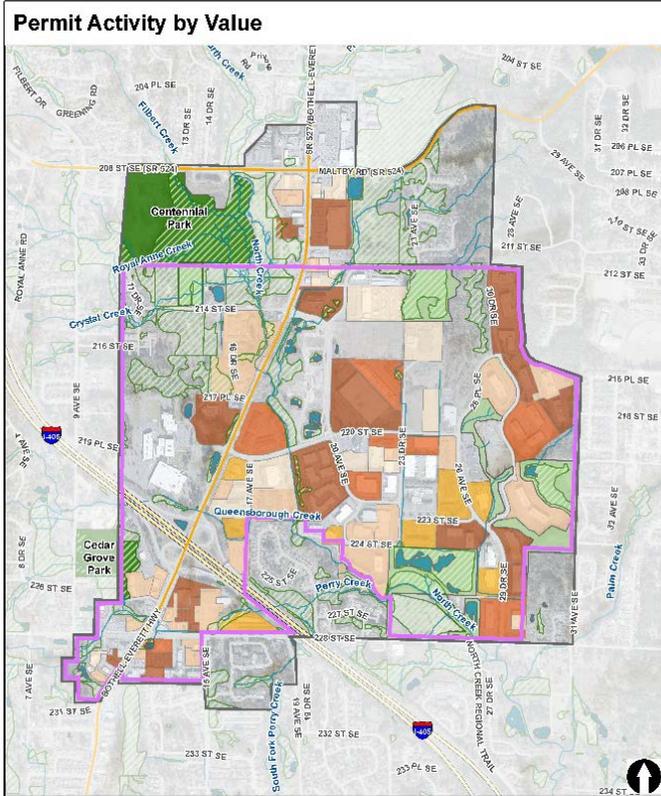


# PRELIMINARY MARKET/ PRO FORMA ANALYSIS

## Prior & Recent Studies

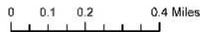
- Canyon Park Vision, Summer 2018
- Canyon Park Subarea Existing Conditions Report, March 2019
- Canyon Park Subarea Draft Environmental Impact Statement, December 2019
- Canyon Park Subarea Subarea Market Study & Proforma Analysis

# JOB AND INVESTMENT TRENDS

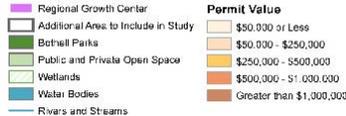


*\$116M investment since 2015*  
*Tenant Improvements, Additions, New Construction*  
*298 permits*

