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Bothell Downtown Subarea Plan and Regulations Planned Action Final Environmental Impact Statement

April 2009



City of Bothell™

April 24, 2009



City of Bothell™

**Subject: Bothell Downtown Subarea Plan and Regulations Planned Action
Final Environmental Impact Statement**

Dear Interested Citizen:

The attached Final Environmental Impact Statement (EIS) responds to comments on the Draft EIS and completes the environmental analysis of the *Downtown Subarea Plan and Regulations*.

The City of Bothell and its citizens have been working on the *Downtown Subarea Plan and Regulations* since 2006. The plan would create a land use and transportation framework and implement a form-based development code to revitalize downtown. Proposed concepts include roadway rerouting, new streets, mixed-use redevelopment, and civic investment. State Route (SR) 522 would be realigned to the south and SR 527 would be extended southward to intercept SR 522 at a “T” intersection. The new SR 527 would be a multiway boulevard that would allow for through lanes and access lanes. Northshore School District (NSD) and Safeway properties would be redeveloped into a compact, walkable, mixed-use area. Pop Keeney Stadium would be revised and updated. Main Street would be revitalized and extended with streetscape improvements. Based on City Council direction, City Hall would be redeveloped at its current location. Council adoption of the *Downtown Subarea Plan and Regulations* is anticipated by the end of May 2009.

State law requires that the likely environmental impacts of land use actions such as the proposed *Downtown Subarea Plan and Regulations* be identified in an EIS. The Draft EIS studied two primary alternatives: the Proposed Alternative and the No Action Alternative. The Proposed Alternative would amend the City’s Comprehensive Plan and development regulations through the adoption of the *Downtown Subarea Plan and Regulations* and corresponding Planned Action Ordinance. If so designated in the ordinance, further environmental review on future development within the designated Planned Action area would not be necessary if the proposed development is consistent with the development levels of the adopted Planned Action Ordinance. The No Action Alternative is a continuation of the City’s current Comprehensive Plan and subarea plans applicable to downtown without amendment, and the standard project-by-project environmental review process would remain. In addition, the Draft EIS qualitatively addressed Planning Commission Recommendations. The Planning Commission, in its review of the *Downtown Subarea Plan and Regulations* in 2008, recommended a number of changes. The recommendations were found to be consistent with the general concept and vision of the Proposed Alternative, varying somewhat in the details, and within the range of the two primary alternatives.

Similarly, in response to public comments, the Proposed Alternative Modifications are addressed in the Final EIS and are in the range of the two primary alternatives. Proposed Alternative Modifications are consistent with the general concept and vision of the Proposed Alternative, but address public comments on location of public uses, street connections, and modifications to proposed development standards,

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on location of public uses, street connections, and modifications to proposed development standards, particularly regarding height limits in areas adjacent to residential zones and compatibility of zoning along the periphery of the study area.

The Draft and Final EIS identify specific environmental impacts of the alternatives and ways to mitigate impacts in advance of development. Environmental issues evaluated in the EIS include the natural environment (earth, water resources, plants, and animals); air quality; land use patterns, plans, and policies; aesthetics; transportation; noise; cultural resources; public services; and utilities.

The Final EIS is appealable by following the procedures in BMC 14.02.250, Administrative Appeals. Appeals should be directed to the Responsible Official:

William R. Wiselogle, Director
Department of Community Development
City of Bothell
9654 NE 182 Street
Bothell WA 98011
Phone: (425) 486-2768 Fax: (425) 486-2489

If submitting an appeal, it must be filed no later than **5 p.m. May 15, 2009**.

Your interest in the City of Bothell is greatly appreciated. If you would like more information about this proposal, please contact David Boyd, Senior Planner at (425) 486-8152, ext. 4429.

Sincerely,



William R. Wiselogle, Director
Department of Community Development
SEPA Responsible Official
City of Bothell

Bothell Downtown Subarea Plan and Regulations Planned Action Final Environmental Impact Statement

Prepared for:



City of Bothell™

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April 2009

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Fact Sheet

Project Title

Bothell Downtown Subarea Plan and Regulations Planned Action

Proposed Action and Alternatives

Two primary alternatives are analyzed in this final environmental impact statement (EIS): the Proposed Alternative—adoption of the *Downtown Subarea Plan and Regulations* and the Planned Action Ordinance—and the No Action Alternative—continuation of the City’s current Comprehensive Plan and subarea plans applicable to downtown without amendment.

The Proposed Alternative would amend the City’s Comprehensive Plan and development regulations through the adoption of the *Downtown Subarea Plan and Regulations* and corresponding Planned Action Ordinance. The City and its citizens have been working on the *Downtown Subarea Plan and Regulations* since 2006. The plan would create a land use and transportation framework and implement a form-based development code to revitalize Downtown Bothell. Council adoption of the plan and regulations is anticipated by the end of May 2009.

Proposed Alternative concepts include roadway rerouting, new streets, mixed-use redevelopment, and civic investment. State Route (SR) 522 would be realigned to the south and SR 527 would be extended southward to intercept SR 522 at a “T” intersection. The new SR 527 would be a multiway boulevard that would allow for through lanes and access lanes. Northshore School District (NSD) and Safeway properties would be redeveloped into a compact, walkable mixed-use area. Pop Keeney Stadium would be revised and updated. Main Street would be revitalized and extended with streetscape improvements. City Hall would be redeveloped at its current location; two additional options considered in the EIS were to relocate City Hall to the NSD property or to a property south of the realigned SR 522.

The analysis of the Proposed Alternative addresses variations within the alternative, for example, where a public facility could be sited in different locations and where zone districts may have different extents.

