



City of Bothell, Washington



DOWNTOWN SUBAREA PLAN & REGULATIONS



Community Vision
City Actions
Development Regulations

CITY OF BOTHELL, WASHINGTON

DOWNTOWN SUBAREA PLAN & REGULATIONS

This version of the Downtown Subarea Plan & Regulations includes amendments made through 2017.

Where possible, text to be eliminated is lined through and new text is underlined. Where formatting dictates, new text is shown in text boxes with Times New Roman text and arrows indicating points of insertion.

Explanations of proposed amendments are shown in text boxes with Arial text (like this text box). All insertions are shown in red text and red or blue symbols, unless otherwise noted.

Pages are inserted with additional page numbers where needed (e.g. 90A, 90B, etc.).

Amendments have been made through Ordinances 2056 (2011), 2144 and 2145 (2014), 2171 (2015), 2215 (2016), and 2219, 2223, 2237 and 2244 (2017).

ADOPTED JULY 2009

(ORDINANCE 2025)

AMENDED JANUARY 2011

(ORDINANCE 2056)



... BUILDING ON OUR FIRST CENTURY, DESIGNING OUR SECOND...

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FIG. I.1 PLAN AREA MAP

INTRODUCTION

A. PURPOSE

The *Downtown Subarea Plan and Regulations* are established to orchestrate private and public investment activities in the heart of the City. They establish the primary means of regulating land use and development on properties located within the Downtown Subarea. They also establish the primary means of planning City actions and investments in support of the growth and continued revitalization of the Greater Downtown.

B. PLAN AREA

The *Plan Area* refers to all private and public properties that come under the purview of this Subarea Plan as indicated in the Plan Area Map – see Fig. i.1

Location. The Plan Area consists of approximately 529 acres in the center of the southern portion of the City of Bothell. The Downtown Plan Area is generally defined along its northern edge (from east to west) by segments of Ross Road, NE 186th Street, and properties running along the east side of SR 527; along its eastern edge by the eastern boundary of the University of Washington Bothell/Cascadia Community College Campus; along its southern edge by the Sammamish River corridor; and on the west, by property lines generally dividing the upper and lower slopes of Westhill.

The Plan Area is distinguished by a wide range of public settings and civic facilities of considerable symbolic and functional significance to the community. The City’s historic Main Street and Bothell Landing are in the center of the Plan Area, and are complemented by a significant inventory of historic structures. City Hall, the City Council Chambers/Municipal Court, Bothell Library, the Bothell branch of the U.S. Post Office, Bothell Police Station, and Pop Keeney Stadium make downtown the primary destination for a very wide range of community services. The Plan Area also incorporates a wide range of public spaces, including Sammamish River Park, the Park at Bothell Landing, Triangle Park, Volunteer Park and Pioneer Cemetery. The campus shared by University of Washington Bothell/Cascadia Community College forms the entire eastern edge of the Plan Area.

C. AUTHORITY

This Subarea Plan is adopted under the authority of RCW Section 36.70A.080 of the *Washington State Growth Management Act*, which establishes Subarea Plans that are consistent with Comprehensive Plans as authorized mechanisms for regulating land use and development in the City. Furthermore, this *Downtown Subarea Plan and Regulations* is established in accordance with the policies and actions contained in the City of Bothell Comprehensive Plan, and the Development Regulations contained in this Subarea Plan are a part of the City of Bothell Municipal Code. The organization of this document and how it integrates with the Comprehensive Plan and Municipal Code is described below.

D. DOCUMENT ORGANIZATION

The *Downtown Subarea Plan and Regulations* consists of three mutually supportive parts, as follows:

Community Vision describes the intended outcomes of the Plan. It describes the primary goals, the envisioned form that the future Subarea will take, and the strategy to achieve those intended results.

City Actions describes the planned investment of City resources to stimulate, promote, and support the desired growth and change in the Plan Area.

Development Regulations establishes the primary means of regulating land use and development on privately owned properties located within the Plan Area.

The first two parts replace the Downtown Subarea Plan of the *Imagine Bothell . . . Comprehensive Plan*. The second part also references the Bothell Capital Facilities Plan. The third part is formally incorporated in the Bothell Municipal Code as Chapter 12.64.

In addition to these three primary parts, additional information upon which the plan is based can be found both in the appendices contained in this document as well as in the *Downtown Revitalization Transportation Plan* and *Downtown Economic Study*, separately bound. Note: the *Downtown Revitalization Transportation Plan* was prepared under a separate contract and with a slightly different plan area, but was closely coordinated with the Downtown Plan visioning effort.

This Downtown Plan establishes a planning and design framework to heighten the vitality, functionality and beauty of the City's downtown in accordance with the forces of the free market and the community's vision for its center. This first of the three "Parts" contained in this Plan describes the physical outcomes that the plan is intended to bring about as new investment creates change. This part of the Downtown Plan also describes the means by which the community intends to instigate new investment and to reasonably guide the form of that investment to the mutual benefit of private and public interests. These intended physical plan outcomes and revitalization strategies form the basis of the planned public actions and regulations contained in the two subsequent parts of this Plan. By making the community's vision clear, this part is also intended to provide supplementary guidance for instances or opportunities not specifically covered by the city actions or development regulations contained in the following parts.

The desired outcomes outlined below came out of a visioning process organized around a series of community discussions that were focused on clarifying the community's aspirations for downtown.

The City Council appointed a Downtown Stakeholders Resource Group (DSRG) and Downtown Visionary Committee (DVC) of downtown and nearby residents, business and property owners, institutional representatives and developers to engage the visioning process. The DSRG and Planning Commission were joined by representatives of the Landmark Preservation Board, Parks and Recreation Board, Shoreline Hearings Board and Library Board for a series of roundtable discussions on various elements of this Downtown Plan, led by the consultant team. Members of the DVC and the general public also participated in the roundtable sessions. More information about this visioning process can be found in Appendix B: Roundtable Summary.

A. VISION STATEMENT

It is the intention of the City of Bothell and the purpose of this Plan to provide a policy framework to positively affect the evolution of the downtown and its environs, to reverse the forces of disinvestment in its historic center, and to fully restore and heighten the vitality, character and civic beauty of the district, reviving and enhancing its iconic image and function as the real heart of the City. More specifically, it is the community's intention to:

1. Give the community "A Place to Go" in the heart of the City - one that is meaningful to community members, provides for daily needs as well as special events, and appeals to families and Bothell citizens of all ages.
2. Enhance the essential "publicness" of downtown – its wide range of public places, civic buildings, and community services. Make downtown the welcoming place to go to meet, be at the center, and feel a sense of shared common ground in Bothell.
3. Revitalize the economic fortunes and visual character of downtown, and particularly of the City's historic Main Street.
4. Maintain downtown's distinctive regional character as a town center set amidst forested hills.
5. Link the downtown core to the Sammamish River and the Park at Bothell Landing.
6. Link the Downtown Core to the University of Washington Bothell/Cascadia ~~Community~~ College campus (UWB/CC~~C~~).
7. Enhance mobility and connectivity to and through the district via automobile, transit, bicycle and pedestrian travel.
8. Protect the character and quality of life of residential neighborhoods.
9. Support sustainable, environmentally responsible development.

B. STARTING POINT: EXISTING CONDITIONS

The condition of the Downtown Plan Area at the time of adoption of this Plan is detailed in Appendix A. Ultimately the implementation of the planning framework contained herein will result in sufficient modification of these conditions as to make this Plan obsolete. At that point, a newly updated Downtown Plan will need to be prepared to engage the problems and opportunities presented by the modified existing conditions. As change occurs, the community intends to measure those changes against the conditions recorded herein to monitor the Plan's success and the degree to which it remains sufficiently current.

C. THE ENVISIONED FUTURE DOWNTOWN

This section provides an overview of the desired physical outcomes intended to result from implementing the combined regulations and planned public actions contained in this Plan.

The Downtown Subarea is composed of a multitude of privately held properties and miles of public rights-of-way under public ownership. The overarching purpose of the Downtown Plan is to orchestrate investment in changes made to this multiplicity of properties to produce greater value than any separate development could achieve, by providing a common purpose that all investors can rely upon, contribute to, and derive value from. This section describes the common purpose to which all investments shall be directed: a vision of the future that is sufficiently specific to provide a common purpose, yet broad enough to respond to opportunities and to the changes in the marketplace that will inevitably arise.

Note: The specific outcomes described and illustrated in this section are not part of the formal regulating code, and new development proposals will not be required to mimic the specific designs presented in the illustrations.



FIG. 1.1 A VISION OF POTENTIAL FUTURE DEVELOPMENT IN DOWNTOWN BOTHELL SHOWING ONE SCENARIO FOCUSING ON REDEVELOPMENT IN THE CORE AREA

1. The Structure of the Downtown Subarea

Nestled between forested hills along the Sammamish River, Downtown Bothell is the historic center of the community. The original commercial core on Main Street lay one block east from the crossing of Bothell Way and Woodinville Road (see figure 1.2), two historic regional roads which later became State Routes 522 and 527. Though commercial development has “sprawled” along SR 522 and SR 527 around downtown, the original historic storefronts and blocks around Main Street retain the structure, scale and charm of a traditional small town center. Several residential neighborhoods that originally adjoined and supported Main Street businesses still remain as well. The citizens of Bothell intend to grow and strengthen downtown from this traditional framework of its history and scale.

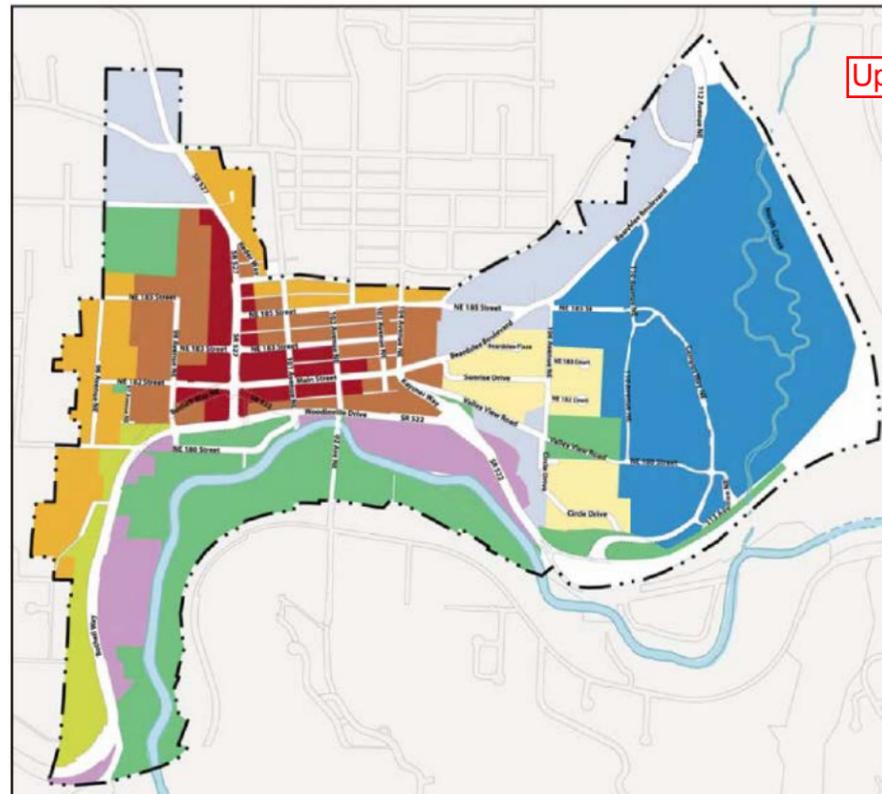
Though much of the City is suburban or even somewhat rural in character, downtown’s character will be distinctly urban. This means that it will have a more compact development pattern, taller buildings set closer to each other and to the sidewalks, a greater mixture of uses and activities, and much more pedestrian activity, when compared with most other portions of the City. Downtown is also intended to be the most public district in the City, offering a wider variety of public spaces and civic buildings than any other city district.

Downtown is and will be the most urban district in the City. However, not all parts of the downtown or of the neighborhood areas associated with the greater downtown are the same in character. The district becomes increasingly urban as one moves toward its center - the downtown core - and becomes less urban and more residential in use as one moves out from that core. The presence of tree-covered hillsides and wetland/river areas also becomes more prominent as one moves out from the core. The Downtown Core District is made up of and surrounded by mixed uses and, further out from the core, by primarily residential areas that complete the larger Downtown Subarea. The locations of the various “Districts” that make up the Downtown Subarea are illustrated in Figure 1.3. The envisioned character of these Districts is described in the following sections. These Districts also form the basic organizing principle for the regulations contained in the Development Regulations.



FIG. 1.2 DOWNTOWN IN 1935

*View from Bothell Way looking east up Main Street towards the historic downtown core;
Today’s SR 527 extends to the left.*



Updated map

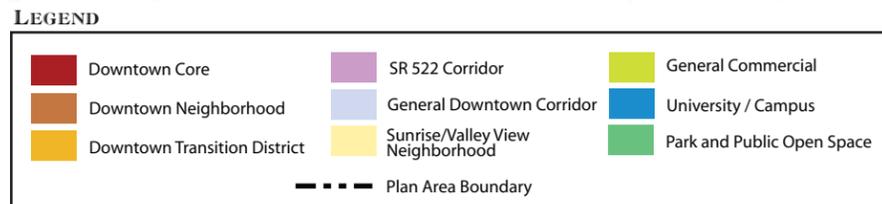


FIG. 1.3 THE DISTRICT STRUCTURE OF THE DOWNTOWN SUBAREA

a. Main Street - The Historic Core

The two and a half block segment of Main Street between the SR 522/SR 527 intersection to the west and the mid-block “top of the hill” between 102nd Avenue and 103rd Avenue is the Downtown Core’s historic origin. As seen in a 1933 aerial view (Figure 1.7), the central one-block length of Main Street between 101st Avenue NE and 102nd Avenue NE was and remains today the densest core of shopfronts in downtown, with a few half-block to full block segments of other storefronts spilling onto adjacent side streets.

Today, as infill and reinvestment guided by the Plan flows into the properties lining Main Street in the heart of downtown, new development will preserve as well as emphasize the primary elements that provide this portion of downtown with its special character: the range of older buildings providing Main Street’s original human scale, the historic pattern of small blocks and gridiron streets, and the intimacy resulting from the historic increment of small parcels and shopfront proprietorship. Public improvements along Main Street will project a fresh, clean and lovingly maintained environment for strolling and lingering on a bench or sidewalk café. Infill of formerly vacant properties along the block between Bothell Way (SR 527) and 101st Avenue NE will strengthen the visibility and draw of the historic downtown core to passersby on Bothell Way (SR 527) and SR 522. Figures 1.8 through 1.12 show the intended character of streets and buildings along the Main Street segment.

Properties along the south side of NE 183rd Street for two blocks between SR 527 and 102nd Avenue NE are also included in this “leg” of the L, as they encompass a block of shops along 101st Avenue NE and the well-used public parking lot between 101st Avenue NE and 102nd Avenue NE to the rear of Main Street shops.



FIG. 1.7 DOWNTOWN IN 1933
Aerial view of the core looking toward the south-east.



FIG. 1.8 ONE VISION OF FUTURE MAIN STREET BUILD-OUT
Bird's eye view showing continuous ground floor shops from SR 527 to 102nd Avenue NE



FIG. 1.9 MAIN STREET CHARACTER
Uninterrupted ground floor storefronts create a magnet for shoppers and strollers.



FIG. 1.10 OUTDOOR DINING
A streetscape enabling outdoor dining will strengthen Main Street's vitality and draw.



FIG. 1.11 HIDDEN HISTORIC ASSETS - THEN
This 1911 view of the Mohn Furniture Building (now housing Mills Music) reveals original decorative details and continuous awnings worthy of restoration.



FIG. 1.12 HIDDEN HISTORIC ASSETS - NOW
While some details were removed for seismic reasons, many historic Main Street facades have been remodeled with unsympathetic claddings and awnings.

b. Bothell Way/SR 527 - The Expanded Downtown Core

Figure 1.7 also recalls that today’s SR 522 and SR 527 once were two-lane country roads lined by open fields and little development, and Figure 1.2 shows that the Downtown Core back then was quite visible and accessible from the main roads coming into town. With population growth and dramatically increased automobile traffic in the post-freeway era, SR 522 and SR 527 were widened to four and five lanes. Auto-oriented developments filled up most of their frontages, featuring set-back buildings with front parking lots or landscaping to insure commercial visibility and access. The historic Main Street core became increasingly hidden and outcompeted by “strip” type road and building development. Figure 1.13 shows how SR 527 functions today as a dividing line and potential barrier between the historic downtown blocks on the east side and Northshore School District (NSD) lands and the Safeway site on the west side – both from the standpoint of pedestrian movement, and in the creation of a unified downtown identity.

With the development possibilities that the NSD lands and other west side downtown opportunity sites may bring, downtown will grow. In order to attract the right mix of businesses for an expanded downtown and recapture “leakage” from other competing centers in the region, larger scale anchor tenants and businesses – too large to fit in the historic downtown core – will be needed and can be accommodated on the west side of Bothell Way/SR 527. But SR 527 configured as a standard suburban arterial corridor would divide rather than unite a larger downtown, as conventional arterial design generally puts traffic volumes and property access at odds with each other. A strip would not be the desirable and signature “place” and centerpiece of downtown.

Transforming Bothell Way/SR 527 from a standard wide arterial to a “multiway” boulevard will enable downtown to accommodate through-traffic, have its signature, pedestrian-friendly place be put on display, and physically tie in a revitalized Main Street segment. A multiway boulevard design enables the arterial traffic volume of the state route to be flanked by slower side lanes with curbside parking, pedestrian-intensive promenade sidewalks, and active ground floor shop frontages at the back of sidewalk. Graceful tree-lined medians will subdivide the increased width of Bothell Way/SR 527, enable pedestrians to cross with greater comfort by providing refuges from the traffic, and provide the critical “buffering” that will allow upper level offices, apartments, condominiums and hotel rooms to face onto the boulevard and retain value and livability. The multiway boulevard, expanded out from Main Street, will become the means by which the downtown core will be put back in the center of things – but the overall character of buildings and street spaces will be well-crafted and connected to Downtown Bothell’s heritage. Figures 1.14 through 1.19 illustrate the intended character of the 527 segment.



FIG. 1.13 SR 527 STREET CORRIDOR IN DOWNTOWN
View north of existing street



FIG. 1.14 BIRD’S-EYE VIEW
SR 527 “Multiway” Boulevard Corridor Treatment



FIG. 1.16 WALKABILITY ON THE BOULEVARD
Promenade sidewalks along the boulevard are well buffered from vehicular traffic.



FIG. 1.18 URBAN CHARACTER ON THE BOULEVARD
Facades on the boulevard will display varied increments of architectural massing and expression.



FIG. 1.15 CHARACTER OF DOWNTOWN DEVELOPMENT
Broad sidewalks lined by ground floor retail along the boulevard are a pedestrian haven.



FIG. 1.17 DOWNTOWN BOULEVARD BUILDING TYPE
Highly visible sites along the boulevard will emphasize a landmark appearance combined with pedestrian-scaled ground floor articulation.



FIG. 1.19 DOWNTOWN ANCHORS
Larger sites on the boulevard enable anchor tenants to be part of the pedestrian-oriented downtown as well as small businesses and attract a broad base of customers and visitors.

3. The Downtown Neighborhood District

The Downtown Neighborhood District completes the part of the subarea that most people will primarily identify as “Downtown.” Figure 1.20 shows the boundaries of the Downtown Neighborhood District. Overall, downtown is distinguished from its surroundings by its urban character – by the obvious difference in development intensity. This is visible in the form of downtown buildings built significantly closer together, closer to the sidewalk, and with a greater mixture of uses. The Downtown Neighborhood shares all of these distinguishing physical characteristics with the Downtown Core, with two key differences. First, buildings in the Downtown Neighborhood will more typically (but not exclusively) be single-use. Rather than featuring ground level retail or restaurant uses at all frontages, the urban housing and offices in Downtown Neighborhood buildings will more often extend to the ground level. Second, the Downtown Neighborhood provides a transition between the Downtown Core and the characteristically less urban and more residential uses beyond in Downtown Transition districts. In another type of transition, the Downtown Neighborhood mediates in some instances between the Downtown Core and Downtown Corridor districts. Finally, the Downtown Neighborhood also creates a transition between the Downtown Core and the Riverfront Overlay and Park at Bothell Landing areas.

For those who would like to live or work in the center of the City, but who prefer not to do so directly “above the store,” the Downtown Neighborhood will provide a comfortable and attractive neighborhood for both living and working. It will offer a wide range of urban housing types not easily found elsewhere in town. Regulations governing the Downtown Neighborhood will result in artfully composed urban buildings built close to the sidewalk, and featuring richly articulated windows and doorways, building forecourts, terraced urban gardens, front stoops and bay windows. Enforcing design standards that ensure Downtown Neighborhood blocks will be composed of similar building types will allow a combination of uses – homes, offices, lodging – that contribute to the convivial character of the district. Guidelines will also shape new buildings to relate in scale to existing buildings within and next to the district. And of course, everyone in the Downtown Neighborhood will be just a few minutes’ walk from shops, restaurants, cafes, and various nightlife amenities of the Downtown Core, as well as improved transit facilities.