## Canyon Park Subarea

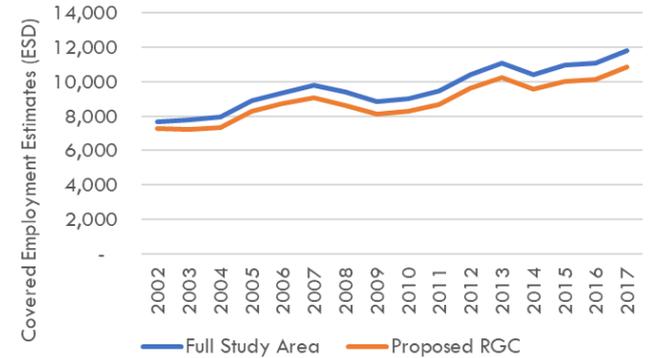


DRAFT - February 24, 2020

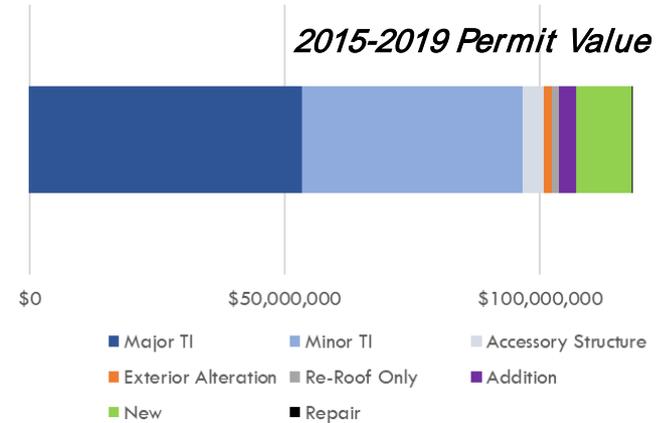


*Rate of growth 2010-2017 ~3.3%*  
*2002-2017 ~2.5%*

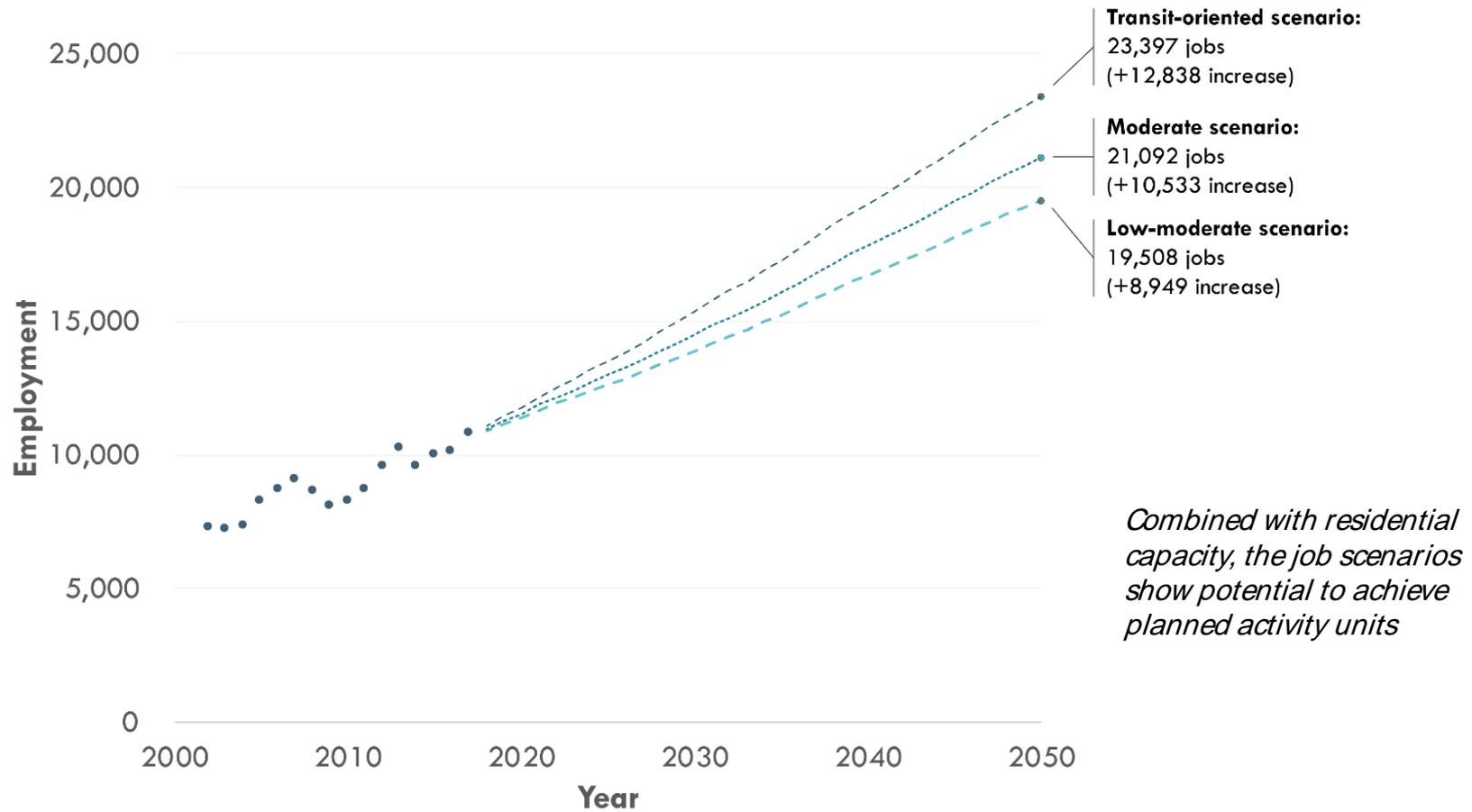
Canyon Park: Covered Jobs 2002-2017



## 2015-2019 Permit Value



# PROJECTED GROWTH IN RGC, 2017-2050 (DRAFT)



Source: CoStar, 2020; BERK, 2020.

# RESULTS – CURRENT MARKET CONDITIONS

Type	Overview	Additional Findings
Mixed Use	<ul style="list-style-type: none"><li>The mixed-use residential/retail project appears <b>feasible</b>.</li></ul>	<ul style="list-style-type: none"><li>Affordable units through a 12-year MFTE program with impact fee reductions.</li><li>Residential and mixed-use redevelopment outcompetes commercial developments in the short term.</li></ul>
Commercial Redevelopment	<ul style="list-style-type: none"><li>Commercial redevelopment is currently <b>infeasible, but future market conditions may spur these projects</b>.</li></ul>	<ul style="list-style-type: none"><li>Higher-end office products (medical) potentially feasible.</li><li>Increases in lease rates due to improved transit may promote redevelopment.</li></ul>
Commercial Infill	<ul style="list-style-type: none"><li>The parking lot infill project was <b>not likely to be practical</b>.</li></ul>	<ul style="list-style-type: none"><li>Reductions in parking requirements on these sites could allow for minor additions to existing buildings.</li></ul>
Other Commercial	<ul style="list-style-type: none"><li><b>Owner-occupied projects</b> could also be practical.</li></ul>	



**QUESTIONS?  
COMMENTS?**



**SUBAREA PLAN**

# OUTLINE

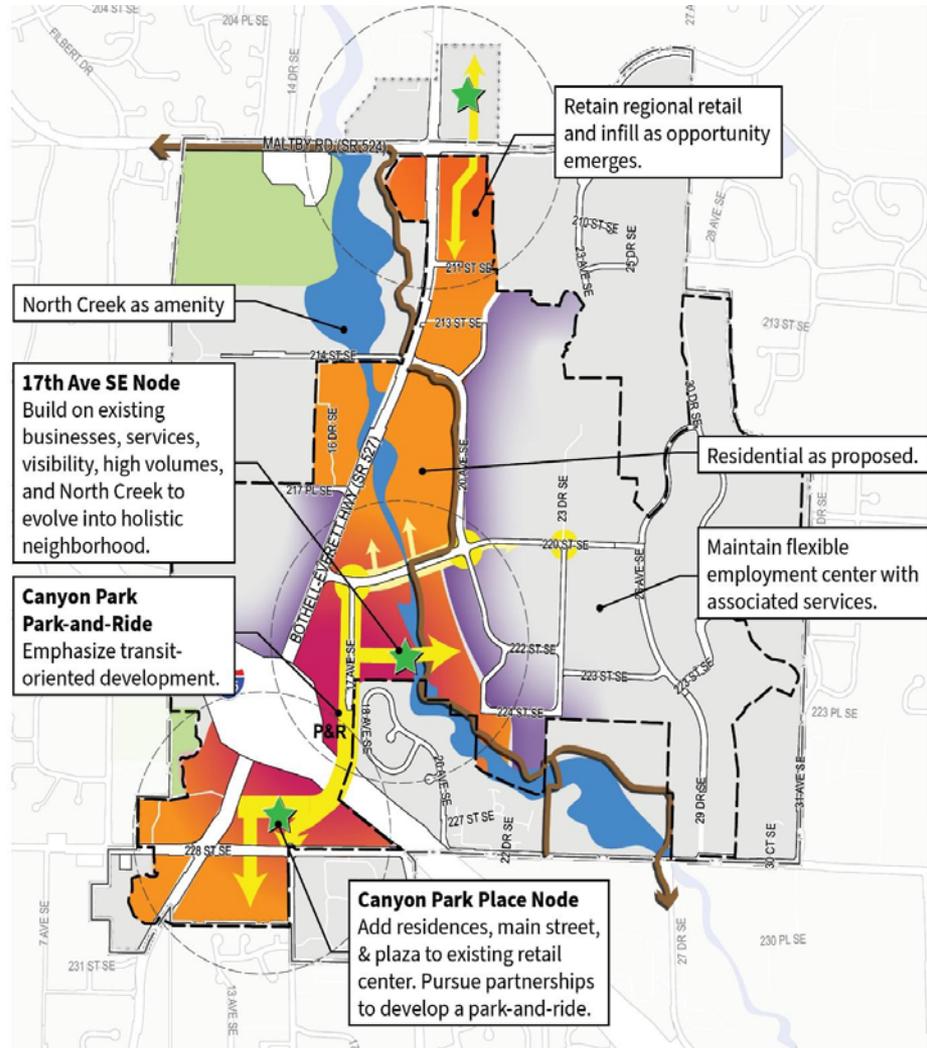
1. Background
2. Concept
3. Process
4. Existing Conditions
5. Plan elements
  - A. Land Use
  - B. Urban Design/Community livability
  - C. Economic Development
  - D. Natural Environment
  - E. Transportation
6. Implementation