Figure 1.21 is a “bird’s-eye” illustration of a pattern of potential build-out of the Downtown Neighborhood west of the SR 527. Figure 1.22 is an illustration of how new buildings could relate in scale to existing buildings within the Downtown Neighborhood east of SR 527. Figures 1.23 through 1.27 show the intended character of streets and buildings in the Downtown Neighborhood. Figure 1.28 illustrates the character of architecture and streets within the Downtown Neighborhood District west of SR 527, showing the potential connection to Pop Keeney Stadium from the curve linking 98th Avenue NE to NE 185th Street.

See District Requirements in 12.64.102 and other Development Regulations in 12.64 for regulations governing design and development in this District.

Updated map

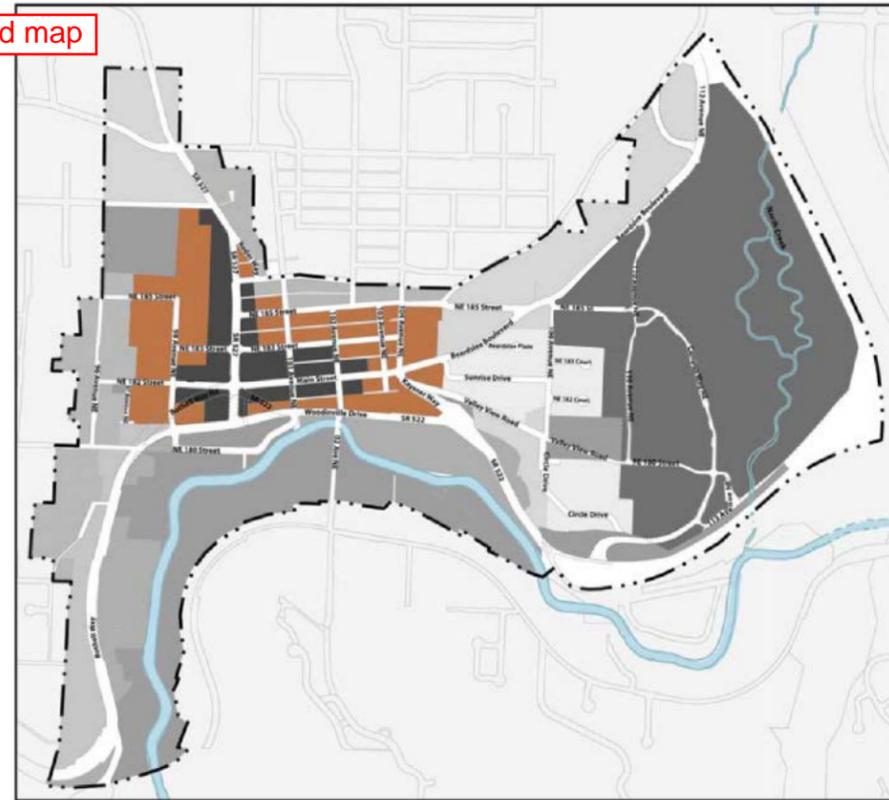


FIG. 1.20 DOWNTOWN NEIGHBORHOOD DISTRICT ZONE

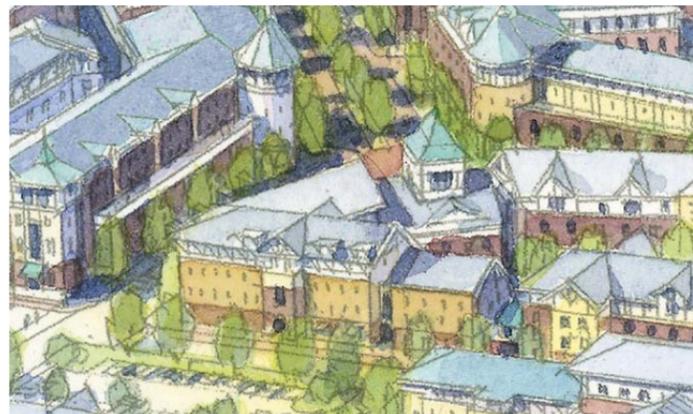


FIG. 1.21 BIRD'S-EYE VIEW - WEST

Downtown Neighborhood area west of SR 527



FIG. 1.22 BIRD'S-EYE VIEW - EAST

Downtown Neighborhood area east of SR 527



FIG. 1.23 AND 1.24 PEDESTRIAN ENVIRONMENT

While still urban, sidewalk environments in the Downtown Neighborhood District Zone may include a planting strip with street trees and a narrow landscaped setback.



FIG. 1.25 AND 1.26 HOUSING TYPES

The Downtown Neighborhood will feature a variety of urban housing types with downtown services and amenities a few steps away.



FIG. 1.27 RESIDENTIAL CHARACTER

Residential Buildings in the Downtown Neighborhood Zone will be built close to the sidewalk.



FIGURE 1.28 EYE-LEVEL VIEW - DOWNTOWN NEIGHBORHOOD AREA WEST OF SR 527 LOOKING NORTHWEST TOWARD POP KEENEY STADIUM

4. Civic Building Sites

The best downtowns are given meaning by the presence and accessibility of civic institutions. In addition to formal and informal gatherings on plazas and streets and commercial activity of shops and eating places, the presence of public buildings like a city hall, courthouse, library, public sports facilities, parks buildings, post office, police or fire station, churches and other religious buildings add an essential civic dimension to community life downtown. When civic buildings and sites are designed with legible expressions of shared purpose, they help our downtowns become more memorable and meaningful for residents and visitors alike. Bothell is fortunate to already have all of these facilities located within the greater downtown, with most located within the Downtown Core. Additionally, there are other City facilities that are not so publicly used and visible, such as office spaces and other support facilities.

Together with other downtown buildings, City buildings and properties are part of the urban “fabric” of related characteristics of height, massing, setback, and colors and materials that define a District. Landmark Civic buildings are accorded a unique character in terms of architecture and site planning. Such landmark buildings or facilities are typically made exempt from typical District regulations such as those, for example, for height, frontage coverage and setback. An example of this would be the Police Department Building (Figure 1.31) which taps into the rich American small- and medium-sized city heritage of grand civic town forms through its formal corner tower. A different example is provided by Bothell’s Regional Library (Figure 1.29), which unlike other downtown buildings, is set back behind green lawns, landscaping, and sculptures (Figure 1.30).

Where downtown civic buildings and facilities of related use are clustered together, the development of a civic “campus” site planning and architectural approach strengthens the sense of identity. Site planning relationships, architectural form, stylistic character, and other features are related to strengthen the sense of place-within-a-place. Such an approach may be appropriate if recreational facilities are clustered around Pop Keeney Stadium to form a sports and recreation-related campus (Figure 1.32).

Whether civic buildings occur in assembled groups or individually, their sites provide potential public open space settings for public art and furnishings and an enhanced public realm for public enjoyment, when coordinated with nearby activity-generating uses (Figure 1.33).

For Civic “background buildings,” such as adjunct offices with support functions, adherence to District requirements is of benefit to both the downtown and the City, since these buildings may readily convert to other uses at a future point if needed. These civic buildings can and should be designed and constructed well to promote an image of quality.

With existing City department staff currently spread among several downtown locations, the City has planned for a new City Hall facility in downtown to consolidate services, maintain an accessible public presence, provide corollary economic benefits to downtown businesses, and create a setting for the community to gather for both civic business and communal celebration. In addition, changes in the transit facilities are being considered for the Downtown Core/Downtown Neighborhood Districts. For a description of potential sites and their planning and design considerations, please refer to City Actions: Transit Facilities on page 41.



FIG. 1.29 BOTHELL REGIONAL LIBRARY



FIG. 1.31 BOTHELL POLICE DEPARTMENT BUILDING



FIG. 1.30 THE LIBRARY WITHIN AN ENVISIONED BUILD-OUT OF THE DOWNTOWN NEIGHBORHOOD DISTRICT ZONE



FIG. 1.32 ENVISIONED BUILD-OUT AROUND POP KEENEY STADIUM

Entry sequence and gateways, coordinated siting, and thematic architecture organize a sports- and recreation-related campus.



FIG. 1.33 CHARACTER OF ENHANCED PUBLIC REALM AROUND CIVIC FACILITIES AND ACTIVITY-GENERATING USES

5. Downtown Transition District

The Downtown Transition District defines areas of transitional development character between the denser Downtown Core and Downtown Neighborhood Districts and adjacent lower density existing residential neighborhoods outside of the Plan Area. Development within the Downtown Transition District will present the opportunity to live within a few minutes' walk of cafes, restaurants, entertainment, services, and transit. Figure 1.34 shows the District boundaries which occur in two areas. Figures 1.35 and 1.36 are aerial view sketches showing potential build-out character in the respective western and eastern locations. Larger developments in the Downtown Transition District will include new public open spaces, adding to the appeal of these new neighborhood areas and to the range of public places accessible in the downtown. Ideally, a healthy mix of residential building types - townhomes, duplex homes, live-work buildings, small-lot single family homes, flats, and courtyard types - will widen the range of housing choices, complementing rather than competing with the City's suburban single family neighborhoods. As is currently the case, compatible office uses will be shaped to fit in amongst residential developments. Buildings facing or abutting adjacent residential neighborhoods will have special setback, scale and character requirements for compatibility.

New residents on what are primarily former underutilized or vacant sites will add customers and vitality to the district. The development of Downtown Transition District sites will provide a highly visible indication of downtown's continuing renaissance. They will not be quite as dense nor as mixed-use as those in the adjoining Downtown Neighborhood District. Buildings will be separated by modest setbacks and oriented toward neighborhood streets of modest width. Covered parking will primarily be provided in rear-loaded alley garage structures, minimizing front yard concrete and curb-cuts. Front setbacks will be shallower than those found in typical single family neighborhoods, occasionally employing devices such as terraced gardens or low fences to provide the necessary buffer between private residences and public sidewalks. Entrances will be a mix of grand entrances, forecourts, stoops, porches and front doors. Figures 1.37 through 1.38 show the type of development that will characterize these neighborhoods.

See District Requirements in 12.64.103 and other Development Regulations in 12.64 for regulations governing design and development in this District.

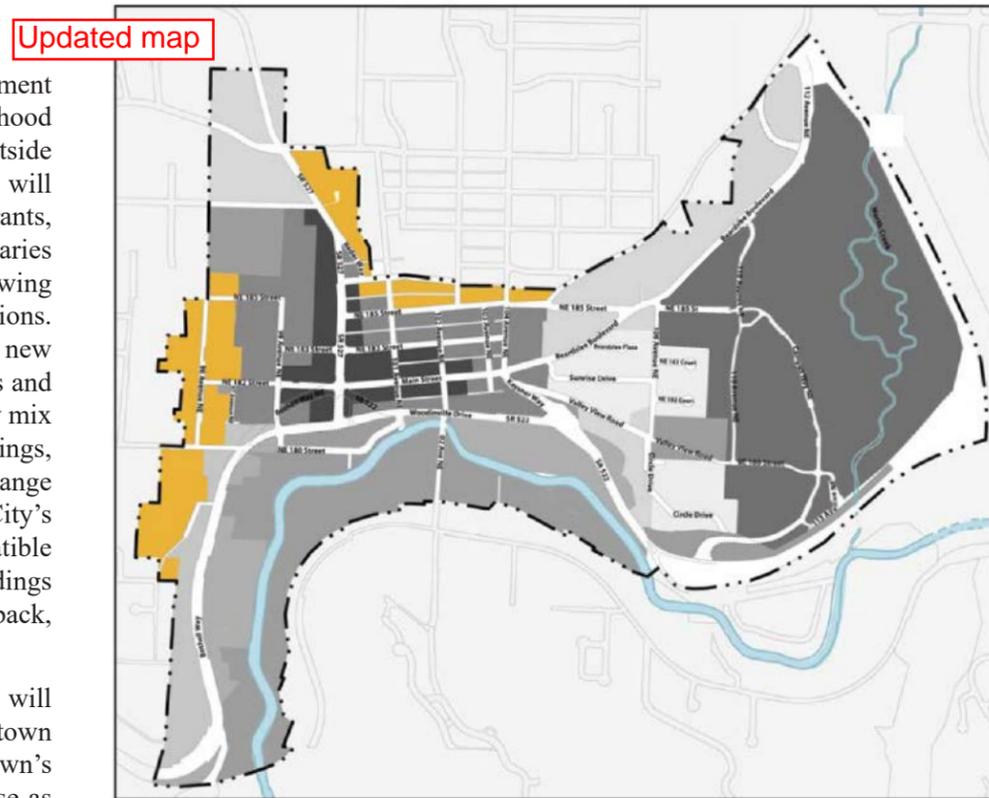


FIG. 1.34 DOWNTOWN TRANSITION DISTRICT



FIG. 1.35 BIRD'S-EYE VIEW

Downtown Transition area west of SR 527



FIG. 1.36 BIRD'S-EYE VIEW

Downtown Transition area east of SR 527



FIG. 1.37 HOUSING TYPES

Downtown Transition District Zones will feature a varied mix of residential building types from townhouses and flats to live-work units and duplexes.



FIG. 1.38 NARROW STREETS

New streets constructed in new Downtown Transition District areas will be sufficiently narrow to promote very slow traffic speeds.

6. The SR 522 Corridor

The SR 522 Corridor (Figure 1.39 SR 522 Corridor District) consists of two separate segments of SR 522 along Bothell Way NE to the west of 98th Avenue NE and along Woodinville Drive NE to the east of 102nd Avenue NE. Although SR 522 has followed the national “strip” corridor commercial development pattern, that typical strip pattern is somewhat diminished in places by the existing forested landscape. At a number of locations on the north and west side, forest canopy reaches down to the edge of SR 522. Similarly, the Sammamish River side of SR 522 has a few remaining stretches of forested, undeveloped frontage.

With their commercial access and visibility, corridor properties are envisioned to continue to provide opportunities for existing and future businesses along with sites for corridor-configured lodging, workplace, mixed-use and residential buildings. Building setbacks, visible signage, and surface parking will continue to be permitted, although surface parking directly in front of buildings will be restricted. However, more distinctive architecture that enhances the character of this important city corridor will be emphasized. In addition, the City is already engaging street improvements to provide continuous sidewalks and street trees as described in Downtown Subarea Plan – City Actions. Finally, special setbacks and height limits will be established in order to improve the relationship between corridor development and adjacent residential neighborhoods outside of the Plan Area.

The portion of SR 522/Bothell Way NE from Hall Road to 98th Avenue NE currently exhibits the most intense strip development pattern (Figure 1.42). It has the least visible presence of nearby forested lands and the greatest visual dominance of auto-oriented development character. A substantial street tree planting to establish a continuous foliage canopy (Fig. 1.43, before and after) with the appropriate tree species and density will maintain business visibility and provide a dramatic softening of place character. It will sharpen the distinction between the more urbanized Downtown Core and its forested suburban surroundings, and strengthen Downtown Bothell’s unique identity in the region.

Along the SR 522 corridor outside of the NE 180th Avenue to 101st Avenue NE segment, an irregular mix and spacing of coniferous and deciduous street trees will be extended to visually tie into forested slopes and bottom areas along the corridor. Where possible, sidewalks will be installed with street trees and planter strips positioned in between pedestrians and moving traffic, to provide buffering and contain the visual width of the vehicular territory of the street.

The General Commercial zone along SR 522 will retain its pre-Downtown Plan zoning and be controlled by the city-wide regulations for that zone in BMC Title 12.

See District Requirements in 12.64.104 and other Development Regulations in 12.64 for regulations governing design and development in this District.

Updated map

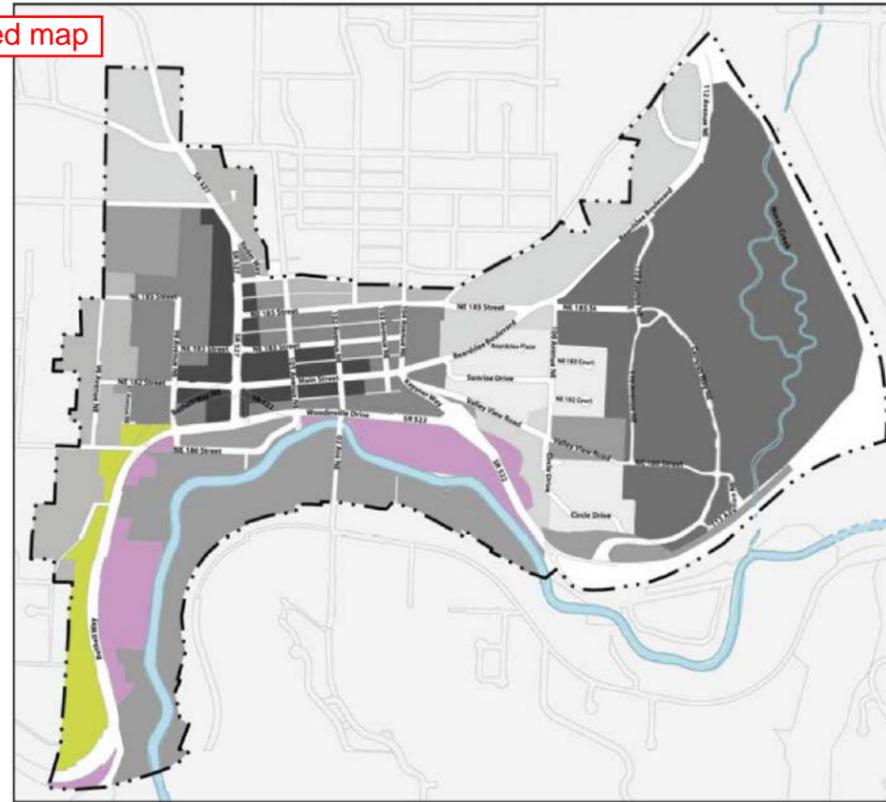


FIG. 1.39 SR 522 CORRIDOR DISTRICT



FIG. 1.40 COMMERCIAL BUILDING TYPE - SR 522 CORRIDOR DISTRICT



FIG. 1.41 SR 522/WOODINVILLE ROAD NE CORRIDOR
View to the east: Steep forested slopes dominate the view; mobile home parks by the riverside (within the Riverfront Overlay Zone) are screened from the road by rows of trees



FIG. 1.42 SR 522/BOTHELL WAY NE CORRIDOR
The corridor as viewed eastward near the 98th Avenue NE intersection.



FIG. 1.43 TYPICAL SUBURBAN “STRIP” CORRIDOR BEFORE AND AFTER

(Top) View of East 14th Street in San Leandro, CA Before; (Bottom) After substantial tree canopy planting installation, proper pruning, and 10 years growth of London Plane Trees.

7. The General Downtown Corridor

The General Downtown Corridor District (Figure 1.44 General Downtown Corridor District) includes two separate corridor segments. One is the Beardslee Boulevard corridor extending from 104th Avenue NE to the NE 195th Street/I-405 interchange, and the other is SR 527/Bothell Way NE, extending northward beyond the Downtown Core’s multiway boulevard segment. The latter also includes a convenience retail shopping center to the west of the corridor-fronting properties.

In addition, one cluster of existing multifamily residential is included where sloping site parcels flank Valley View Road immediately west of 108th Avenue NE.

The intent and development treatment of corridor properties for General Downtown Corridors is similar to those for SR 522 Corridors, with a few important differences: General Downtown Corridor arterials are presently narrower in numbers of lanes than those within the SR 522 Corridor and are less intense in terms of the impact of the road facility. This permits more sensitive uses, so surface parking will be restricted at both fronts and sides of buildings (relative to the street), and more types of smaller-scale residential building entrances will be permitted.

Similar to the SR 522 Corridors, a strengthened street edge tree planting as part of achieving a more distinct “forested suburban” character - and creating a greater contrast with the more urban Downtown Core – will also be applied to the General Downtown Corridors. Finally, the General Downtown Corridors will also feature special setbacks and height limits in order to improve the relationship between corridor development and adjacent residential neighborhoods outside of the Plan Area.

See District Requirements in 12.64.105 and other Development Regulations in 12.64 for regulations governing design and development in this District.

Updated map

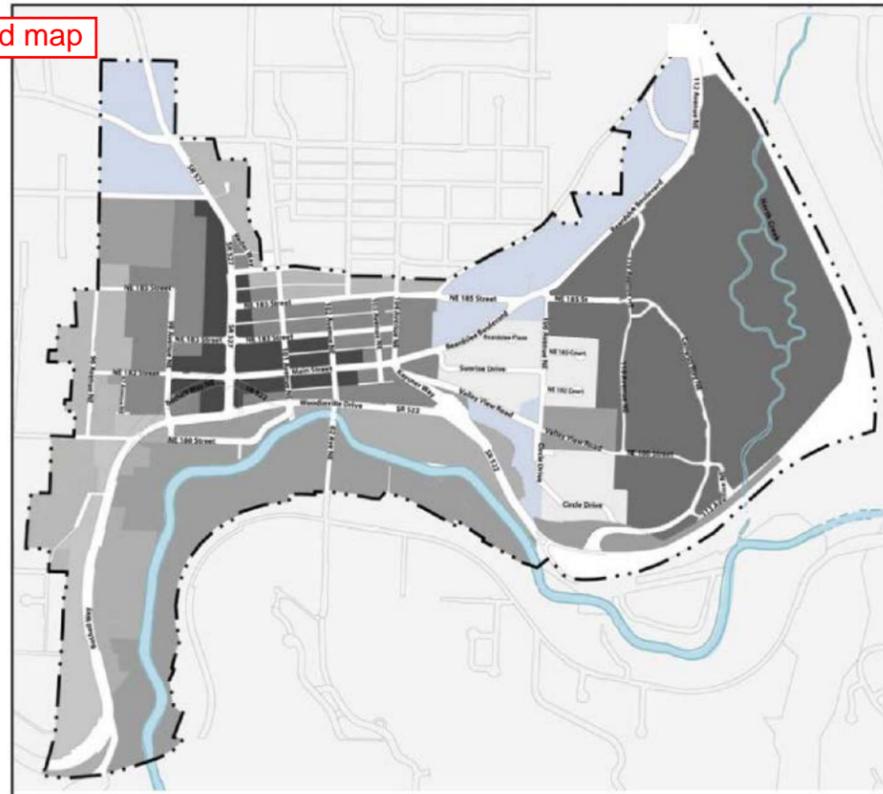


FIG. 1.44 GENERAL DOWNTOWN CORRIDOR DISTRICT ZONE



FIG. 1.45 SR 527/BOTHELL WAY NE CORRIDOR
The corridor as viewed north from near NE 191st Street. Where frontages have been commercially developed, the “strip” corridor pattern predominates.



FIG. 1.46 LANDSCAPED SETBACKS WITH SCREENING TREES ON BEARDSLEE BOULEVARD ARE PREFERRED FRONTAGE TREATMENT



FIG. 1.47 SEGMENT OF VALLEY VIEW ROAD CORRIDOR
Existing apartment building

8. The Sunrise/Valley View District

The Sunrise/Valley View District consists of two primarily single family residential neighborhood areas flanked by both Downtown Corridors (figure 1.48). The pattern of quiet streets and the mixture of housing types and styles of these downtown neighborhood areas will remain the foundation of their character and identity. Figures 1.49 through 1.50 show the existing character of the neighborhood. Where it occurs, new investment in these neighborhoods will respect the small scale of existing buildings: additions to existing homes and new homes will be designed using the historic features of the bungalows and cottage houses that are prevalent throughout the area and generous green front and side yards will continue to be the norm. New larger multifamily and commercial infill structures, which in recent years had encroached upon the tranquil environment of these neighborhoods, will no longer be permitted.

See District Requirements in 12.64.106 and other Development Regulations in 12.64 for regulations governing design and development in this District.

Updated map

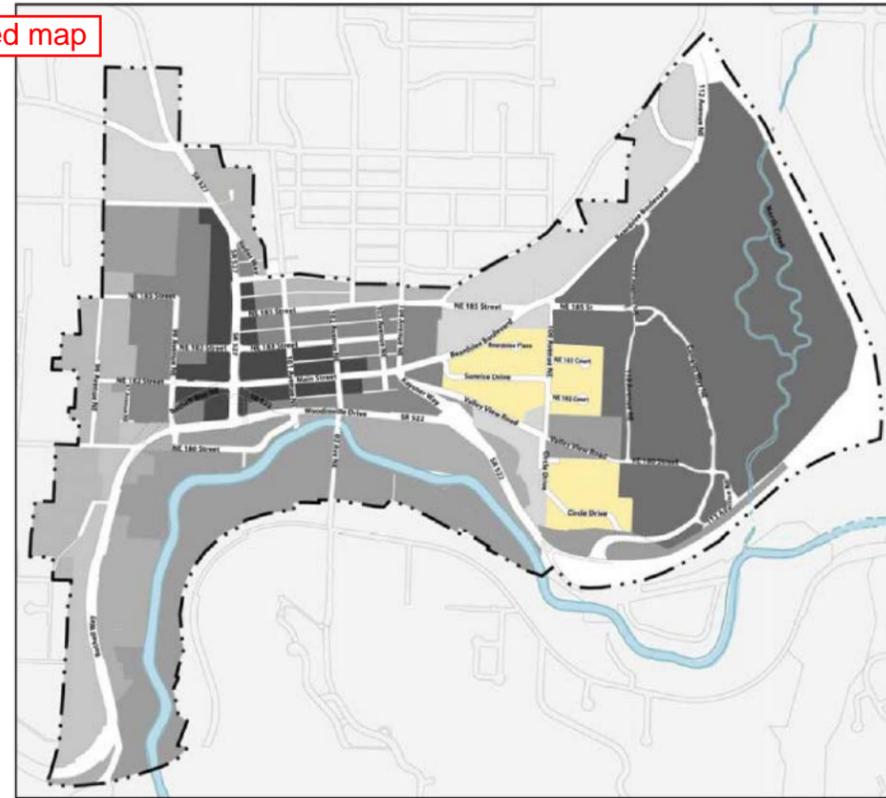


FIG. 1.48 SUNRISE/VALLEY VIEW NEIGHBORHOOD DISTRICT



FIG. 1.49 SUNRISE/VALLEY VIEW NEIGHBORHOOD DISTRICT

View east of existing single family home neighborhood east along Sunrise Drive.



FIG. 1.50 SUNRISE/VALLEY VIEW NEIGHBORHOOD DISTRICT

Aerial View of Fig. 1.47 (Image from Microsoft's maps.live.com)

Changes adopted in 2016 in red text

Changes proposed for 2017 in highlighted red text

Note: All references to University of Washington Bothell / Cascadia College (UW Bothell / Cascadia) will be revised to reflect the new name and acronym.

9. Campus District

The co-located University of Washington Bothell / Cascadia Community College (UW Bothell / CCCascadia) dramatically overlook the wetlands of North Creek and provide a landmark eastern presence for Downtown Bothell, particularly as seen from I-405. Figure 1.51 shows the boundaries of the Campus District. Its “northwest modern” buildings and park-like setting are well buffered from the adjacent Sunrise/Valley View and Downtown Corridor Districts, with almost district buildings well set back behind green belts of trees and open space edges. **In the long term, the frontage along Beardslee Boulevard between NE 108th and NE 110th will be redeveloped as a more urban “front door.”** ~~Three streets—~~Valley View Road/NE 180th Street, NE 185th Street, and Beardslee Boulevard – currently connect the Campus to Downtown Bothell.; ~~though the first two Valley View Road/NE 180th Street and NE 185th Street are gated to prevent cut-through traffic, and thus are only for pedestrian and bicycle access. The South Access, providing a second vehicular connection, to SR 522, will soon be constructed. Access from the south is provided by the recently constructed SR 522 interchange.~~ The Downtown Plan recognizes the potential for mutual benefit in strengthening safe and attractive pedestrian and bicycle connectivity between the downtown core and the campus via public streets, ~~insuring~~ensuring quality development along the Beardslee Boulevard corridor, and strengthening the downtown to better serve as a convenient and attractive “campus town” and residential district for students, faculty and staff.

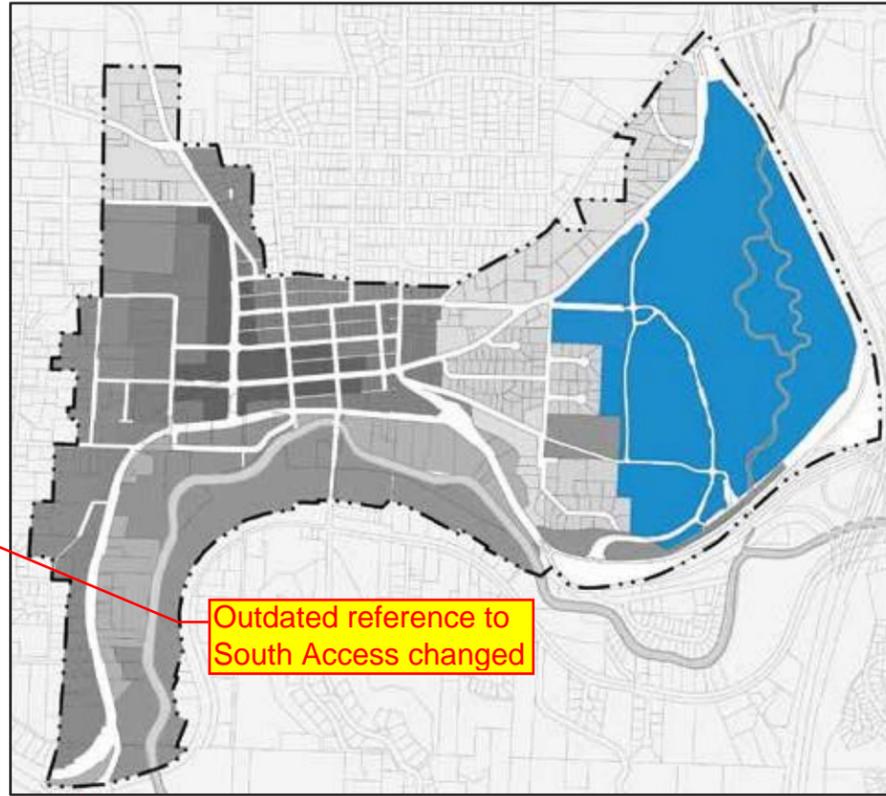
See District Requirements in 12.64.108 and other Development Regulations in 12.64 for regulations governing design and development in this District.

Updated text to reflect recent changes to Campus

Updated map

Note: all maps in the Community Vision section will be updated to show the Campus expansion.

Updated image



Outdated reference to South Access changed

Fig. 1.51 Campus District



Fig. 1.52 Campus District

View of central-south campus area and buildings.



Fig. 1.54 Campus District

Aerial view of campus

New aerial image

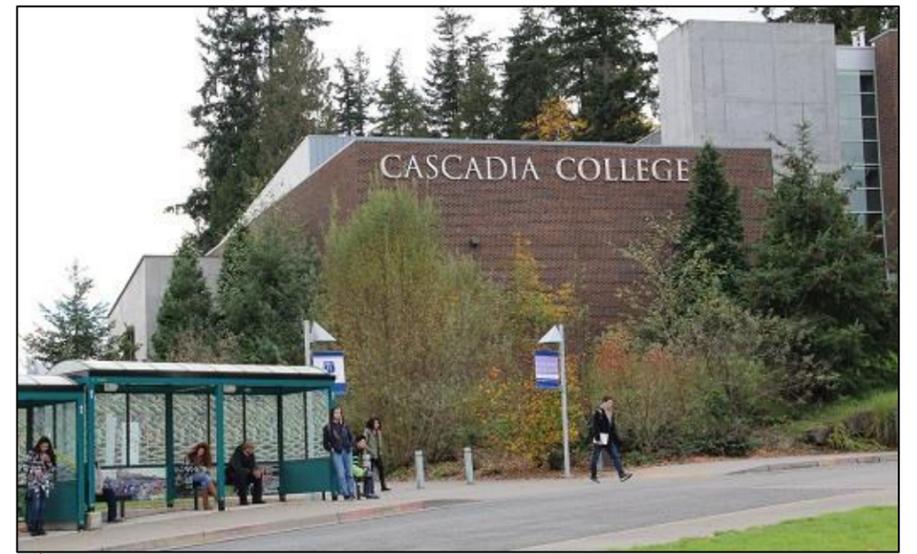


Fig. 1.53 Campus District

Aerial View of central campus area (Image from Microsoft's maps.live.com)

View of north campus.

Updated image

Updated text to reflect new image

10. Park & Public Open Space District

Downtown Bothell is gifted with the strong visual and physical proximity of natural forest and river environment that form the Subarea’s southern and eastern edges, by means of the Sammamish River and North Creek corridors. To the east, the Campus District overlooks the North Creek wetlands (which in turn buffer the greater downtown from the I-405/SR 522 interchange). The campus and Beardslee Boulevard connect to the North Creek Trail, which in turn joins with the Sammamish River Trail to the south. South of the downtown core and SR 522, the Park at Bothell Landing is the City’s focal gathering space, beloved by the community and site of many festivals and performances as well as a place for weekend picnics and everyday relaxation. It connects over the Sammamish River via the Park’s pedestrian bridge to the Sammamish River Trail which follows the river’s edge both east and west, connecting to the Burke-Gilman Trail and areas beyond Bothell.

See District Requirements in 12.64.107 and other Development Regulations in 12.64 for regulations governing design and development in this District.

Updated map

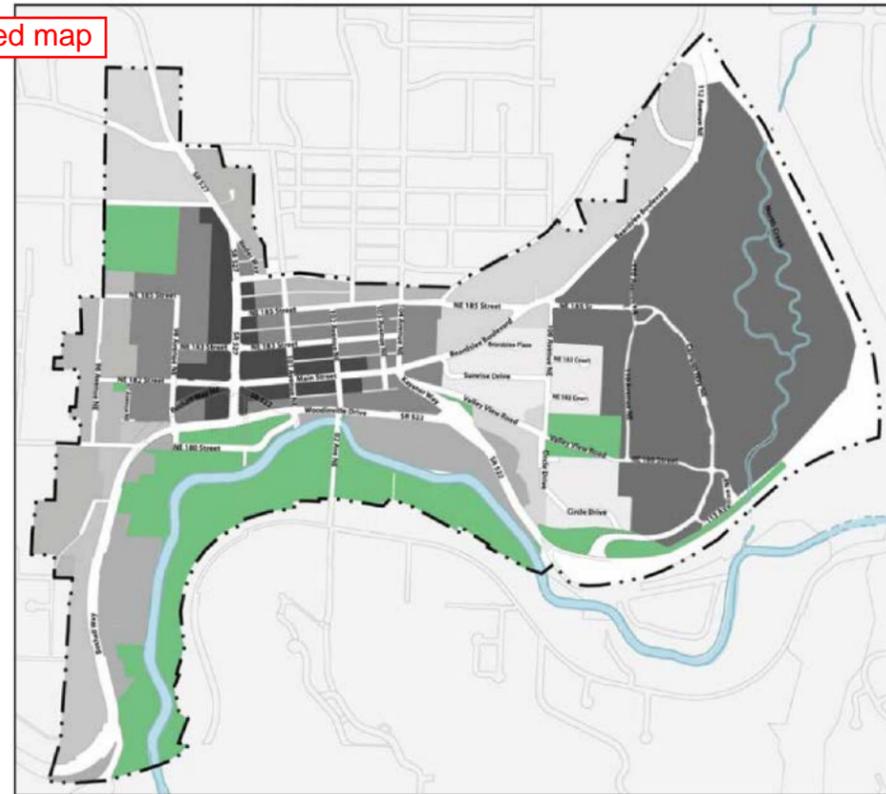


FIG. 1.54 RIVER/OPEN SPACE CORRIDOR DISTRICT ZONE

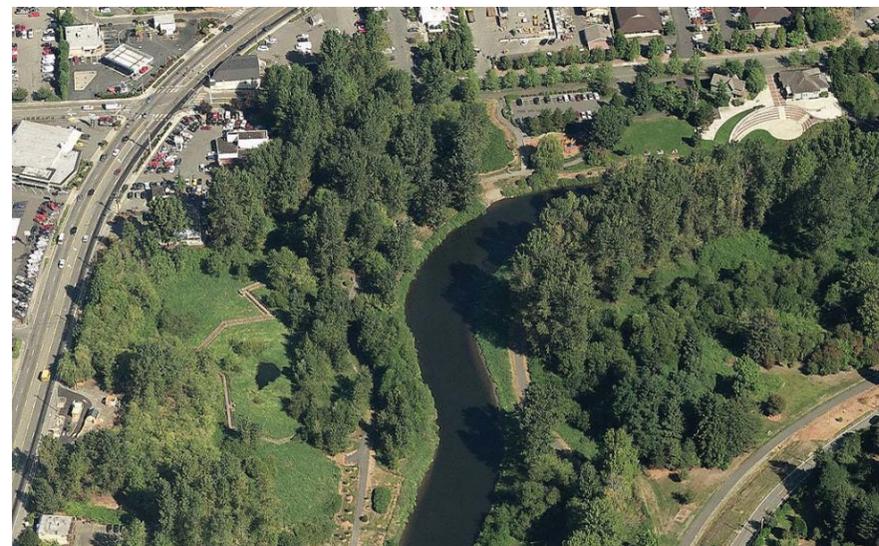


FIG. 1.55 RIVER/OPEN SPACE CORRIDOR
Aerial View of the Park at Bothell Landing, Sammamish River Trail, and adjacent open space areas (Image from Microsoft’s maps.live.com)



FIG. 1.56 SAMMAMISH RIVER CORRIDOR



FIG. 1.57 THE PARK AT BOTHELL LANDING (LEFT) AND SAMMAMISH RIVER TRAIL (RIGHT)



FIG. 1.58 NORTH CREEK WETLANDS
View east from University of Washington/Cascadia Community College Campus

D. REVITALIZATION STRATEGY

To revitalize the downtown in keeping with the community’s vision, the City leadership intends to promote and guide new investment and change by employing municipal policies and resources strategically. Figures 1.59 and 1.60 illustrate the primary revitalization opportunities and strategies articulated in this section. Keeping in mind that strategy must always remain sufficiently nimble to respond to unexpected opportunities and to make best use of resources as they become available, the strategic priorities that the City leadership intends to pursue are the following:

1. Reposition Downtown to tap into pent up demand for Downtown lifestyle and “convenience living”

Capitalize on growing demographic and lifestyle trends favoring a preference for urban amenities and downtown centers to capture a larger share of regional investment in the downtown by repositioning the downtown as the urban living choice for the City and the region. Simultaneously promote (1) a variety of compact housing options for a wide range of income levels; (2) a wide range of entertainment and retail/restaurant offerings in an amenity-rich pedestrian environment; (3) a growing, contemporary civic workplace district within walking distance of downtown housing; (4) culture, arts and classes; and 5) better connections within and to the downtown, including improvements to the major highways, extending the street grid within Downtown and enhancement of the public transit service and facilities. Position downtown as the convenient place to live, work, find entertainment, shop, and gather.

2. Foster development of a strong retail, services & entertainment core

- a. Promote new investment in essential types of retail, restaurant, entertainment and service uses that are critical to the revitalization of downtown.
 - i. Attract anchors. To significantly increase the appeal of downtown to a much wider audience of customers and investors, promote the development of retail anchor uses in strategic locations in the Downtown Core.
 - (A) Downtown has few major attractors; Revitalization is driven by retail anchors. The historic downtown core possesses very limited opportunities to accommodate Anchors and their visibility requirements.
 - (B) Downtown Anchors - Specific Opportunity #1: Replace the departing Safeway with another supermarket or retail anchor.
 - (C) Downtown Anchors - Specific Opportunity #2: Promote the location of the campus bookstore in the Downtown Core
 - (D) Downtown Anchors - Specific Opportunity #3: A drugstore to tap into the demographic age profile and the clustering of senior residences and services south of the downtown.

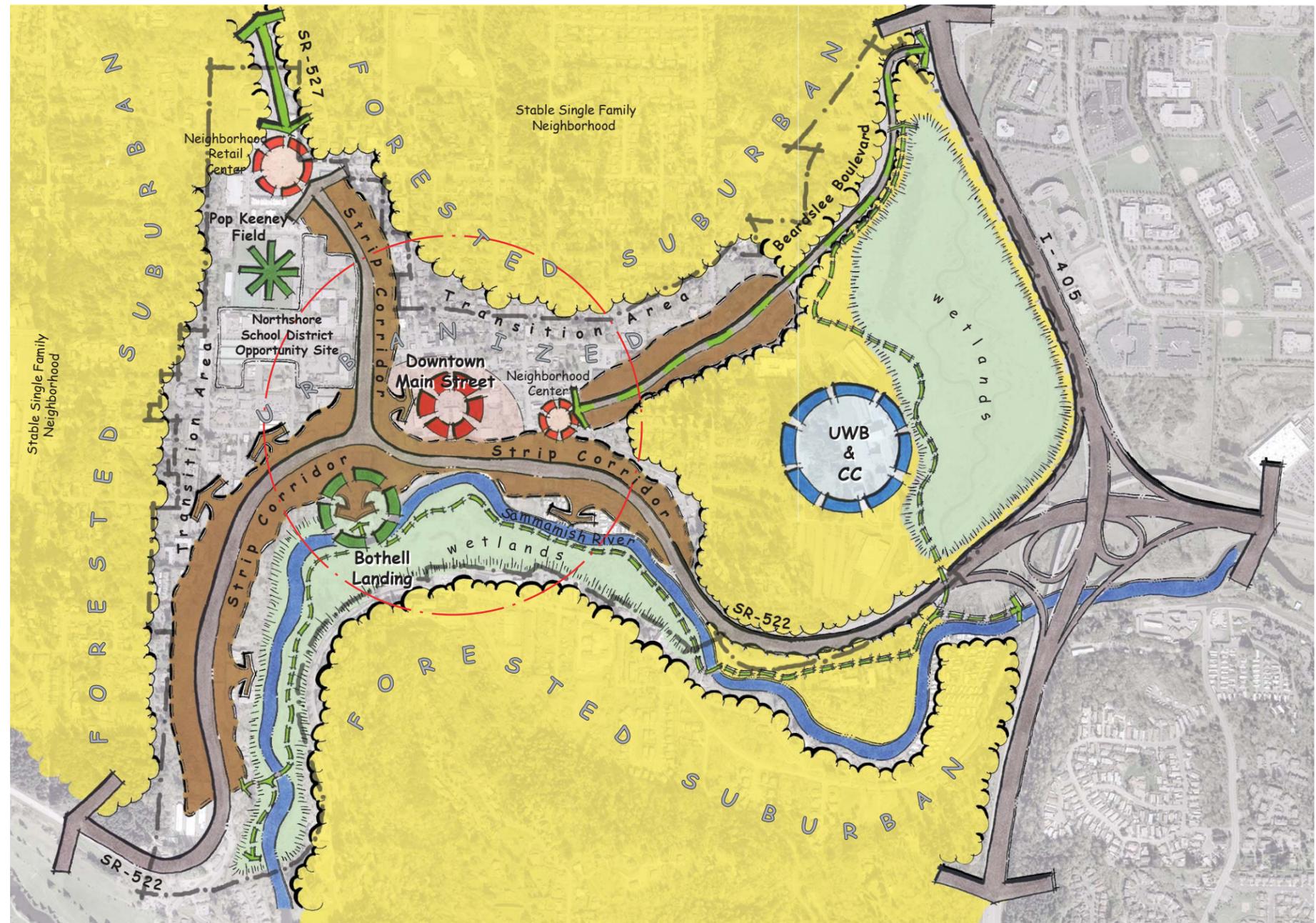


FIG. 1.59 EXISTING PATTERNS DIAGRAM

ii. Capture Leakage. Promote investment in new development in the Downtown Core that provides goods and services that Bothell citizens are currently going elsewhere to buy. Promote business start-ups that might capture leakage: food and beverage, clothing, books and music.