# CONCEPTS SECTION

## *'Set the Stage'*

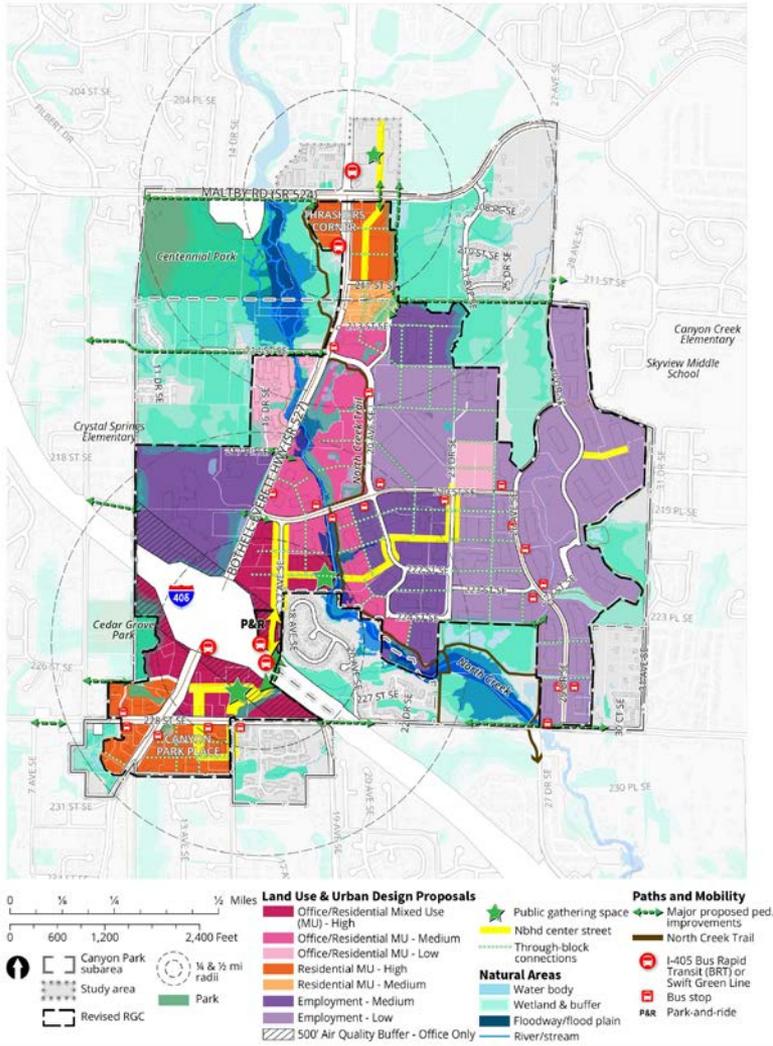
- Assets, challenges, and Vision
- All Goals and Policies for Canyon Park Subarea
- Outlines the Framework and strategies to achieve the Vision



# LAND USE SECTION

## *Establishes future land uses*

- Vision
- Land Use goals and policies from the Concept section
- Land use approach
- Future Land Use Map (FLUM)
- Describes the designations
- Actions



# LAND USE SECTION

## *Describes the designations*

- Office/Residential Mixed Use – High
- Encourage high-intensity office mixed-use development (6+ stories) near transit and areas impacted by highway air quality and noise—while allowing residential