(A) Serve seniors: drugstore; food and beverage.

(B) Cater to UWB/CCC: Campus bookstore; perhaps a brewpub; entertainment, e.g. arts theater.

(C) Other likely leakage categories particularly suited to the downtown: Coffee shops open late; fabric store and sewing shop; hardware store; children's clothing/shoes; an organic foods store.

b. Leverage the highly visible, large assembled properties along the west side of SR 522/Bothell Way to accommodate contemporary anchor uses; link those sites to the historic downtown core along the east side of Bothell Way by including them in an expanded Downtown Core centering on the Downtown Core segment of SR 522/Bothell Way.

i. Modify Land Use Policies. Establish a special Downtown Core policy zone that incorporates Main Street and a designated short segment of Bothell Way/SR 527.

ii. Redesign the Right-of-Way to Connect East and West Frontages. Completely redesign the portion of Bothell Way/SR 527 in the Downtown Core to accommodate relatively large traffic volumes while simultaneously providing a comfortable curbside parking and pedestrian environment along the street-lining shopfronts.

c. Connect anchor uses to each other and to Main Street and other primary downtown destinations.

i. Reserve Strategic Ground-Level Frontage for Activity-Generating Shopfronts. Use development standards to insure that ground-level development in the center of the Downtown Core features a compact cluster of street-fronting shopfronts containing activity-generating uses.

ii. Require ground-level retail, restaurant, entertainment and appropriate service uses in the Downtown Core.

iii. Stop the conversion of ground-floor shopfronts to office uses along Main Street in the Downtown Core.

iv. Require Liner Retail. Large-scale anchor uses must be lined with contiguous inset shopfronts facing out toward the public sidewalks.

v. Provide a comfortable and attractive walking environment between anchor uses and along all ground level shopfronts. Provide sufficiently wide sidewalks, seating, street trees, attractive lighting, and curbside parking along appealingly designed Downtown Core shopfronts.

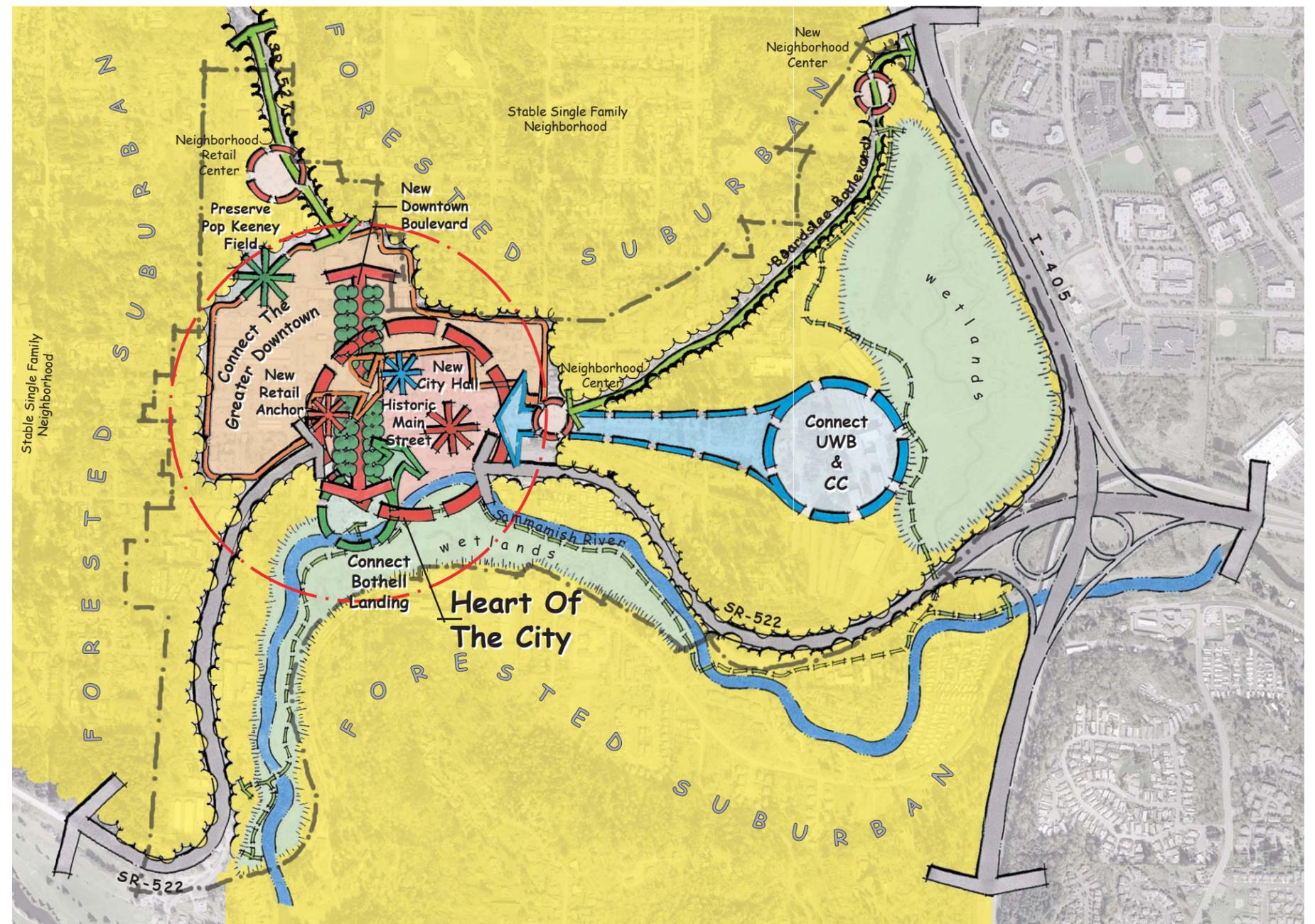


FIG. 1.60 PROPOSED REVITALIZATION STRATEGY DIAGRAM

- d. Nurture and Protect the Fledgling Core. Use land use policy to stimulate the development of a Downtown Core with strong draw.
 - i. Incubate A Downtown Core. Restrict the most precious types of retail uses to the Downtown Core until a self-sustaining critical mass is established.
 - ii. Incentivize Essential Businesses. Consider business recruitment and relocation incentive programs to encourage key businesses to locate in Downtown Bothell.

3. Build a Captive Audience

- a. Substantially increase the population of Downtown residents.

Promoting new housing within a half mile of the Downtown Core is one of the most critical and strategic opportunities in the effort to substantially reinvigorate Downtown Bothell. Increasing the number of households in downtown is the surest way to support downtown businesses and activate the street.

- i. Entitle most property in the downtown for housing (Downtown Core – upper levels only).
- ii. Build up a captive market in the downtown by concentrating short term efforts on instigating the development of housing.
- iii. Concentrate short term efforts on facilitating the redevelopment of the Northshore School District (NSD) site with a substantial residential component that proves the market for attached housing and for mixed-use development with housing over retail shops.
- iv. Identify and enable key sites for medium and high-density residential infill and redevelopment.
- v. Identify and utilize strategies to ensure downtown housing for a wide range of income levels, especially for those who will be working downtown. (See the Housing Strategies in the Housing Element of the Imagine Bothell...Comprehensive Plan for more detail.)
- vi. Ensure that new residential development adds to the appeal of downtown as a great place to live as well as to visit. Revise development regulations to specify physical outcomes, including building types and disposition, block and street pattern, public open space, architectural character and identity.
- vii. Focus capital improvements on creating an attractive environment for investment in urban housing.
- viii. Create the attractive urban environment necessary to compel those seeking housing to pay the premium for urban mid-rise dwellings.
- ix. Promote the development of student and faculty housing to serve the growing UWB/CC²E population.

- b. Connect to the campus, bringing the student populations into the downtown neighborhood.
 - i. Provide connections, including improvements to the NE 185th Street/98th Avenue NE connector. Provide clear, safe, and attractive pedestrian, bicycle and transit linkages between the campus and the Downtown Core.
 - ii. Provide “campus town” in downtown. Promote the development of essential student-oriented shops and services in the Downtown Core.
- c. Connect downtown to the Park at Bothell Landing, bringing downtown patrons to the Park, and special events attendees at the Park to downtown.
- d. Promote the development of office uses in the downtown.
- e. Promote the development of hotels and “bed-and-breakfast” uses in the downtown.

4. Make downtown look and feel like the Heart of the City

- a. As cities in the region continue to capitalize on the shopping industry’s increasingly enthusiastic embrace of city center developments and lifestyle centers, be careful to distinguish Bothell’s Downtown from the other competing centers by emphasizing authenticity, civic buildings, great public places, connectivity, and historic character.
 - i. Enhance downtown’s visibility and its iconic imagery: As the Heart of the City, it is important that downtown be easy to find and that it leaves a very positive impression on everyone who sees it. It should look like a place one wants to explore, linger in, work in, and live in.
 - (A) The signature space: Catalyze activity and investment by transforming the downtown segment of SR 527 into the City’s signature Boulevard.
 - (B) Retain City Hall in the downtown in a prominent location; insure that the design of the new city hall projects a clear civic identity and embodies the character of the community.
 - (C) Design new civic buildings to “look civic” and punctuate the fabric of downtown with towers, grand entrances, and special roof forms that emphasize the civic character of the district and that visibly express the character of the City.
 - (D) Strengthen the distinction between the urbanized Downtown Core and surrounding corridors.
 - ii. Distinguish downtown as an authentic and meaningful setting that embodies the identity of the Bothell community.
 - (A) Promote the renovation and enhanced visibility of historic buildings, and the removal of previous unsympathetic renovations.

- (B) Ensure that each new building serves to bring out the character of downtown by providing clearly identifiable visual relationships to the existing historic buildings nearby.
- (C) Make downtown’s history visible in the design of new public and private features of the district.
- (D) Capitalize on the character and integrity of Bothell’s historic single family neighborhoods to attract people downtown to live.
- iii. The integrity of the residential neighborhoods surrounding the core areas of downtown is one of downtown’s greatest assets. The scale and character of the homes in these neighborhoods account for the “home town feel” that is highly sought after by prospective home buyers that are disenchanted by the increasing placelessness of contemporary residential subdivision developments.
- iv. Preserve and enhance the entrances to Downtown Bothell to create a strong sense of arrival in a distinct urban environment. Each major entry passes through a greenbelt that reinforces downtown’s identity. These gateways should be preserved and enhanced.
 - (A) The entrance from the west along SR 522 passes through a greenbelt made of the Wayne Golf Course to the south and the forested hillside to the north, which will be enhanced through the landscaping and other elements of the Wayne Curve Improvement project. The land along SR 522 toward the downtown core is appropriate for auto-oriented commercial uses, with residential uses suitable toward the river, creating a transition to the more urban character of the core.
 - (B) The entrance from the north along SR 527 passes through a greenbelt associated with Horse Creek and its buffer area, which will be protected as highway improvements are made in the future. The area along SR 527 toward the downtown core is suitable for a mix of neighborhood commercial, residential and office uses, creating a transition to the more urban character of the core.
 - (C) The entrance from the northeast along NE 195th and Beardslee Boulevard passes through a greenbelt made from the UWB/CC²E North Creek Wetlands to the south and the I-405 buffer to the north. The land abutting Beardslee Boulevard to the west and north is appropriate for a combination of residential, neighborhood commercial and office uses, to establish a gateway into downtown Bothell; link downtown, the UWB/CC²E campus and the business parks; and promote community economic development objectives. Special conditions and restrictions are warranted to ensure the area develops in a manner which fosters revenue-generating economic development while protecting nearby established residential neighborhoods from visual and operational impacts of intensive residential and commercial development.

- (D) The entrance from the east along SR 522 passes through a greenbelt defined by the Sammamish River corridor to the south and the forested hillside to the north. Replanting associated with the UWB/ CCE South Access project will restore some of the greenbelt effect. The area along SR 522 toward the downtown core is suitable for auto-oriented commercial and residential uses, creating a transition to the more urban core.
 - (E) The entrance from the south across the 102nd Ave NE Bridge passes through the Sammamish River greenbelt, entering directly into the historic downtown core. Redevelopment or enhancements of the parking lots on either side of 102nd should reinforce the entry into the downtown core.
- b. Foster an Expanding Range of Community Destinations (to help draw, complement and support shopping, eating and entertainment destinations)
- i. Foster the development of an increasingly engaging and diverse network of connected public places in the district.
- (A) Special Pedestrian Streets. Place high priority on the design and maintenance of the centrally located high-activity walking streets that are the essence of downtown. Install high quality, pedestrian-scaled lighting to provide a safe and attractive downtown environment after dark.
- (1) The Boulevard: transform the segment of SR 527 in the Downtown Core into a pedestrian-friendly thoroughfare, while continuing to accommodate significant traffic volumes.
 - (2) Freshen Main Street: revitalize the pedestrian environment along Main Street. Explore flexible use and configuration of curbside parking and sidewalk areas to enable outdoor dining.
- (B) Park at Bothell Landing and Sammamish River Trail: The reconfigured block between SR 522 and NE 180th Street creates a unique and unforgettable place of arrival where SR 527 intersects SR 522, due in no small part to the iconic potential of how the SR 527 boulevard view corridor will terminate there. Place a high priority on specific public and/or private investment to integrate this site with the establishment of a dramatic and effective visual and functional connection between the Downtown Core and the Park at Bothell Landing and to the Sammamish River Trail. At the same time, ensure that the site helps to protect the peaceful quality of the Park at Bothell landing from the impact of commuter traffic along SR 522.
- (C) Sports and Recreation. Ensure that the redevelopment of the Northshore School District site provides visual, pedestrian and vehicular connections from the Downtown Core to and from Pop Keeney Stadium.

- (D) Site as many Civic Buildings in the downtown as possible. When considering investment in new civic buildings – libraries, post offices, museums, recreation centers, community centers, sports facilities, theaters, play houses, teen centers, court houses – place a high priority on selecting a site in the downtown. Design civic buildings that “look civic.”
 - (E) As development proceeds, particularly on large properties, add to the network of public spaces in the district.
 - (F) Make it a Network. Provide connections between public spaces, public buildings, parks and trails to ensure that downtown is built on a rich framework of connected public places.
- ii. As regional transit is funded and extended, continue to promote Downtown Bothell as a center for access to as many transit connections as possible – see Visibility and Access, below.
 - iii. Investing in downtown transit facilities and supporting regional investments to enhance transit service for Downtown Bothell also creates an additional incentive for investors to develop compact downtown housing - which is a primary strategic objective, as noted above.

5. Enhance Downtown’s Visibility and Access

- a. The crossroads of SR 522 and SR 527 is downtown’s prominent location. Redesign the crossroads to enhance regional mobility and benefit downtown business and community identity.
- Downtown is currently invisible to passing motorists. When new investments are made in SR 522 and 527, make the enhancement of downtown’s visibility and identity a priority on par with that of accommodating commute traffic.
- b. Shape SR 522 and SR 527 to distinguish segments outside of the Downtown Core and those within the Downtown Core.
- Ensure that public improvements in street facilities, paving, landscaping, and lighting to improve mobility are also orchestrated to add to downtown’s definition.
- c. Transform SR 527 into a signature pedestrian-oriented “destination place” within downtown while maintaining its arterial function by means of a multiway boulevard street type.
 - d. Extend downtown’s small-block street grid west of SR 527 to enable multiple travel routes, provide more on-street parking, strengthen development opportunities with more downtown addresses, maintain human scale, and add to downtown identity. However, in order to mitigate against the potential generation of Westhill neighborhood cut-through traffic, consistent with Imagine Bothell... Comprehensive Plan policies UP-P10 and UD-P11, no new public street within the Downtown Subarea shall connect to NE 188th Street nor shall the drive aisle of any parking lot

- connecting to NE 188th Street be configured so as to facilitate or encourage such cut-through traffic.
 - e. Maximize transit ridership to reduce vehicle traffic volumes; improve the transit experience to enhance downtown livability as well as to attract riders.
 - f. Shape transit facilities and services to also support downtown’s revitalization by configuring NE 185th Street connected to 98th Avenue NE as the primary transit route. Where possible, use park-and-ride facilities to support other community needs or redevelopment.
 - g. Improve multi-modal accessibility and transfers within downtown, for automobiles, transit, bicycling, and walking.
 - h. Make visiting and navigating downtown user-friendly with coherent street pattern and urban form, memorable gateways and landmarks, and clear wayfinding signage and guidance.
 - i. Strengthen pedestrian and bicycling connections between these key destinations and the Downtown Core:
 - i. Sammamish River Trail and the Park at Bothell Landing;
 - ii. University of Washington Bothell/Cascadia ~~Community~~ College campus;
 - iii. Pop Keeney Stadium and related sports and recreation facilities;
 - iv. Northshore Senior Center and senior citizen residences south of the Sammamish River;
 - v. Northshore Performing Arts Center.
 - j. Develop a downtown parking management program.
- A parking management program should address management of existing public and private resources; provision of customer, employee, resident and events parking; enhancement of accessibility and usability; costs and incentives; and planning for future resources.

CITY ACTIONS

Downtown Bothell’s revitalization program will consist of strategic actions and investments. Given the wide range of needs represented, this program may be implemented in phases over an extended period of time in accordance with the availability of City resources. Complementing the regulatory controls contained in the Development Regulations, the strategic investment of limited public resources planned in this chapter are intended to accelerate the revitalization process and add to the appeal and success of downtown as the heart of the community.

Prioritizing City Actions will be guided by the goals and strategies outlined in the Community Vision part of this Downtown Plan. As opportunities arise that were not known at the time of this Plan’s adoption, the City may consider alternative investment strategies and projects to more effectively realize the community vision for Downtown Bothell.

A. SUMMARY OF STRATEGIC ACTIONS

The City intends to support and promote the revitalization of Downtown by applying its resources strategically, as they become available, and as market opportunities arise. Keeping in mind that the natural shifts in such opportunities and resources typically require a measure of flexibility in approach, the following priorities are established as guidelines for the revitalization-oriented actions that are detailed in subsequent sections. Highest priority actions are grouped first, followed by other actions to be pursued as additional resources become available. Within these groupings, the projects listed are not necessarily in order of priority.

1. Highest Priority Actions

- a. Re-align SR 522 to enhance Downtown accessibility by combining circulation planning and design with redevelopment planning.
- b. Provide entitlements and a streamlined approval process for new investment to build the development envisioned by the community.
- c. Place high priority on promoting the redevelopment of the Northshore School District (NSD) site with retail anchors, shopfronts linking the anchors to each other and to Main Street, and with residential development.
- d. Investors must be certain that the multiway boulevard will happen: Place high priority on the redesign of SR 527 between Main Street and the NSD and Safeway sites. Transform the Downtown portion of SR 527 into the most exciting road in the region. Configure it in a way that attracts the desired types of development along its enfronting properties.
- e. Leverage the community's investment in a new City Hall to achieve the maximum benefits for Downtown Bothell with proper siting and design.
- f. Extend Main Street with the realignment of SR 522 and make other mobility and design improvements, including refreshing the existing streetscape and consideration of a "flexible zone" Main Street Design to highlight outdoor dining on the street and complement incentive programs implemented with the Downtown Plan.

2. As additional resources become available

- a. Enhance downtown's transit facilities including consideration of rerouting service and improving or replacing the park and ride facility, featuring shared downtown parking and potential co-development with other facilities.
- b. Work toward the addition of an aquatic/community center at Pop Keeney Stadium, adjacent to the library or elsewhere downtown.
- c. Enhance and enlarge the Park at Bothell Landing and other downtown parks facilities.

B. PUBLIC IMPROVEMENT PROJECTS

A primary community objective established in the Downtown Plan is to make downtown look and feel like the heart of the community. Downtown improvement projects will integrate the public and private realm to provide a network of great public places. This network will:

- Give the community “a place to go” in the heart of the City
- Provide a wide range of public places, civic buildings, and community services
- Link the Downtown Core to the Sammamish River Corridor and the Park at Bothell Landing
- Link the Downtown Core to the University of Washington Bothell/Cascadia ~~Community~~ College (UWB/CCC) campus
- Enhance mobility and connectivity to and through the district
- Enhance downtown’s visibility and walkability

This envisioned future network of public places (Fig. 2.1) will offer up a sequence of unfolding spaces that inspire people to walk and to linger in the center of the city. The following section contains a record of the ongoing and planned capital improvements and potential public/private partnerships focused on implementing that goal and achieving this community vision.

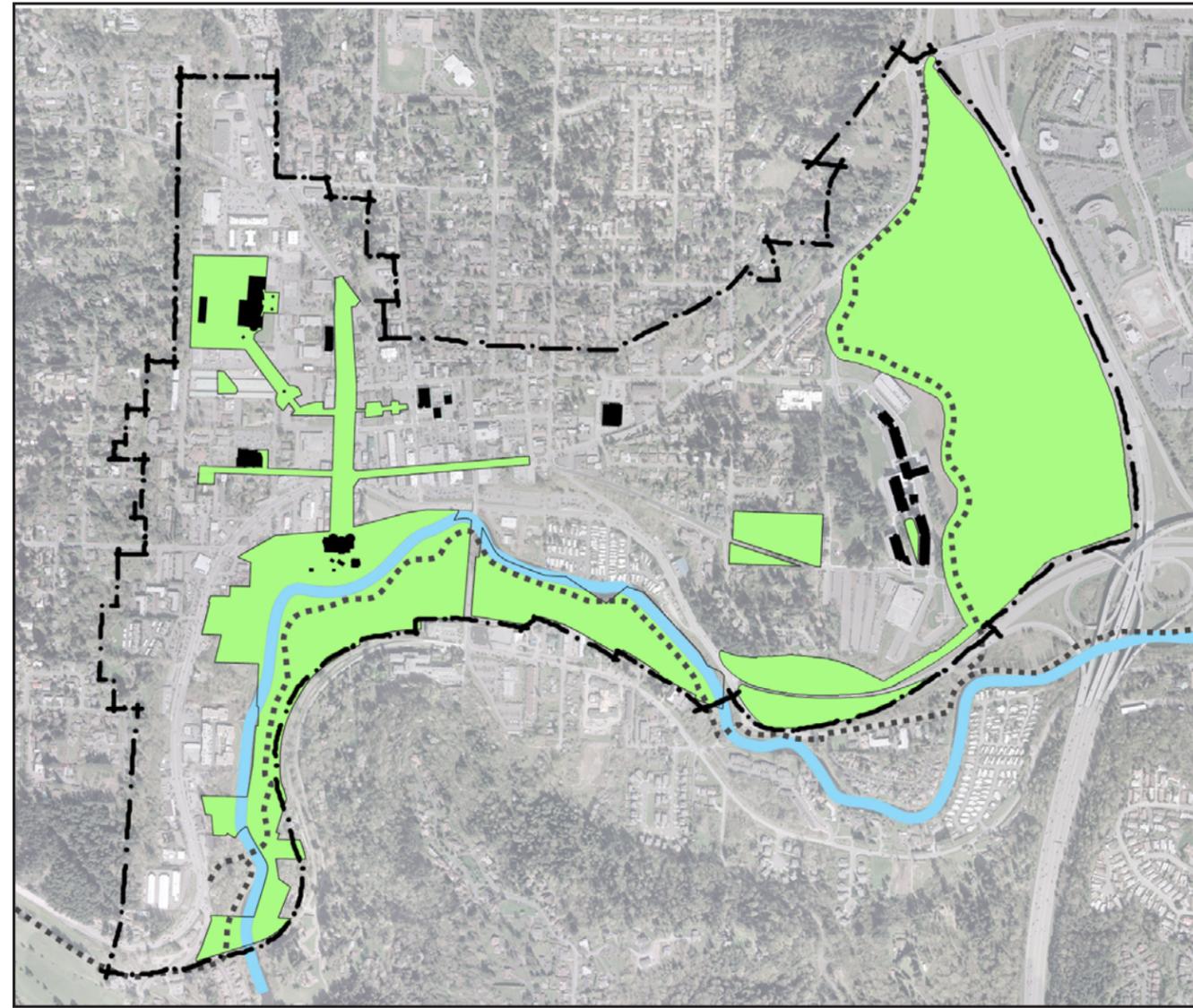


FIG. 2.1 NETWORK OF PUBLIC PLACES - KEY MAP

1. Priority Short-Term Catalyst Projects

Key projects that address the high priority actions listed above are identified as priority, short-term catalyst projects. These projects will make a significant contribution to the vision for downtown. Upon implementation, they will help accelerate downtown revitalization and instigate new private investment in the Plan Area.

a. Realign Downtown SR 522 – The Bothell Crossroads

The realignment plan developed in 2003 with the participation of a citizen’s advisory group, now called the Bothell Crossroads project, is a large scale catalyst project for downtown revitalization as well as a mobility enhancement. This project will realign SR 522 to create a simpler “T” intersection with SR 527, eliminating the former complex intersection of Main Street, SR 522, and SR 527. In doing so, it will create nearly three new city blocks with redevelopment opportunities directly adjacent to Main Street. The resulting block and street network will improve pedestrian connections within downtown and across the highway to the Park at Bothell Landing, all while improving traffic flow. The realignment will also allow Main Street to extend west across SR 527.

The Crossroads project will create unique opportunities for the property south of the re-aligned SR 522 at the terminus of the multiway boulevard. Opportunities for expanding the Park at Bothell Landing and incorporating ancillary recreation related uses will be explored in the park’s Master Plan.



FIG. 2.3 BIRD’S-EYE PERSPECTIVE RENDERING OF ENVISIONED BOTHELL CROSSROADS SR 522 REALIGNMENT ILLUSTRATING AN EXPANDED PARK AT BOTHELL LANDING

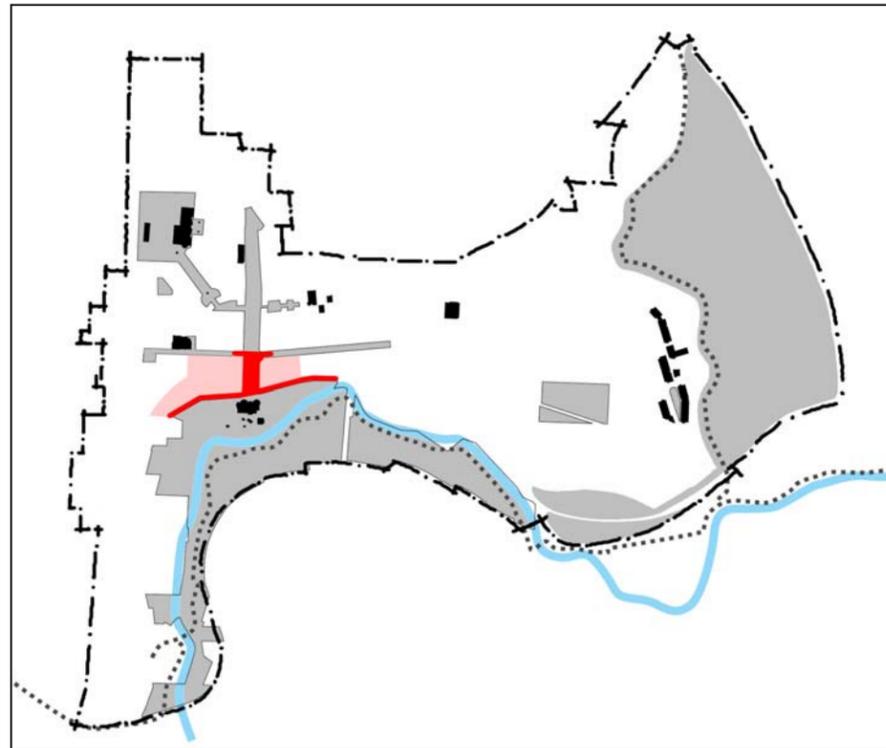


FIG. 2.2 NETWORK OF PUBLIC PLACES - KEY MAP

Realign Downtown SR 522



FIG. 2.4 ILLUSTRATIVE PLAN VIEW OF ENVISIONED BOTHELL CROSSROADS SR 522 REALIGNMENT ILLUSTRATING AN EXPANDED PARK AT BOTHELL LANDING

i. Connections to the Park at Bothell Landing and Regional Trails

Pedestrian, vehicular, and bicycle connections from downtown across SR 522 to the Park at Bothell Landing and the regional trails are limited. Vehicular connections are presently limited to the NE 180th Street intersection (including all turns enabled) and the 101st Avenue NE intersection (right-in and right-out from/to eastbound SR 522 only). Pedestrian and bicycle connections are limited to the NE 180th Street intersection (full crosswalks on 4 sides), the SR 522/SR 527 intersection (SR 522 and Main Street crosswalks converge to a single point), and the 102nd Avenue NE bridge and ramps; there is no pedestrian crossing of SR 522 at 101st Avenue NE. The SR 522/SR 527 crossing connects to a small plaza at the north end of a shopping center parking lot, beginning a 500 foot walk south through the parking lot and crossing NE 180th Street to reach the Park at Bothell landing.

The Bothell Crossroads project will expand the number of pedestrian, vehicular, and bicycle access points across SR 522 to the Park at Bothell Landing & regional trails. The western end of NE 180th Street near SR 522 will be rerouted to connect to 98th Avenue NE with pedestrian improvements, bringing the crossing approximately 500 feet closer to the downtown core. Bike and pedestrian connections to the park at Bothell Landing will be maintained at NE 180th Street, a major link to Bothell High School and the neighborhoods to the west. The SR 522/SR 527 intersection will be reconfigured to form an inverted “T” intersection with improved crosswalks and a better path to the Park at Bothell Landing. The 101st Avenue NE intersection will be improved as well, although it will not be signalized initially: the long term goal is to provide pedestrian connections across SR 522 at this intersection.

With the development of SR 527 as a multiway boulevard, buildings with storefronts will line the back of sidewalk, so crossing SR 522 northward will bring a pedestrian right into the heart of the walkable and active downtown core, instead of onto SR 527’s current “strip corridor” configuration with its development set back behind parking lots.

New sidewalks along both sides of SR 522 will be separated from moving traffic by continuous planting strips with new street trees and street lights from near Hall Road on the west to 101st Avenue NE on the east, and further east from 101st Avenue NE to the 102nd Avenue NE bridge on the south side of SR 522.

Separately, additional efforts to complete the riverfront path on its west side bank, south and west of the Park at Bothell Landing will enhance downtown’s connections to the river corridor and provide another loop trail for the downtown area.

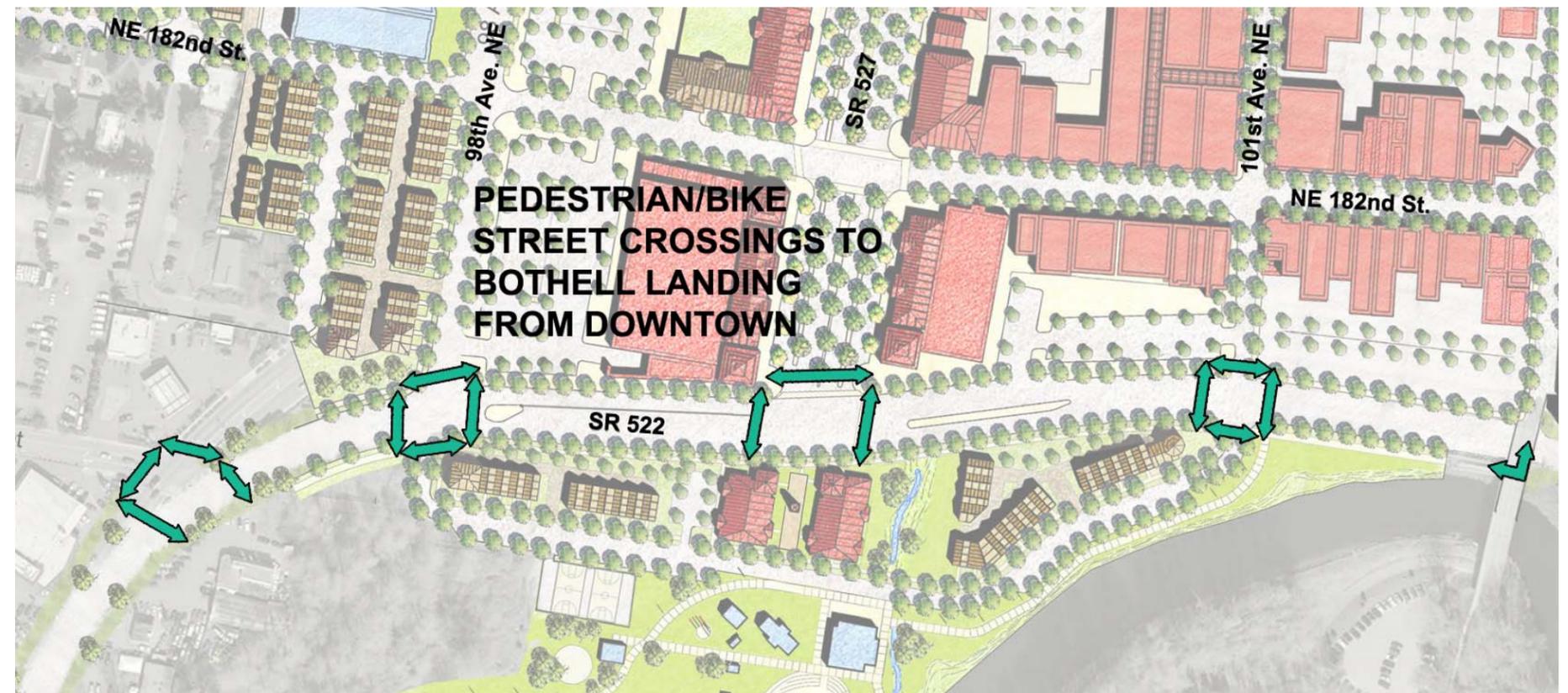


FIG. 2.5 DIAGRAM OF PROPOSED PEDESTRIAN STREET CROSSINGS FROM DOWNTOWN TO BOTHELL LANDING

b. Reconstruct Downtown SR 527 – The Multiway Boulevard

The reconstruction of SR 527 will create a “multiway” boulevard between SR 522 and Reder Way. The boulevard’s separation of through- and local traffic, signature streetscape, and its prominent new mixed-use development are key to integrating new Northshore School District property infill development into downtown and connecting it with the historic downtown core.

State highway travel lanes in the center of the boulevard will be separated by a tree-lined median from a slower-speed access lane on either side. The single side access lane will have ample parking for retail shops along the boulevard. In front of boulevard storefronts, a broad promenade sidewalk with street trees will provide a comfortable and pedestrian-friendly environment for shopping, outdoor dining, strolling, and special events. As such, the cross-section space of the boulevard will thus be subdivided by multiple rows of trees. Runoff-absorption features will be designed into the street’s pavements and medians, as feasible. The street will be well lit for both pedestrians and drivers and provide an attractive night time environment for both visitors and downtown residents.

The boulevard will be the primary downtown “spine” within the network of public spaces, helping to join and center the activity of blocks east and west rather than separate them. In addition to efficiently moving traffic through downtown and providing an attractive pedestrian, retail, and mixed-use environment, the boulevard will distinguish Bothell from other downtown and town center projects being built and planned in the Puget Sound region.

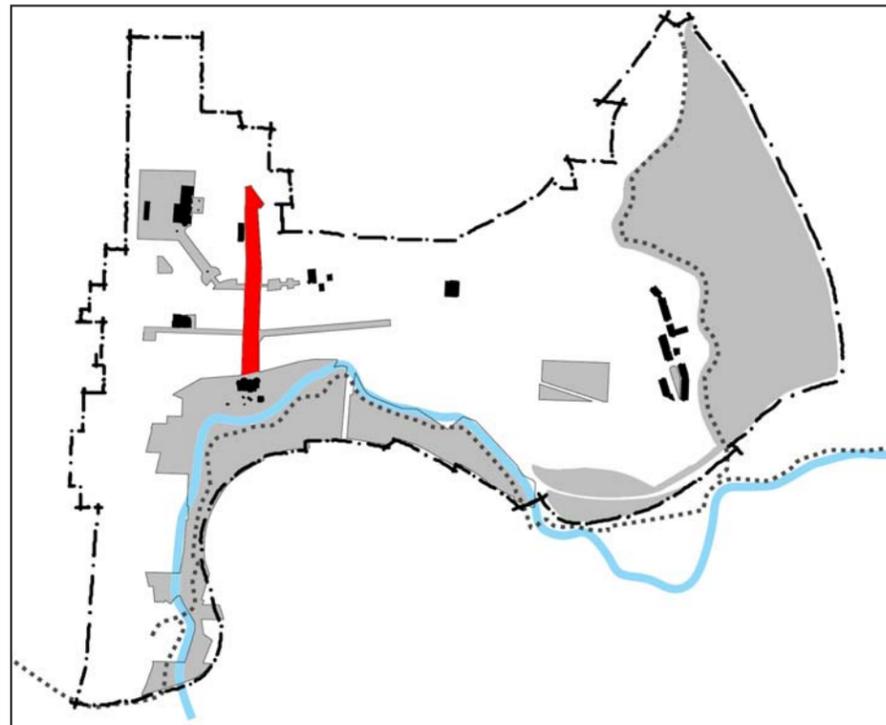


FIG. 2.6 NETWORK OF PUBLIC PLACES - KEY MAP

Reconstruct Downtown SR 527 - The Multiway Boulevard



FIG. 2.7 BIRD'S-EYE PERSPECTIVE RENDERING OF ENVISIONED MULTIWAY BOULEVARD CORRIDOR



FIG. 2.8 ILLUSTRATIVE PLAN VIEW OF ENVISIONED MULTIWAY BOULEVARD AND ITS FRONTING MIXED-USE DEVELOPMENT WITH GROUND-FLOOR RETAIL



FIG. 2.9 CONCEPTUAL CROSS-SECTION DIAGRAM OF MULTIWAY BOULEVARD



FIG. 2.10 CONCEPTUAL PLAN DIAGRAM OF MULTIWAY BOULEVARD

c. Promote Northshore School District Site Redevelopment

The City has entered into a Purchase and Sale (PSA) agreement with the Northshore School District (NSD) for 18 of its 26 acres of land along the west side of SR 527. The site extends to 96th Avenue NE and from NE 183rd Street to 188th Street. The school district will retain Pop Keeney Stadium and the surrounding fields. Following the City's determination of the location for needed public roads, facilities, and other public amenities that are vital for the revitalization of the City's downtown on this site, the remaining land is expected to be declared surplus to the City's needs and available for private sector development.

The surplus property, potentially together with adjacent private parcels, is the single biggest opportunity for revitalizing Downtown Bothell by providing a significant amount of housing for a wide range of income levels in the Downtown Core, retail along key corridors, and potential office and public facility development as well.

As part of downtown private sector coordination actions (see Section C Private Sector Coordination) the City will pursue purchasing the surplus school district property in order to preserve and create desired public amenities which are consistent with this plan.

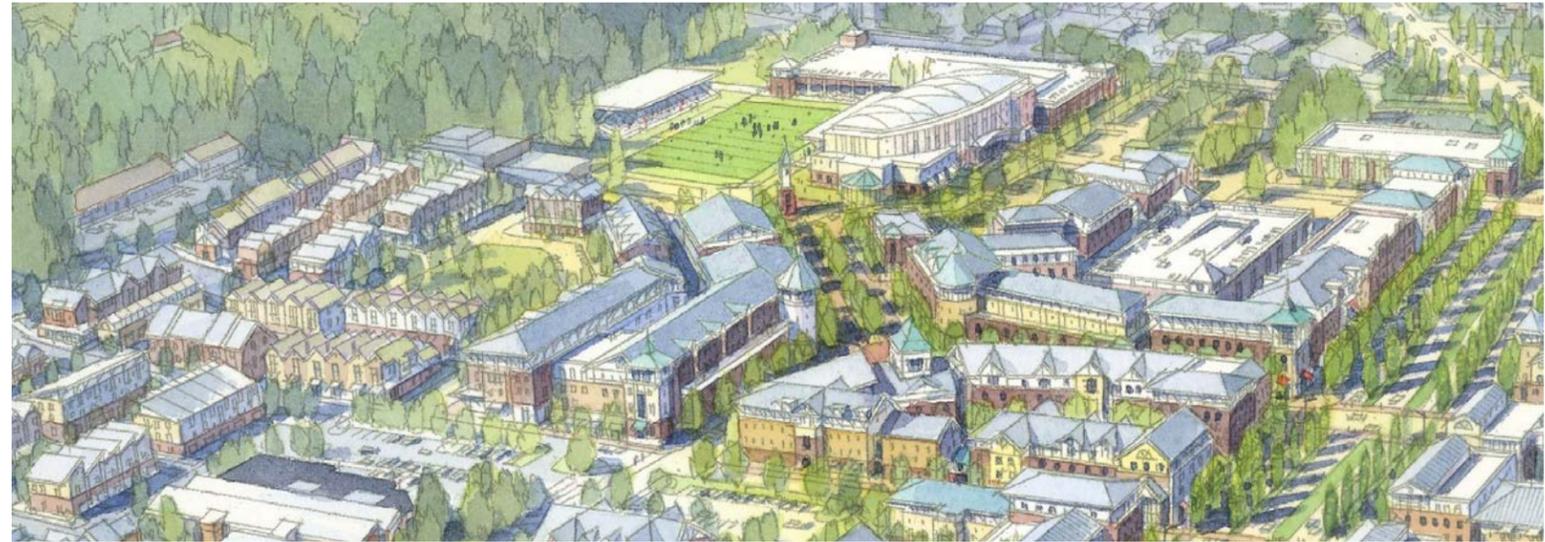


FIG. 2.12 BIRD'S-EYE PERSPECTIVE RENDERING OF ENVISIONED REDEVELOPMENT OF THE NSD SITE
Mixed-use development with new streets and green spaces. An angled street provides a entry sequence into Pop Keeney Stadium and environs from a new curved 98th Avenue NE/185th Street NE street connector.