### Requirements

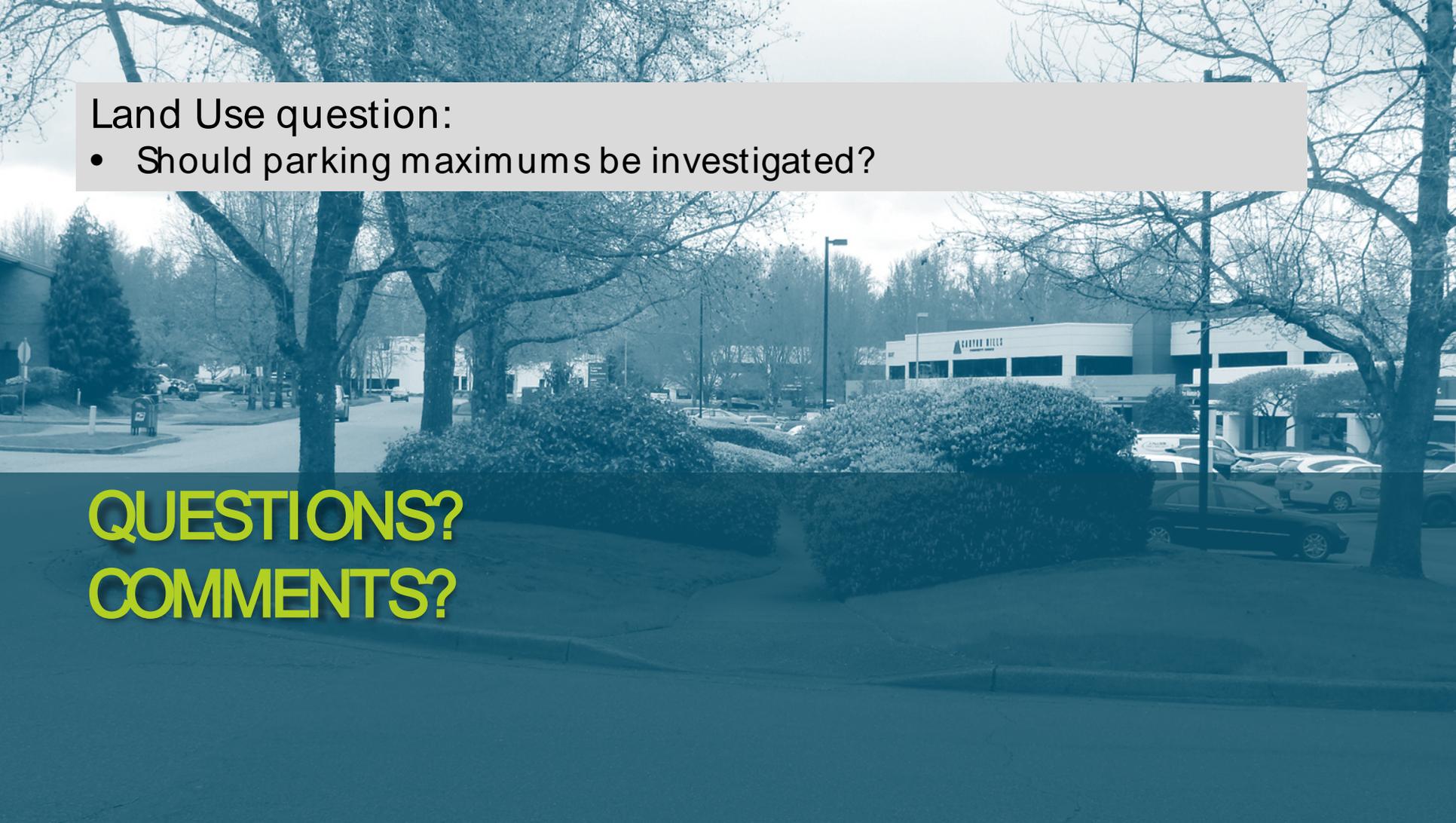
Residential	Active ground floor	Parking	Common usable open space	Private open space
○	● Along main streets & special corners	Lowest or no parking minimums due to proximity to transit. Potential parking maximums and limits on surface parking close to transit.	●	○ Office  ● Residential

# LAND USE SECTION

## *Identifies other land use considerations*

- 'Missing middle' housing
- Affordable housing and commercial space
- Mid-block streets/lanes
- Development feasibility/incentives
- Parking reductions/ratios
- Transfer of Development Rights (TDR)





Land Use question:

- Should parking maximums be investigated?