FIG. 2.11 AERIAL PHOTO OF EXISTING NORTHSHORE SCHOOL DISTRICT (NSD) SITE



FIG. 2.13 ILLUSTRATIVE PLAN VIEW OF ONE CONCEPTUAL VISION FOR THE NSD SITE
Mixed-use development with new streets and green spaces. Colors indicate potential residential use (brown), upper-story residential or workplace with ground floor retail (red), workplace (violet), civic (light blue).

d. Improve Main Street

Main Street remains and is projected to continue as the historic heart of Bothell. All priority short-term catalyst projects are designed to capitalize on immediate opportunities while supporting Main Street businesses. Furthermore, many traffic and transit improvements will keep Main Street fully integrated with surrounding roads and development as downtown grows. Specific Main Street improvements include:

i. Main Street Extension:

The Crossroads project described above will allow the extension of Main Street to the west across Bothell Way, linking it to the library and new development on the Northshore School District site. The Main Street extension may be planned in conjunction with the Main Street enhancements project below.



FIG. 2.15 BIRD'S-EYE PERSPECTIVE RENDERING OF ENVISIONED MAIN STREET AREA



FIG. 2.16 ILLUSTRATIVE PLAN VIEW OF MAIN STREET AND ITS EXISTING AND NEW INFILL FRONTAGE DEVELOPMENT ON BOTH SIDES OF SR 527

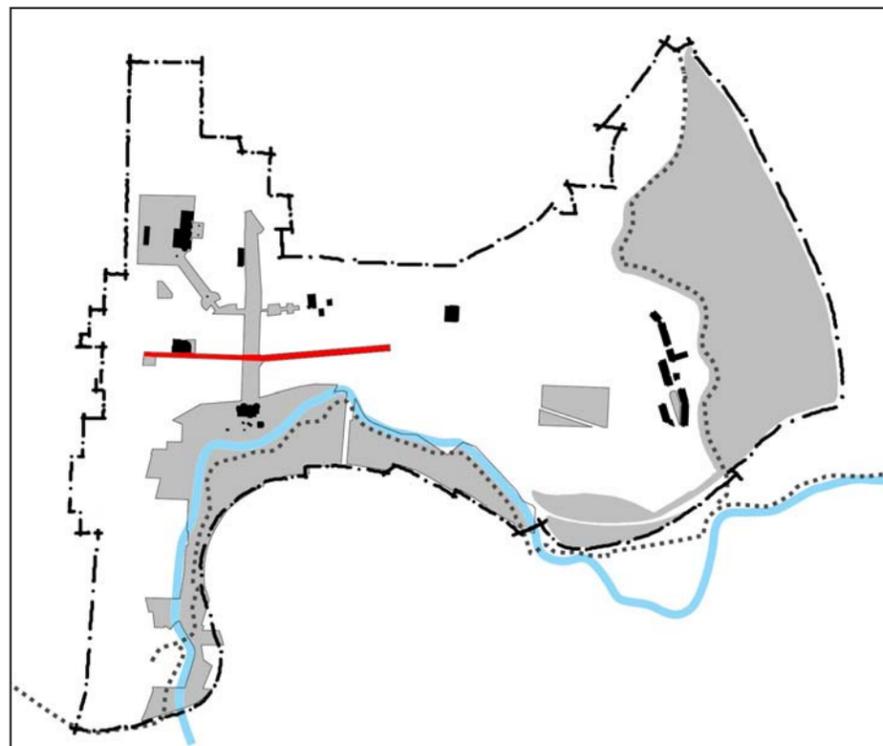


FIG. 2.14 NETWORK OF PUBLIC PLACES - KEY MAP
Main Street Improvements



FIG. 2.17 BUSES CURRENTLY OPERATE ON MAIN STREET PROVIDING ESSENTIAL SERVICE TO DOWNTOWN BOTHELL
View east on existing Main Street as seen from 101st Avenue NE in 2006.

ii. Main Street Enhancements:

The City will “refresh” the streetscape on Main Street and explore different ways to organize the street to better serve the needs of the businesses and their patrons. The Main Street enhancements may be planned in conjunction with the Main Street extension project above. Recommended streetscape features include:

- (A) Consider straightening the “slalom” traffic configuration. Main Street was historically a straight street, as shown in historic photos. A previous street reconfiguration created a “slalom” course for traffic by alternately locating segments of angled parking on different sides of the street on each block from SR 527 to 104th Avenue NE. This introduced a crooked rather than straight geometry and disconnected vehicular movement from the straight line of storefront facades, weakening the character of the traditional Main Street. The crooked vehicular path could be realigned to be straight to complement the parallel lines of Main Street’s facades and shopfronts and create more usable pedestrian areas.
- (B) Consider a “flexible zone” curbside parking area design. Main Street has a burgeoning restaurant trade, which is downtown’s most vibrant economic niche. A “flexible zone” streetscape design would allow a curbside parking space to be potentially usable as an outdoor eating area protected by concrete planters instead of a parking space, as applied for by individual businesses. This enables the outdoor dining experience on Main Street, places the activity on display as a “billboard” for downtown vitality, and enables restaurants to increase their service. Other businesses which prioritize curbside parking will choose to retain parking use in front of their shops. A Main Street shopping and dining district cannot compete with shopping centers with their parking lots – instead, it must differentiate itself and play to its strength by emphasizing (and marketing) itself as a “park once” destination with a unique sense of place and history. As such, parking is a service function where curbside parking is always considered “teaser” parking in relation to the larger supply that must be provided by downtown parking lots and/or structures.
- (C) Utilize a streetscape improvement as a means to solve existing street grading problems. The sidewalk on the south side of Main Street between 101st Avenue NE and 102nd Avenue NE is at the same elevation as the gutter at certain locations, requiring an awkward protruding curb to prevent flooding of adjacent storefronts. A street improvement project to accomplish one or more of the preceding recommendations will be a means to address this issue.



FIG. 2.18 MAIN STREET’S HISTORIC STRAIGHT GEOMETRIC ALIGNMENT

View west from 102nd Avenue NE, circa 1966; photo provided by City of Bothell.



FIG. 2.19 MAIN STREET’S CURRENT ANGULAR GEOMETRIC ALIGNMENT OF ITS STREETScape

View east from 101st Avenue NE in 2006.



FIG. 2.20 EXAMPLE OF A “FLEXIBLE ZONE” TREATMENT THAT ENABLES CURBSIDE PARKING OR OUTDOOR DINING AS SELECTED BY DOWNTOWN BUSINESSES

Flexible parking zone with café tables on Castro Street in downtown Mountain View, CA. Parallel parked cars are visible in flexible zone areas beyond the café area and across the street. The parallel parking area width is 11 feet wide in this case to provide adequate space for two rows of small café tables.



FIG. 2.21 EXISTING PROTRUDING SIX INCH HIGH CURB ON SOUTH SIDE OF MAIN STREET

(D) Reshape Main Street’s plants and landscaping to be supportive of traditional Main Street shopping, strolling, and outdoor dining. Many existing planting areas along Main Street between SR 527 and 102nd Avenue NE are configured as surface planting areas between the curb and sidewalk, “bermed up” and planted with shrubs. These treatments are more typical of arterial and parkway streets than downtown Main streets. While they may be useful in a suburban setting to shield pedestrians from high speed traffic, in a downtown environment they inappropriately block pedestrian movement, occupy valuable area otherwise usable as pedestrian space, and obstruct the visibility of display windows and pedestrian activity from each other and from cars. An urban application of plants that complements a downtown setting uses street trees, hanging flower baskets, and strategically positioned planter pots and/or architectural planters; street trees are regularly spaced, uplit, and ornamented with tree guards and grates.

(E) Improve the quality of downtown’s street lighting and night time visitor experience. Main Street’s existing high-pressure sodium lighting is at relatively low levels, and its color rendering, visible color, and resulting attractiveness of the night time environment are not strong. Main Street lighting, in particular, should make a downtown environment into a sparkling jewel at night, complementing the colors of people, buildings, and merchandise displays, making everyone feel safe and comfortable, and adding to its allure. With a revamped lighting treatment, a minimum sidewalk lighting level of one footcandle will be provided throughout Main Street and side streets with retail or customer parking, and energy-efficient warm white light will be provided from pedestrian-height fixtures with a light source height no greater than 14 feet.

(F) “Refresh” Main Street’s furnishings and equipment. Main Street’s existing street lights, seating, gazebo structure, and other furnishings do not have visual consistency in colors, materials, and forms. In many cases, items also show considerable wear and tear and are in need of refurbishing or replacement. The character of a pedestrian-oriented shopping environment strongly influences the interest and willingness of new types of businesses to locate into downtown. Improvements to Main Street will implement a visually coordinated suite of furnishings (pedestrian-scale traffic signals, street lights, banner poles, seating, trash receptacles, shelter structures) that will complement and extend the “thematic unit” of downtown’s traditional architecture. Existing donor bricks, public art, and other memorial features will be retained.

(G) Provide downtown kiosks or directory signs. In coordination with downtown wayfinding program, visitors to downtown shops and restaurants will be guided to businesses and parking with illuminated kiosks and/or directory signs including a map and a directory, on both blocks of Main Street as well as parking lots and on the SR 527 boulevard.



FIG. 2.22 EXISTING MAIN STREET “BERMED” PLANTINGS



FIG. 2.23 A, B EXAMPLES OF TRADITIONAL MAIN STREET PLANTING

Hanging baskets, planter pots and architectural planters.



FIG. 2.24 HIGH QUALITY WARM WHITE LIGHTING MAKES THE NIGHT TIME ENVIRONMENT FEEL SAFE AND ATTRACTIVE

Pedestrian height street lights with warm white lighting on School Street in Downtown Lodi, CA.



FIG. 2.25 EXAMPLE OF THEMATICALLY RELATED STREETSCAPE FURNISHINGS ON THE DOWNTOWN PORTLAND, OREGON TRANSIT MALL

Those street furnishings have been selected or designed with a “thematic unit” – black paint, gold or bronze trim, thick metal attachments and ornaments - that complements its surrounding historic brick and cast iron architecture.



FIG. 2.26 A DOWNTOWN KIOSK SHOULD PROVIDE A MAP AND DIRECTORY OF BUSINESSES AND PARKING, AND CONTRIBUTE TO THE DISTRICT IDENTITY

Kiosk/directory on a sidewalk in downtown Santa Monica, CA.

2. Downtown Improvement Projects Planned or Under Study

The following Downtown improvement projects that are currently planned, in progress, or under study will be coordinated as part of an overall strategy to enhance Downtown’s network of public spaces.

- a. Downtown Street & Open Space Network
 - i. NE 185th Street/98th Avenue NE Connector

A new curved connector street segment within the redeveloped Northshore School District (NSD) site will extend 98th Avenue NE north of NE 183rd Street to curve over to link to NE 185th Street at SR 527. This along with improvements to create a three-lane transit-oriented collector road from SR 522 to Beardslee Boulevard NE will greatly enhance east-west traffic circulation. It could also enable bus routes connecting to the UWB/CC^o campus, currently located on Main Street, to be rerouted to this alignment, reduce congestion on Main Street and better serve new housing, workplace and retail uses in the NSD site. A diagonal street with a tree-lined median extending northwest from the “bend” would provide a civic entry sequence to Pop Keeney Stadium and its environs.



FIG. 2.28 – BIRD’S-EYE PERSPECTIVE RENDERING OF ENVISIONED 98TH AVENUE NE TO NE 185TH STREET CURVED STREET CONNECTOR WITH SURROUNDING MIXED-USE DEVELOPMENT

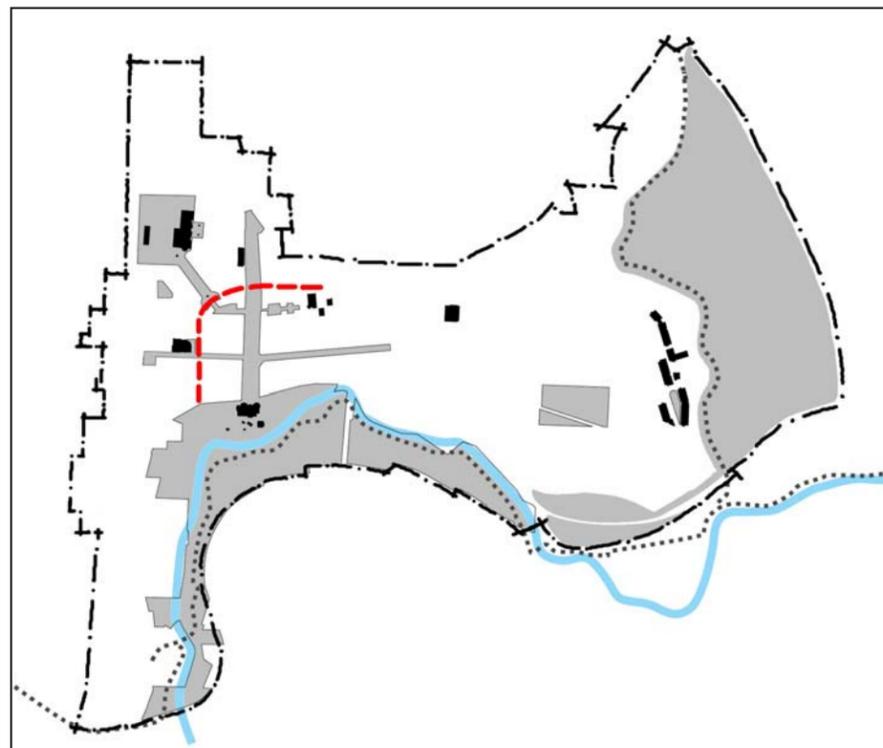


FIG. 2.27 NETWORK OF PUBLIC PLACES - KEY MAP
185th Street Extension & Connection to 98th Avenue NE



FIG. 2.29 ILLUSTRATIVE PLAN VIEW OF ENVISIONED 98TH AVENUE NE TO NE 185TH STREET CURVED STREET CONNECTOR WITH SURROUNDING MIXED-USE DEVELOPMENT

ii. Downtown's Entry Corridors

Each of the approaches to Downtown Bothell passes through a greenbelt, reinforcing downtown's sense of place. These green gateways will be preserved and enhanced, and the corridors themselves will be developed in ways that distinguish them from the downtown core, reinforcing the transition from more rural to a progressively more urban environment.

(A) SR 522 Wayne Curve to NE 180th Street: Streetscape improvements to SR 522 are in current design development and implementation by the City of Bothell. First phase improvements to SR 522 at Wayne Curve (now referred to as Stage I) are to be expanded with additional federal and State funding to include the missing sections between the western city limits and NE 180th Street (referred to as Stage II). SR 522 eastbound traffic will know they have arrived in Bothell as they pass through the 130 degree curve around the 80-foot hillside that overlooks the Sammamish River and Wayne Golf Course by the planned improvements that will define the highway.

(B) SR 522 UWB/CCC South Access: Street improvements to SR 522 are scheduled for completion in 2009 by the Washington State Department of Transportation (WSDOT). The project includes a new south entrance to the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus with a signal and a dedicated exit lane to the campus at the southbound I-405 to westbound SR 522 off-ramp and a new bridge for the I-405 off-ramps constructed over the campus access street.

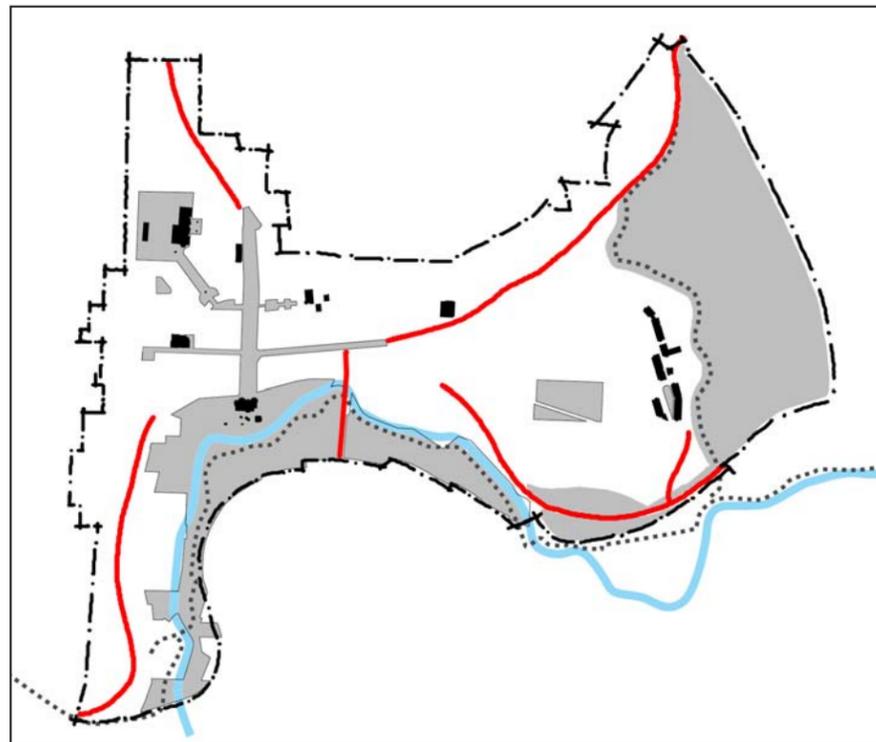


FIG. 2.30 NETWORK OF PUBLIC PLACES - KEY MAP
Downtown's Entry Corridors



FIG. 2.31 VISUAL SIMULATION OF ENVISIONED SR 522 IMPROVEMENTS AT WAYNE CURVE, EASTBOUND VIEW
(Image provided by City of Bothell)



FIG. 2.33 VISUAL SIMULATION OF ENVISIONED SR 522 IMPROVEMENTS AT WAYNE CURVE, WESTBOUND VIEW
(Image provided by City of Bothell)



FIG. 2.32 PHOTO OF EXISTING SITE OF FUTURE UWB/CCC SOUTH CAMPUS ACCESS AT SR 522
(Photo provided by Washington State Department of Transportation)



FIG. 2.34 VISUAL SIMULATION OF ENVISIONED UWB/CCC SOUTH ACCESS IMPROVEMENTS
(Image provided by Washington State Department of Transportation)

(C) SR 527 North of Downtown: Improvements and widening of SR 527 to 5-lanes from the proposed multiway boulevard north to 240th Street SE are included in the adopted 2009-2014 Transportation Improvements Program; however, this segment is noted as not having funding in the near term.

(D) Beardslee Boulevard: Recommended related improvements described elsewhere in this document include 185th Street improvements and improved connections between downtown and the UWB/CCG campus. Beardslee Blvd/NE 185th Street Intersection Improvements are part of the 2009-2014 Transportation Improvements Program, as is development of a 5-lane configuration for Beardslee Boulevard between NE 185th Street and 112th Avenue NE; the latter will be implemented as part of abutting property owners' obligations in coordination with future private development along the boulevard.

(E) 102nd Avenue NE Bridge: The bridge structure was rehabilitated in 2006 with seismic upgrading, structural repair and strengthening, utility work, and new barriers. Future considerations may include greater emphasis on the role of the bridge as an entry to downtown, possibly in terms of wayfinding, landscape and/or additional public art aspects.



FIG. 2.35 VIEW TOWARDS NORTH-EAST OF RECONSTRUCTED 102ND AVENUE NE BRIDGE AT SR 522.



FIG. 2.36 VIEW SOUTH FROM DOWNTOWN OF PEDESTRIAN WALKWAY ON RECONSTRUCTED 102ND AVENUE NE BRIDGE, WITH FLANKING DECORATIVE GATEWAY WALL PANELS.

iii. Pop Keeney Stadium

Pop Keeney Stadium holds both historic and social importance for the Bothell community. Preserving its use as a community focus and tying it into the life of Downtown Bothell are important goals. In addition, the potential exists to develop a campus of sports and recreation related downtown facilities around it. Potential improvements to Pop Keeney Stadium may include seating, support facilities, and parking. While the school district will be retaining and developing the stadium and immediate surroundings, some joint redevelopment efforts on the stadium site may be pursued as part of Northshore School District site redevelopment efforts, including a potential Aquatic/Community Center (see Fig.2.39).

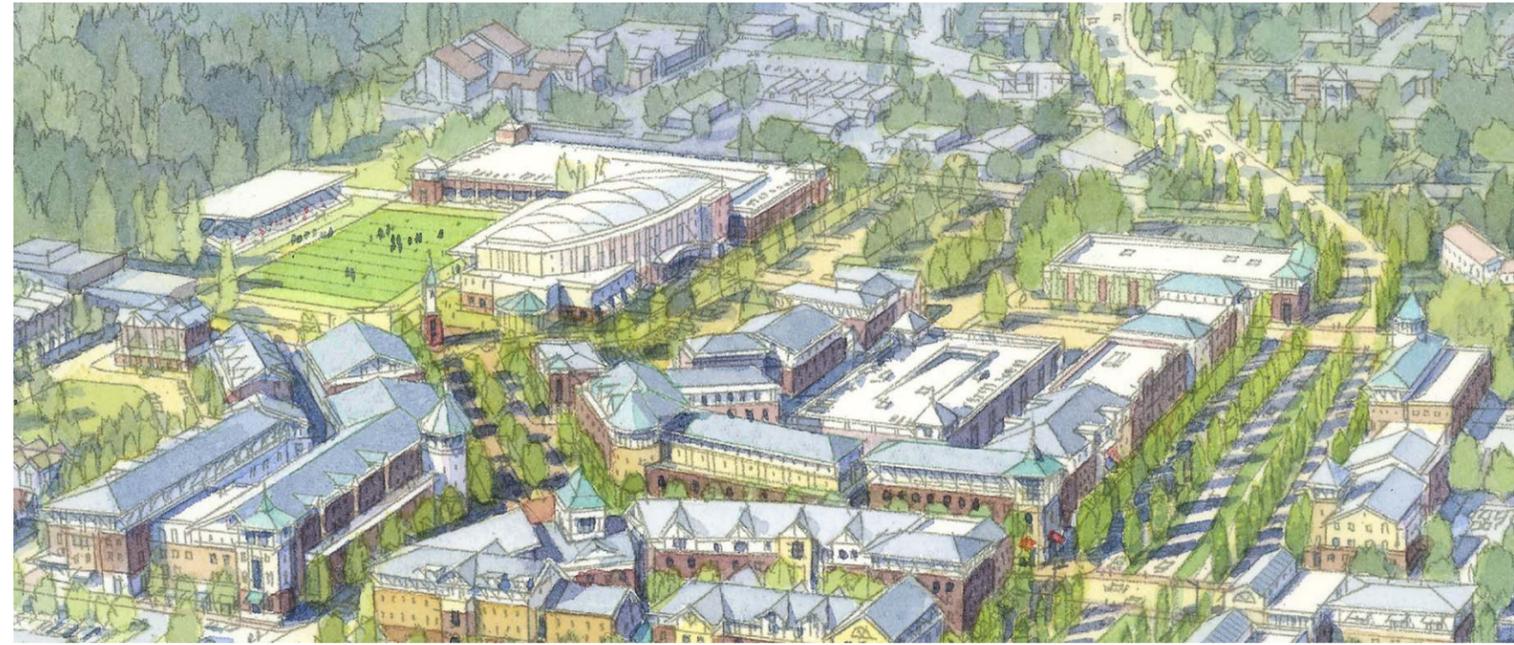


FIG. 2.38 BIRD'S EYE RENDERING VIEW OF POP KEENEY STADIUM, POTENTIAL FACILITY IMPROVEMENTS, AND SURROUNDING INFILL DEVELOPMENT

A diagonal street with a tree-lined median extending northwest from the "bend" of 98th Avenue NE/NE 185th Street provides a civic entry sequence to Pop Keeney Stadium and its campus-like environs.

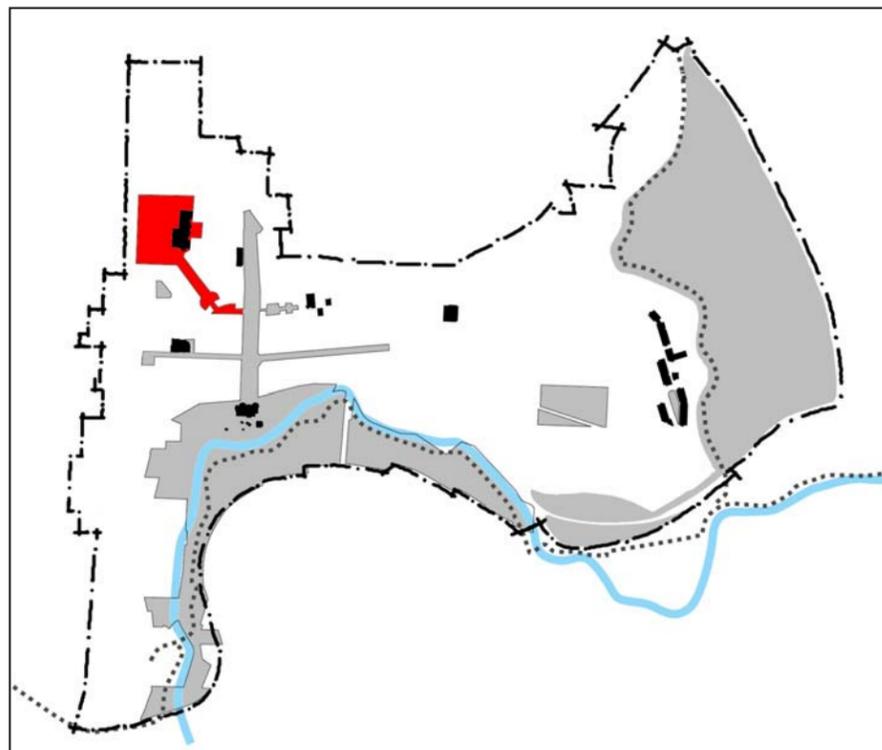


FIG. 2.37 NETWORK OF PUBLIC PLACES - KEY MAP

Potential Improvements and Development related to Pop Keeney Stadium



FIG. 2.39 ILLUSTRATIVE PLAN VIEW OF POP KEENEY STADIUM, POTENTIAL FACILITY IMPROVEMENTS, AND SURROUNDING INFILL DEVELOPMENT

iv. Campus Connections

Connections to the UWB/CCC Campus (along Beardslee Boulevard, NE 185th Street and Valley View Road)

The UWB/CCC campus is a great asset for Downtown Bothell, with the potential for much stronger connections. This will be especially true with the construction of the South Access project and the potential subsequent increase in the enrollment from 3,000 to 10,000. These institutions' role in Downtown Revitalization will be significantly improved through better and more legible connections for pedestrians and bicyclists from the campus to downtown. Recommended connection improvements include:

- (A) Redesign or reconfiguration of the two current vehicular gates at NE 185th Street/110th Avenue NE and NE 180th Street/110th Avenue NE to maintain their current function of restricting cut-through vehicular traffic, but to be more welcoming for pedestrians and bicyclists and complementary to neighborhood character. The gateways might be designed with a more traditional appearance of early 20th Century neighborhood gateway with stone piers and decorative lighting.
- (B) Pedestrian and bicycle route improvements, including continuous sidewalks, curb ramps and continuous coverage of pedestrian-scaled streetlights, and street name/directional signage between the campus and downtown along Beardslee Blvd, NE 185th Street, and the NE 180th Street/Valley View Road corridor.

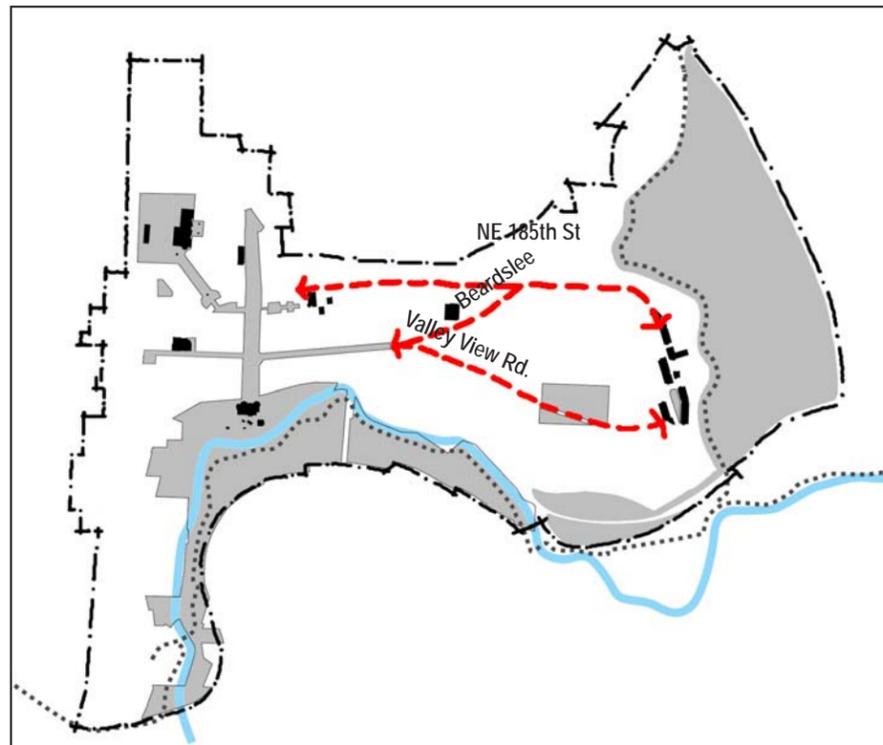


FIG. 2.40 NETWORK OF PUBLIC PLACES - KEY MAP
Potential Improvements to Connections to UWB/CCC campus



FIG. 2.41 EXISTING VEHICULAR CONTROL GATE AT NE 185TH STREET/110TH AVENUE NE



FIG. 2.42 EXISTING VEHICULAR CONTROL GATE AT NE 180TH STREET/110TH AVENUE NE



FIG. 2.43 EXAMPLE OF TRADITIONAL NEIGHBORHOOD GATEWAY WITH ARCHITECTURAL CHARACTER RESEMBLING NEARBY HOMES



FIG. 2.44 AND 2.45 PORTIONS OF EXISTING VALLEY VIEW ROAD STREET CONNECTION BETWEEN DOWNTOWN AND CAMPUS LACK STREET LIGHTING AND/OR SIDEWALKS

v. General Standards for Downtown Street Trees, Furnishings, and Street Materials

As part of defining an expanded downtown core area, a coordinated set of downtown street trees, street furnishings, and street materials will help to immediately create visual cues and linkages to define downtown as its building fabric fills in over time. In keeping with street types established in the Downtown Subarea Regulations of this document, typical streets within the Downtown Core, Downtown Neighborhood, and Transition districts should be treated with standard pedestrian-height decorative street lights, street trees, and furnishings. The two “grand” arterial streets, SR 522 and SR 527, should share special and distinctive boulevard-scale, unified street lights (roadway and pedestrian scale) and street trees within the core (SR 522 from 98th Avenue NE to 101st Avenue NE, and SR 527 from SR 522 to NE 188th Street), and Main Street as the historic core street should have related special furnishings and street trees - to set these streets apart at the top of the downtown street hierarchy. A limited palette or set of paving materials should similarly be considered for the Downtown Core to avoid a “hodge-podge” appearance.

b. City Hall

The City’s adopted Capital Facilities Plan identifies the need and programs funds for a new City Hall facility to accommodate the staff and services now housed in the existing Dawson building, the current City Hall building, and other City-owned structures downtown. Keeping City Hall in the downtown core is a key element in maintaining downtown as the symbolic and functional heart of the community. City Hall workers and visitors, civic meetings, and events help support downtown businesses and reinforce the importance of downtown as the historic and cultural center of Bothell. The new consolidated City Hall would also create a setting for the community to gather for both civic business and communal celebration.

Three alternate locations for a new City Hall were identified in the downtown visioning effort for further study (see Fig. 2.46). The option of rebuilding City Hall at its present location was selected by City Council based on the results of a siting study and public comment. This will create a civic campus with the existing police and municipal court buildings and provide a community anchor in close vicinity to Main Street (see Fig. 2.47 and 2.48). Utilizing the site topography, a complex could be built on top of up to two levels of partially underground parking with ground level retail facing the boulevard and toward Main Street, with City offices and possibly some other development surrounding a central civic plaza, potentially connected by a grand welcoming stairway to the boulevard and by pedestrian passages to the other surrounding streets.

Two other options were discussed in the community visioning process and explored further in the siting study prior to the Council’s decision to locate a new City Hall at its current location. One would have utilized the Anderson Building located on the NSD property, keeping this iconic building in public use, and adding an annex to house functions that may not fit in the current building (see Fig. 2.49, 2.50 and A.21). Another option, the Beta Bothell Commercial Site, would have placed the new City Hall at the convergence of the realigned SR 522 and SR 527 on land north of the Park at Bothell Landing, with additional public amenities to enhance public park use on the riverfront and reinforce connections to the King County/Sammamish River Trail System (see Fig. 2.51 and 2.52).

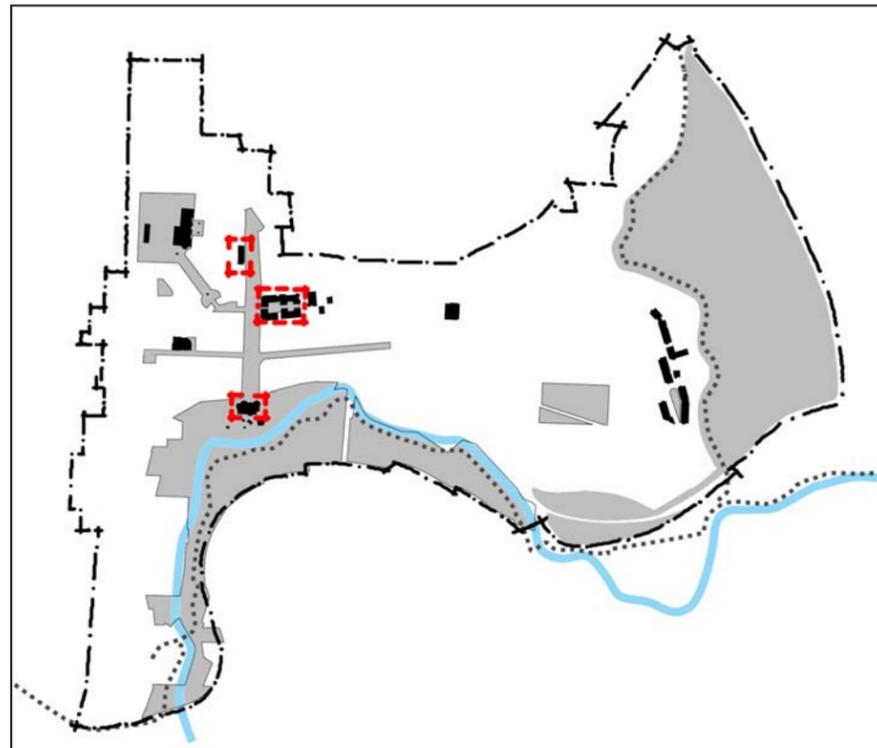


FIG. 2.46 NETWORK OF PUBLIC PLACES - KEY MAP

Proposed City Hall site alternatives.



FIG. 2.47 BIRD’S-EYE PERSPECTIVE RENDERING OF ENVISIONED CITY HALL/CIVIC CENTER SITING AT THE BLOCK OF THE EXISTING CITY HALL

Showing envisioned east-west “axis” and promenade from the SR 527 multiway boulevard through the block to the Municipal Court.



FIG. 2.48 ILLUSTRATIVE PLAN VIEW OF THE ENVISIONED CITY HALL/CIVIC CENTER SHOWING THE ENVISIONED CENTRAL EAST-WEST “AXIS” AND PROMENADE

from the SR 527 multiway boulevard through the block to the Police Department



FIG. 2.49 BIRD'S-EYE PERSPECTIVE RENDERING OF ENVISIONED ADAPTIVE RE-USE OF THE ANDERSON BUILDING ALONG WITH ADJACENT NEW BUILDINGS AS A CITY HALL/CIVIC CENTER

The site would front onto the SR 527 multiway boulevard at a slight angle.



FIG. 2.51 CLOSE-UP PERSPECTIVE VIEW OF CONCEPTUAL CITY HALL AT SR 527 TERMINUS SERVING AS A GATEWAY TO PARK AT BOTHELL LANDING

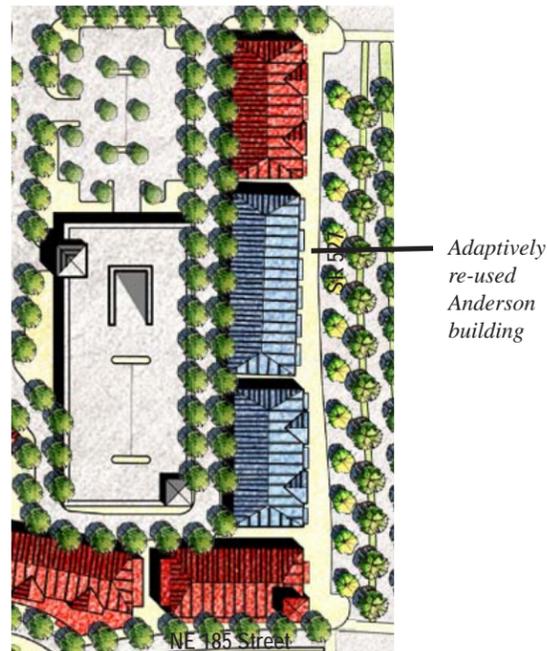


FIG. 2.50 ILLUSTRATIVE PLAN VIEW OF THE ENVISIONED ADAPTIVE RE-USE OF THE ANDERSON BUILDING

Along with adjacent new buildings as a City Hall/Civic Center.



FIG. 2.52 ILLUSTRATIVE PLAN VIEW OF SR 522 REALIGNMENT WITH CONCEPTUAL CITY HALL SITING AT SR 527 SOUTHERN TERMINUS

c. Park at Bothell Landing Improvements

Two other potential alternative uses for the “Crossroads” site created and bounded by the realignment of SR 522 and the reconfigured NE 180th Street, if not utilized as a City Hall site, were explored: 1) a site for mixed uses such as residential and a small amount of retail use, or 2) an enlarged park area expanding on the Park at Bothell Landing. Both are illustrated with conceptual drawings, and in both cases, a special feature is shown as a landmark element for the terminus of SR 527.

With the decision to site the new City Hall on the current City Hall block, this site became part of the Park at Bothell Landing Master Plan, with the possible inclusion of some recreation-related retail and services. This master plan is part of the adopted Parks, Recreation and Open Space Action Program (PROSAP), 2009-2015 Capital Facilities Plan (CFP), and the Downtown Revitalization Program.

An updated master plan effort started in early 2009 and includes a public process to identify key elements that can be incorporated in the park and be in accord with downtown revitalization.



FIG. 2.53 VIEW OF THE PARK AT BOTHELL LANDING
From the south bank of the Sammamish River.



FIG. 2.54 BIRD'S-EYE PERSPECTIVE RENDERING OF ENVISIONED SR 522 CROSSROADS REALIGNMENT
With mixed uses (residential and commercial development) at the SR 527 terminus site. A symmetrical pair of retail buildings is shown as the visual terminus of the SR 527 multiway boulevard. Residential townhome developments are sited to the east and west sides of the retail development. These private developments are envisioned as providing buffering between SR 522 commuter traffic and the Park at Bothell Landing.



FIG. 2.55 BIRD'S-EYE PERSPECTIVE RENDERING OF ENVISIONED SR 522 CROSSROADS REALIGNMENT
With an expanded park area at the SR 527 terminus site. A landmark fountain and formal garden are shown as the visual terminus of the SR 527 multiway boulevard.



d. Transit Facilities

The downtown visioning effort studied the possibility of locating a “transit center” on the current City Hall block with bus routes consolidated onto NE 185th Street, transit parking spaces to serve the east-west routes (in response to concerns about the number of commuter parking spaces), and bus layovers and many transfers remaining at the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus. The transit-oriented street would accommodate general traffic as well as transit on NE 185th Street.

Transit providers have indicated that the regional north-south routes on I-405 would not detour as far as the City Hall block, but that keeping some Park & Ride (P&R) stalls at the current Metro P&R location for those routes while providing enough for the east-west routes at the City Hall block would be a workable solution. Transfers would still occur at the UWB/CCC campus, fewer parking stalls at the City Hall block would need to be dedicated to transit, and reducing the parking demand at the current P&R site would reduce spillover conflicts with downtown businesses and create a potential for future redevelopment of that site.

NE 185th Street is well situated to provide east-west connections through downtown, especially with an extension across Bothell Way and curving south onto 98th Avenue NE to SR 522. It could accommodate additional bus routes and stops, consolidating routes on a single street, instead of the current split routes which transit providers find inefficient and riders find confusing. It also moves the bus route and stops more into the center of the area slated for redevelopment, increasing ridership opportunities.

This configuration minimizes impacts as much as possible while maintaining the benefits of having such a facility in the downtown core. The regional transit measure passed in November 2008 includes some funding for transit facilities, and other funding sources and strategies for improving transit service will be explored further.

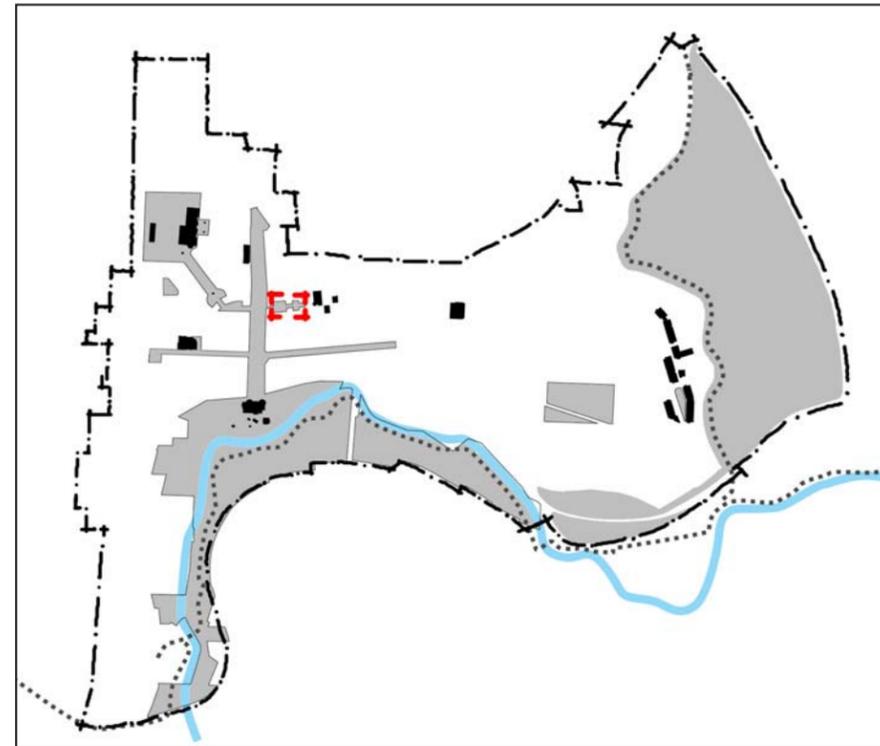


FIG. 2.56 NETWORK OF PUBLIC PLACES - KEY MAP
Potential Transit Center location.