**QUESTIONS?**  
**COMMENTS?**

# TRANSPORTATION APPROACH

## *Challenging transportation corridor*

- Preferred alternative 2044 PM peak hour trips

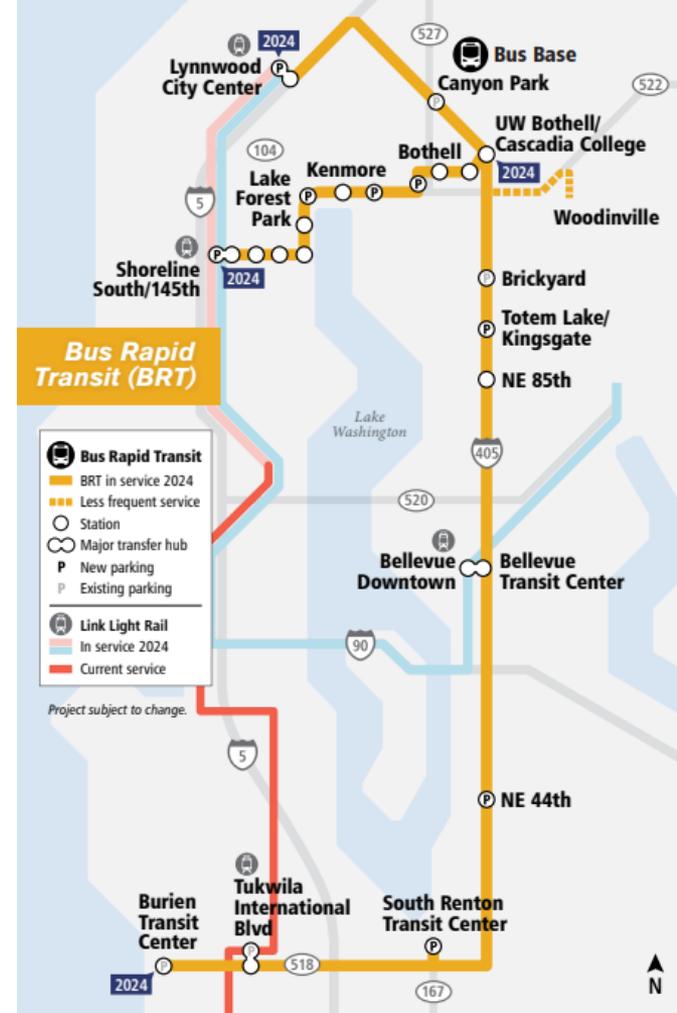
Area	No Action	Preferred alternative
Canyon Park Main business center area	2600	3480
South of I-405/SR 527	1180	1340
Thrashers corner	170	220
Total	3950	5010

Assumes a 14% vehicle reduction with aggressive Transportation Demand Management strategies

# TRANSPORTATION APPROACH

## *Planning Commission Ideas*

- Transit priority
- Transportation Demand Management (TDM)
- Focus on moving people – not cars
- Reduce parking - parking management
- Street extensions as long as:
  - Tied with major improvement to transit
  - Safety improvements (9<sup>th</sup> Ave) come first
  - Public safety vehicle access



# TRANSPORTATION APPROACH

## *Improve Connectivity*

- New turn lanes at intersections
  - Improves intersection capacity/efficiency
- New extensions to surrounding street system
  - Relieves congested corridors
  - Provides additional mobility options
  - Expands Emergency vehicle routes
  - Achieves LOS
- New Intersection improvements
- Pedestrian/bike paths



Canyon Park  
Transportation Projects

Canyon Park Study Area  
 North Creek Trail

### Comprehensive Plan Projects

Intersection Project

Corridor Project

Non motorized Project

### Potential Mitigation Projects

Potential Intersection Mitigation

Potential Corridor Mitigation

See project list for more information

0 0.125 0.25 0.5 Miles





# TRANSPORTATION APPROACH

## *Projected Level of Service (LOS) Delay*

Corridor	With 214th Street Extension	Without 214th Street Extension
SR 524	E (57)	E (77)
SR 527	E (74)	<b>F</b> (86)
228th St SE/SW	E (56)	E (63)

Assumes the 20<sup>th</sup> Avenue SE and 219<sup>th</sup> ST SE extensions

- Update Level of Service Policy for Canyon Park
  - Accept higher LOS
  - Except Canyon Park from LOS corridor?

# TRANSIT OPTIONS INVESTIGATED

## *Reversible center lane*

- PM northbound, AM southbound
- Projected 2043 Travel time PM peak
- 7.3 minutes

CT intrigued but has operational concerns



# TRANSIT OPTIONS INVESTIGATED

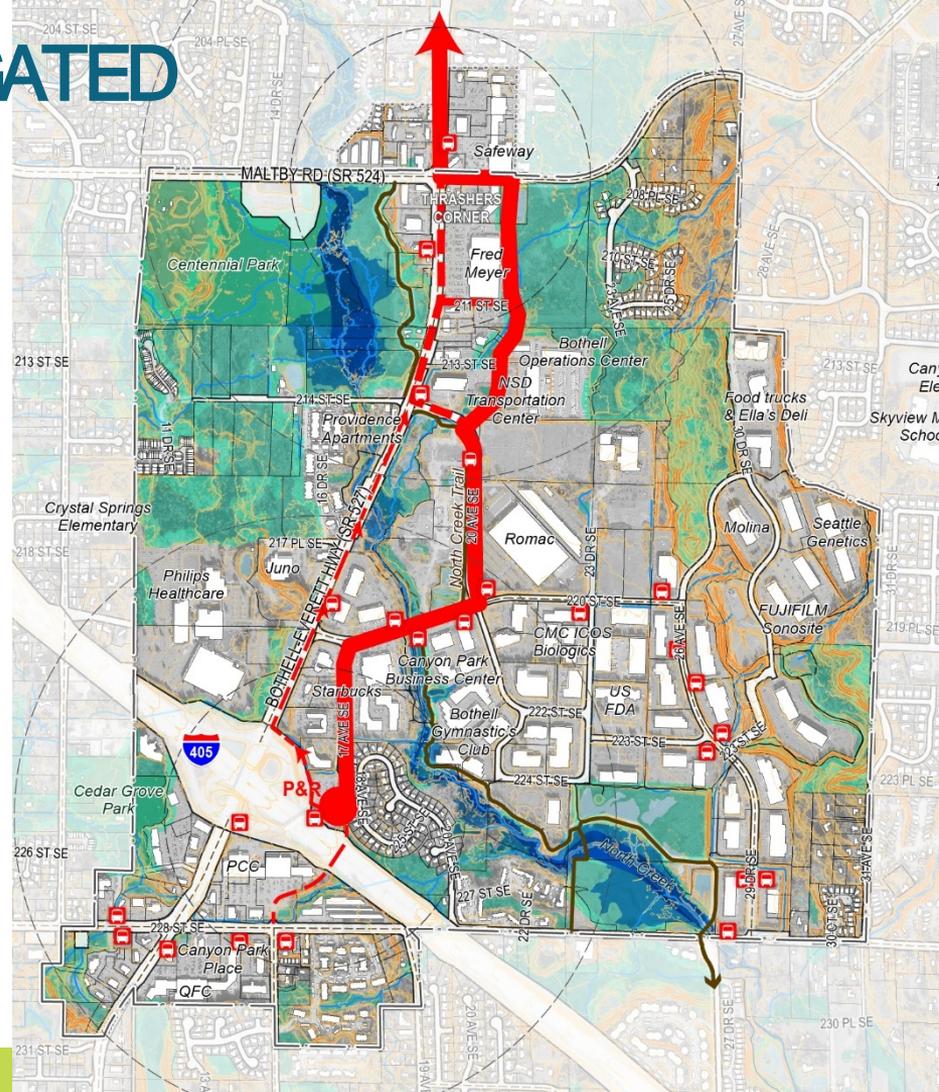
## *Parallel in-park transit route*

- Take buses off heavily travelled BEH
- Better serves business park
- Impacts internal streets