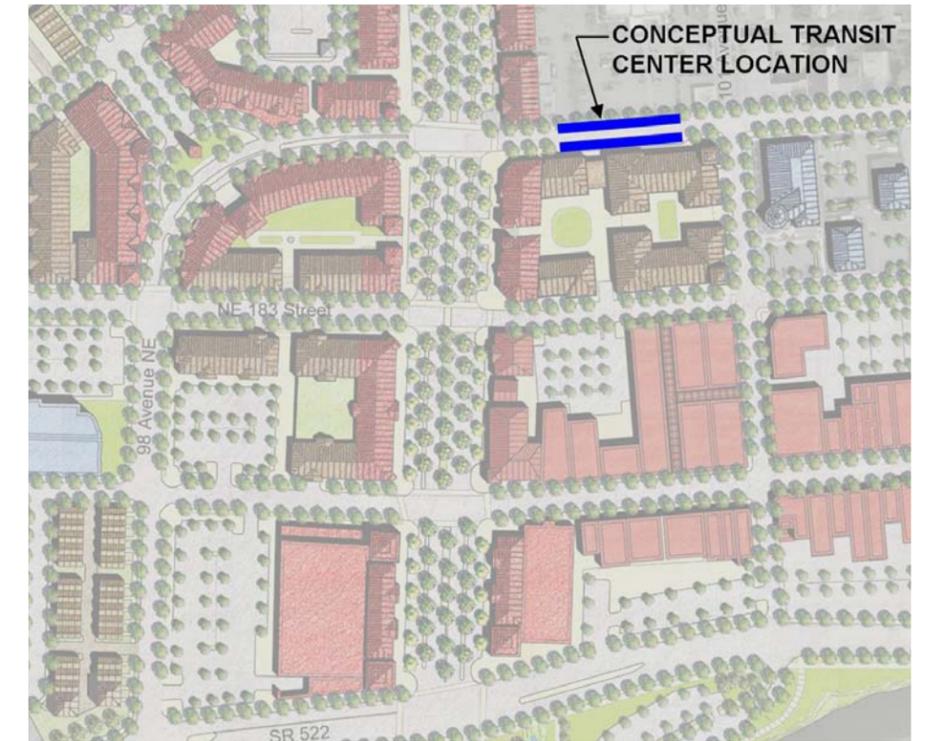


FIG. 2.58 ILLUSTRATIVE PLAN VIEW OF POTENTIAL TRANSIT CENTER LOCATION ON THE BLOCK BETWEEN NE 185TH STREET, NE 183RD STREET, SR 527, AND 101ST AVENUE NE



FIG. 2.57 EXAMPLE OF TRANSIT-ORIENTED STREET - BURNETT AVENUE IN RENTON, WA
(Photo provided by Perteet Inc.)

e. Aquatic Center

There is considerable interest in the possibility of siting a new Aquatic Center in Downtown Bothell, potentially including elements of a Recreation and/or Community Center. The current pool's lease runs through May 2011, and renovating or rebuilding on its site is not considered a viable option.

While the City would not be the lead in planning and developing a new Aquatic Center, it is and will continue to be an active participant. The downtown planning effort has not included a thorough evaluation of options for a new aquatic center, but a proposal to work with the Northshore School District (NSD) to site a new facility adjacent to Pop Keeney Stadium warrants further study and discussion (see Fig.2.59-61). Other siting options could also be studied further if a new aquatic facility is supported by voters. Such a facility could potentially share locker rooms and other facilities with the stadium, and serve the needs of NSD programs. Use of this site would require accommodating the combined parking needs of the two facilities.

A bond measure on a new regional aquatics center would be placed on the ballot no sooner than 2010.



FIG. 2.60 BIRD'S-EYE PERSPECTIVE RENDERING OF CONCEPTUAL AQUATIC CENTER FACILITY

Adjacent to Pop Keeney Stadium, configured as a sports and recreation-oriented campus subdistrict.

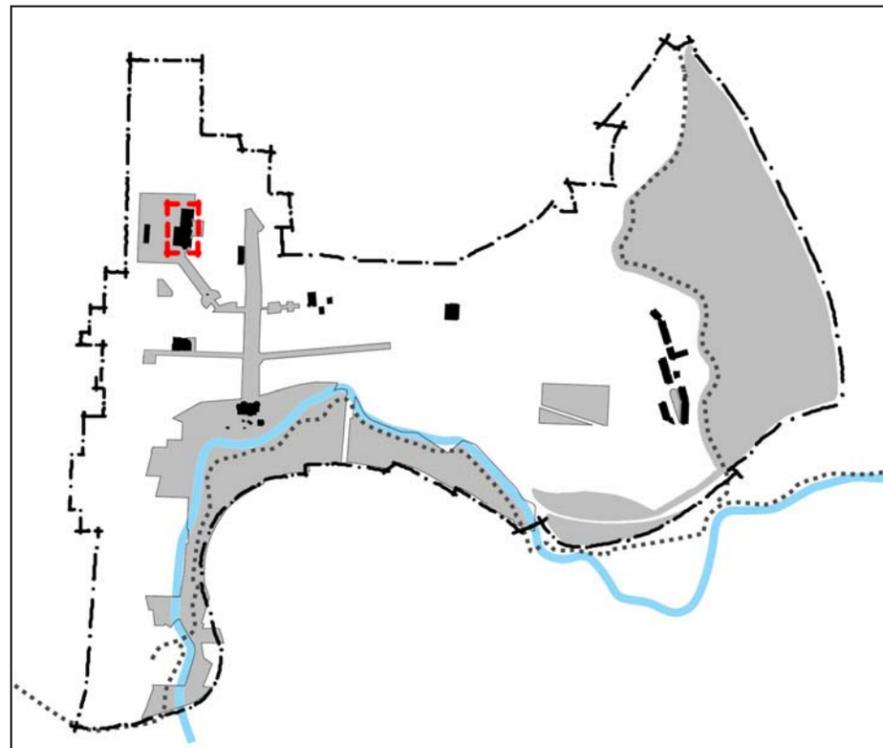


FIG. 2.59 NETWORK OF PUBLIC PLACES - KEY MAP

Potential Aquatic Center location.



FIG. 2.61 ILLUSTRATIVE PLAN VIEW OF CONCEPTUAL AQUATIC CENTER FACILITY

Adjacent to Pop Keeney Stadium, configured as a sports and recreation-oriented campus subdistrict.

f. Human Services

A number of human services providers are located in downtown and are in the process of assessing their facility needs. Several of the providers have a strong desire to remain downtown for a number of reasons, including the availability of transit service. The staff of these facilities also support downtown businesses.

The City of Bothell conducted a facility needs study in 2008 with funds donated by the United Way of King County to explore the possibility of creating a multi-service center. However, the study found a single, consolidated multi-use human services facility in Downtown highly unfeasible. Such a facility would be extremely large, and even short-term land supply needs exceed options available due to the rapid growth of these services. Additionally, this huge need only predicts the current five year demand. By the time a facility was built, a much more robust facility would likely be required. At present, human services advocates state that they are considering options for locating human services throughout the Downtown district and to the south where the largest contingent of clients reside.

g. Utilities Infrastructure

i. Management and Planning

The City of Bothell has conducted a utilities capacity assessment in preparation for plan implementation. The plan has investigated utility issues associated with redevelopment within the Downtown Subarea to promote a plan for effectively integrating needed utility infrastructure improvements into the City's Comprehensive Plan and Capital Facilities Plan. The study evaluated the current conditions of each utility (public and private) and determined the requirements of the utility owner for redevelopment. This information will be used to identify required improvements and provide a comprehensive overview of issues associated with integrating the plan into the Comprehensive Plan and Capital Facilities Plan. Technical memorandums have been provided relative to specific utility systems and other infrastructure; including storm, water, sanitary sewer, electrical, natural gas, cable television, telephone, and wireless network distribution systems.

ii. Improvement Projects

Water, storm and sanitary sewer projects identified in these studies were forwarded and included in the update of the Capital Facilities Plan in the summer of 2008.

C. PRIVATE SECTOR COORDINATION

Several key redevelopment opportunities serve as a catalyst for the Downtown Plan. They include the relocation of a long-sited grocery store outside the downtown (over a mile north on SR 527), the decision of the Northshore School District (NSD) Board to surplus approximately 18 acres of downtown properties, and the under-developed business districts along SR 522. These adjacent property opportunities in the heart of the downtown present an unprecedented moment since the founding of Bothell to renew the city core, to build on its early traditions, scale and character, and to enhance its future opportunities as the City celebrates its centennial anniversary.

The City is using its governmental tools in a multitude of areas to facilitate, encourage or create, where appropriate, economic opportunities and enhanced living conditions for area citizens. Principle examples of these actions include the acquisition of properties for the public projects that could involve some government-supported relocation assistance; identification and facilitation of the clean-up of contaminated sites, and acquisition of properties to provide new public gathering spaces and to enhance business performance.

1. Facilitate Northshore School District Property Redevelopment

The City has entered into a Purchase and Sale Agreement with Northshore School District to acquire their surplus property, in order to preserve options for locations of City facilities and best shape future development of this key property.

2. The Bothell Crossroads (development of surplus property following the realignment)

The City is in the process of acquiring property needed for the realignment of SR 522. One of the benefits of realignment is the creation of new development and redevelopment opportunities on new, reconfigured, and existing properties immediately adjacent to Main Street and SR 522. The City will work with existing property owners and interested developers to optimize the revitalization potential of this area.

D. PLANNING ACTIONS AND PROGRAMS

1. Business Recruitment and Relocation Program

Many new and exciting economic opportunities are envisioned as part of this plan to catalyze private investment in the city core. Various impacts to business are anticipated as a part of this overall strategy to promote new economic opportunities for Bothell business. There are impacts to existing businesses which are in the path of public construction activities and impacts to existing business due to new competitive forces.

The Economic Development Division has developed plans to address the various opportunities and challenges ahead. This division works with City staff and community contacts to retain existing employers and small businesses; target and recruit new businesses; develop opportunities for redevelopment of targeted city districts (e.g., establishing a downtown revenue development area); and enhance Bothell as a visitor destination. As part of this work, the Division cultivates funding for the implementation of City plans, such as through state and federal grants.

The City has developed a mitigation plan to aid small businesses in the path of public construction activities. In addition to potential federal requirements for relocating businesses along the state corridors, the City has retained the services of the University of Washington Business Development Center to assist all existing retailers in developing long-term strategies that will optimize revitalization. The City partnered with the Greater Bothell Chamber of Commerce to create a Downtown Merchants group, based on the National Main Street model, to enhance parking, maintenance, recruitment and marketing on Main Street.

2. Downtown Wayfinding Program

In 2008, the City contracted with Destination Development to create a united signage plan and graphics wayfinding program, funded through Lodging Tax funds. Wayfinding is the process by which people are efficiently guided from one point to another. Many visual cues are employed to communicate successful wayfinding. Signage is only one essential part of an effective system that includes architecture, landscape, landmarks and lighting. When combined with other marketing principles, a wayfinding system organizes the environment to create a memorable experience and a unique sense of place through a coordinated signage system.

This wayfinding program unifies the Downtown through a series of related gateway markers, vehicular and pedestrian directional signage, kiosks, street signs, and information centers.

Each of the Downtown public capital projects will incorporate these wayfinding devices and, together with coordinated street furnishings and landscaping, create a strong cohesive identity for the heart of the City.

3. Façade Enhancement Assistance Program

Preservation of city heritage is important to the residents of Bothell and fundamental to the character and charm of the city. As downtown is revitalized, maintaining this character and charm is a priority and a challenge. The City is working towards several important strategies to meet this challenge.

The City is working to receive Preserve America status through the White House in Washington D.C. This program was developed to preserve national heritage in cooperation with the Advisory Council on Historic Preservation and the U.S. Departments of the Interior, Commerce, Agriculture, and Housing and Urban Development. Designation entitles selected cities to apply for various preservation grants that the City intends to develop towards façade improvement and preservation on Main Street.

4. Parking Management & Mobility Program

The City of Bothell will develop a Downtown Parking Management Plan that refines the use and enforcement of current parking spaces and provides guidance for the development of new parking facilities in the Downtown Core and Downtown Neighborhood Districts. The Downtown Parking Management Plan will address the following issues:

- Time Limited Parking
- Public Use of Private Parking Supply
- Employee Parking
- Event Parking
- Wayfinding and Signage
- Parking Pricing
- Residential Parking Permit Program
- Additional Parking Supply and Management

a. Time Limited Parking

In the short-term, the City will continue to manage the downtown parking supply through the enforcement of existing limits in the Plan Area. Additionally, the City will explore means to increase enforcement resources, employ the most effective enforcement tools available and ensure that enforcement is friendly and fair. As development and activity increases in downtown, the City will periodically evaluate the effectiveness of the existing time limits and determine whether additional unrestricted parking spaces will be converted to time-limited parking.

b. Public Use of Private Parking Supply

The City will create a program to convert as much of the existing private parking supply for retail and office uses in the downtown into publicly accessible parking lots. In order to create incentives for private lot owners to open their private parking lots to the public the City may explore the use of:

- i. Potential lease and/or purchase agreements
- ii. Shared parking arrangements
- iii. Development of a cash-in-lieu program
- iv. Development of a Parking Assessment District (PAD)

Regardless of the approach, in any of these scenarios, property owners will be compensated through the City or PAD for the spaces they make available to the public parking supply. The City may explore the possibility of retaining a third-party facilitator to assist them in working with stakeholders to create consensus about the best approach to opening the private parking supply to the public.

c. Employee Parking

The City will work with business owners to broker shared parking arrangements between downtown businesses and private parking lot owners to create a dedicated and convenient parking supply for employees in the Downtown Core and Downtown Neighborhood Districts. The City will work with private lot and business owners to locate employee parking facilities within an 800-foot walking radius (representing just over a five-minute walk on average) in order to ensure that the most convenient spaces will be available for customers and visitors.

d. Event Parking Plan

The City will establish an overflow parking plan for special events (games at Pop Keeney, Fourth of July Parade, concerts, etc.) that attract large crowds. This plan will include a coordinated effort between businesses and the City to minimize the extent to which multiple events occur at the same time, encourage the utilization of public and private facilities that are typically utilized on weekdays, and disseminate parking information, particularly during large scheduled events, among other measures.

e. Wayfinding and Signage

The City will review its existing signage and wayfinding program for parking and create a program to improve the ability of downtown visitors to find parking facilities. Such a program might include additional signage and maps to be distributed by downtown businesses and City Web sites that show motorists where they may park and guide drivers to key destinations once they have parked.

f. Parking Pricing

As Downtown Plan developments are implemented and densities intensify in the Downtown Core and Downtown Neighborhood Districts, the City may consider parking pricing as a tool for the management of the public parking system and the funding of future parking supplies. Parking Pricing means that motorists pay directly for using parking facilities. This strategy will be established as a parking management strategy intended to reduce parking and mobility problems, recover parking facility costs, and raise revenue to fund local transit programs or downtown improvements.

g. Residential Parking Permit Program

The City will evaluate the need to expand a residential parking permit program to address potential spillover parking in the residential areas surrounding the Downtown Core that may occur as downtown densities increase and the demand for parking intensifies, as well as to further address potential campus spillover parking in the Sunrise/Valley View and adjacent neighborhoods.

h. Additional Parking Supply and Management

The City will consider plans to provide additional public parking lots and/or structures in the Downtown Core as they become necessary due to intensification of the Downtown Core and Downtown Neighborhood Districts. The plans will:

- i. Provide a mechanism to determine when new public parking resources are needed.
- ii. Identify potential locations and opportunities for the development of future parking supply.
- iii. Determine the most appropriate method to finance new construction and operating costs for new public parking resources. Potential financing measures include: cash-in-lieu parking fees, parking assessment district fees, on-street meters, public parking lot fees, bonds, partnering with other agencies (such as Sound Transit) for joint-use parking facilities, and City funds.

5. Housing Strategy Plan

The Housing Strategy Plan, or HSP, is a set of potential actions and approaches that are available for consideration when the City is addressing its housing needs to fulfill *Imagine Bothell...* Comprehensive Plan Housing Element goals, policies and actions. The purpose of the HSP is to create a wide range of potential strategies to help the City identify, analyze and prioritize how and when specific strategies should be considered.

The Planning Commission held public hearings on a draft HSP in 2007 and 2008 and forwarded a recommendation to the City Council. It is anticipated that the HSP would be formally adopted by Council in 2009.

The HSP includes a number of strategies related to affordable housing that the Planning Commission identified in its recommendation as being a high priority and that could be utilized within the Downtown subarea. These potential strategies include such things as: shared and/or reduced parking and waived or reduced fees.

6. Bothell CO₂OL

In June 2008, the Council passed Resolution No. 1222 committing the City to develop a carbon reduction and energy independence plan called Bothell CO₂OL. One of the components of CO₂OL is a suite of potential Plan amendments, Code amendments and/or administrative measures to incentivize green building. Accordingly, the Council has considered such proposed actions as expedited permit processing; annual awards for green building; permit fee rebates; special green planned unit development regulations; and assigning priority consideration to requests for approval of alternative methods and materials which involve green construction practices.

It is anticipated the green building program will be acted upon by the City Council in the second or third quarter of 2009.

E. IMPLEMENTATION MEASURES

The City is working to identify partnerships and grant funding resources for plan implementation that will not burden area citizens and business. These sources have allowed the City to press forward on critical land acquisition and lengthy design processes to assure the momentum from planning to implementation is not delayed.

In addition, complementary activities, such as the expansion of the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus and the development of a Green Corridor (including the state's first hydrogen fueling station to demonstrate alternative fuels) will reinforce the downtown Revitalization efforts.

1. Promoting Developer Interest

The City began to cultivate a list of future developers for Bothell's plan in 2006 by asking frequently for feedback on the plan's development. The City will work with a variety of developers and mixed-use experts to guide the development of City surplus sites.

2. Streamlining Permit Processes

In 2007, a performance audit was conducted of the Development Review services of the City Public Works and Community Development Departments and the Fire and Hazard Prevention Bureau. Recommendations led to the adoption of a five-point service standard and the retooling of the processes that govern development permit processes. This audit was intended to assure the City was predictable, efficient and fair in its role as a permitting agency.

Additionally, the Community Development Department has prepared a Planned Action Environmental Impact Statement for the Downtown Subarea. One of the intended benefits of this is to give private developments that comply with the provisions of the plan a streamlined environmental permitting process.

3. Percent for the Arts Program

The City Council adopted a One Percent for the Arts Program in March 2009 to assure that the City preserves its history and unique culture for future generations. The Program will apply only to qualifying City-owned capital improvement projects. Funding for the Program will come from one percent of the construction cost of the project and will be used to purchase visual art, repair and maintain public art, and/or to design and incorporate art into the capital improvement project. The Program is intended to have a catalyzing effect on the growing economy of the arts in our community.

4. Tourism Program

The Tourism program is establishing community grants for the long-term development of Bothell arts and heritage to build on the City's growing reputation as a visitor destination and a community of arts and culture. These grants will be designated to groups like the historical society, arts council and centers for performing arts to assure a foundation of resources from which to build their programs.

5. Preservation of Downtown's Natural Setting

Preservation of unique natural features, such as the Sammamish River, is another key measure to maintain and enhance Downtown Bothell's unique character. Downtown Bothell is surrounded by rolling forested hills and bound by the Sammamish River. The significance of these natural features date back to the early establishment of Bothell, as settlers arrived in canoes and steam boats along the river, landing where the Park at Bothell Landing now sits.

One goal of the Downtown Plan is to reconnect the City to its river origin, reinforcing the Park at Bothell Landing as a focal point from which the major downtown public features emerge. The SR 522/SR 527 junction at the new Crossroads lies squarely in front of this historically significant point. The Boulevard originates at the Crossroads, extending northward, and terminates at it in the southbound direction, with its tree-lined medians and sidewalks pointing to the river.

Other key aspects of the natural environment as a defining element of Downtown Bothell are the trees that surround the historic core and greenbelts that form "green gateways" at all of the major entrances. It was trees that provided sustenance and shelter for Bothell citizens in the early days, and it is the trees now that represent the community's connection to the environment. Tree-lined boulevards, highways and streets will make Bothell as memorable for passersby as it will be for its citizens. Measures to preserve and reinforce the greenbelt gateways to the downtown will also be explored.