2043 Travel time PM peak north bound

9.1 minutes

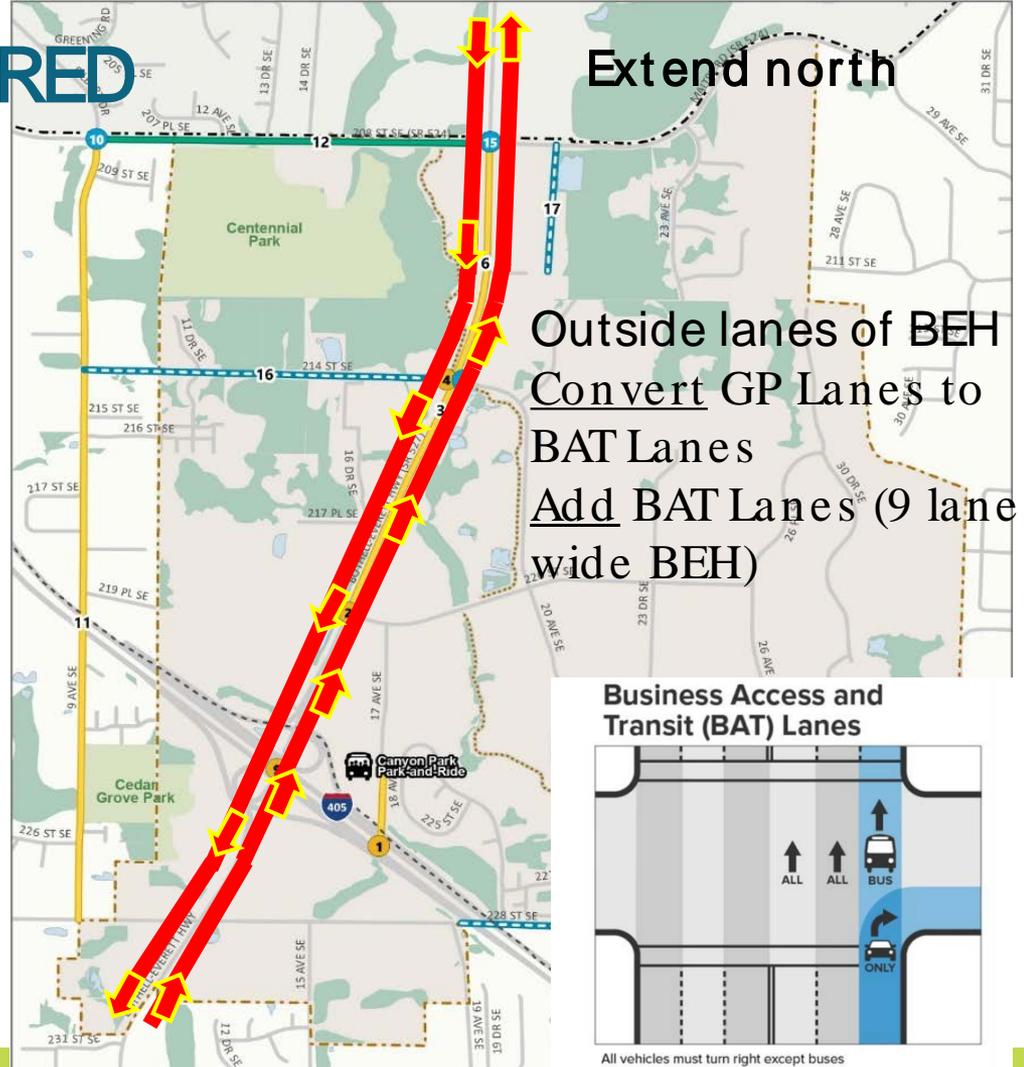
CT indicates feasible for local transit  
*Swift* likely to stay on BEH



# TRANSIT OPTION PREFERRED

## *BAT Lanes*

- Add BAT lanes or convert GP lanes to BAT lanes
- Converting GP Lanes to BAT lanes increases congestion
- Travel time PM Peak north bound
  - 5.5 to 9.5 minutes – signal priority
- CT supportive
- Snohomish County supportive - if in conjunction with regional approach



## Transportation questions:

- Should BAT lanes be the preferred Transit option?
- Should safety improvements to 9<sup>th</sup> avenue SE be required before 214<sup>th</sup> ST SE is extended?
- If 214<sup>th</sup> ST SE is not extended as a vehicle route should it be substituted with a pedestrian and bike path?

**YOUR QUESTIONS?  
COMMENTS?**



**NEXT STEPS**

# Next Steps

## June

- Planning Commission Study Session
- Virtual (on-line) open house
- Complete environmental evaluation

## July

- Planning Commission Study Session (7/1)
- Planning Commission Public Hearings (7/8 & 15)
- Public engagement (virtual or in person?)
- Issue Final EIS

## September

- City Council Public Hearings
- Adopt Planned Action Ordinance



# MORE INFORMATION & CONTACTS

Website:

<http://www.bothellwa.gov/1176/Canyon-Park-Visioning>

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***THANK YOU!***