The No Action Alternative would retain the current Comprehensive Plan, subarea plans, and development regulations. While some aspects of the proposed downtown vision would be implemented, such as many components of the major road improvements, the zoning, design standards, and other features would not change and would not accommodate the growth stimulated by infrastructure investment in a manner most conducive to the downtown vision. The State Environmental Policy

Act (SEPA) review process would not be streamlined via a Planned Action; standard review would be required on a per-project basis.

In addition, the EIS qualitatively compares the Planning Commission Recommendations with the Proposed Alternative and No Action Alternative. The Planning Commission Recommendations are within the range of the two primary alternatives. The Planning Commission, in its review of the proposed development regulations, proposed a number of changes which are consistent with the general concept and vision of the Proposed Alternative, but vary somewhat in detail. Specifically, they recommended overall reductions in the permitted building heights (but not number of stories) in the downtown districts. They also proposed retaining the current zoning designations around the periphery of the study area. To compensate somewhat for these reductions in allowed density, they proposed expanding the Downtown Neighborhood district in a few areas.

Similarly, in response to public comments, the Proposed Alternative Modifications are addressed in the EIS and are in the range of the two primary alternatives. Proposed Alternative Modifications are consistent with the general concept and vision of the Proposed Alternative, but address public comments on location of public uses, street connections, and modifications to proposed development standards, particularly regarding height limits in areas adjacent to residential zones and compatibility of zoning along the periphery of the study area.

Location

The study area consists of approximately 529 acres of land in the center of the southern portion of the City of Bothell. The boundaries are generally defined on the north by segments of Ross Road, NE 186th Street, and commercial-zoned properties running along SR 527; on the east by the east boundary of the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus; on the south by the Sammamish River corridor; and on the west by property and zoning lines generally dividing the upper and lower slopes of Westhill.

Proponent

City of Bothell

Lead Agency

City of Bothell

Responsible Official

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Required Approvals

In order to implement the Proposed Alternative, the following must be approved by the City Council:

- adoption of a final *Downtown Subarea Plan and Regulations* comprising amendments to the City's Comprehensive Plan and Bothell Municipal Code;
- adoption of a Planned Action Ordinance; and
- selection of locations for public facilities including but not limited to City Hall.

Prior to City action, the State of Washington Department of Community, Trade and Economic Development will coordinate state agency review of legislative proposals.

After the City action, the likely permits to be acquired by individual development proposals include but are not limited to: land use permits, construction permits, building permits, and street use permits.

Planned Action Environmental Impact Statement Process

Emphasizing quality environmental review of early planning efforts and early public input to shape decisions, the SEPA provides for a Planned Action process. The basic steps in designating planned action projects are to prepare an EIS, designate the planned action projects by ordinance, and review permit applications for consistency with the designated planned action. The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage.

The Planned Action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under

SEPA, for each specific development proposal or phase, will not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in a Planned Action Ordinance. Although future proposals that qualify as Planned Actions would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements.

The Planned Action Ordinance is expected to encourage redevelopment and revitalization in Downtown Bothell. Property owners and potential developers will be encouraged to redevelop in Downtown Bothell by the streamlined development process that takes place under a planned action process. This EIS will help the City identify impacts of development and specific mitigation measures that developers will have to meet to qualify for a Planned Action project.

Environmental Impact Statement Authors and Principal Contributors

This document has been prepared under the direction of the City of Bothell Community Development Department. Principal and contributing consultants are listed below.

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Draft Environmental Impact Statement Issuance and Comment Period

The Draft EIS comment period extended from issuance on December 22, 2008, to January 30, 2009. Comments are included in the Final EIS along with responses.

Final Environmental Impact Statement Issuance

The Final EIS was issued on April 24, 2009.

Date of Implementation

Spring 2009

Previous Environmental Documents

Prior environmental review was conducted for the City's Comprehensive Plan and subsequent amendments, including the following documents.

- *Final Environmental Impact Statement for the City of Bothell Proposed Comprehensive Plan 1993*
- 2001 Selected Amendments to the *Imagine Bothell... Comprehensive Plan* and Bothell Municipal Code, an integrated SEPA/GMA document incorporating a Final Environmental Impact Statement, addressed proposed changes in downtown building heights.
- *Imagine Bothell... 2004–2005 Comprehensive Plan and Code Update Final Environmental Impact Statement*, addressed citywide policies, critical areas regulations, and land use changes in and outside of downtown. Subsequent Supplemental EISs were prepared for plan amendments in 2005, 2006, and 2007.
- *SR 522, University of Washington, Bothell/Cascadia Community College south access project: environmental assessment*. 2002. U.S. Department of Transportation, Federal Highway Administration and Washington State Department of Transportation.
- *Westridge-Bothell Gateway Center, Determination of Non-Significance*. Issued May 24, 2006.

Where appropriate, relevant information found in prior environmental documents is also considered in the current EIS.

Location of Background Information

See “Contact Person” above.

Final Environmental Impact Statement Purchase Price

Copies of the Final EIS can be obtained from the City of Bothell Department of Community Development (see “Contact Person”) for the cost of production. Compact disks are also available. The document is also posted on the City’s website at <http://www.ci.bothell.wa.us/CityServices/PlanningAndDevelopment.ashx>. The document is also available as a reference at the Bothell Regional Library located at 18215 98th Avenue NE, Bothell, WA 98011.

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Acronyms

CB	Community Business
CE	Civic Educational
CFP	Capital Facilities Plan
City	City of Bothell
CO	carbon monoxide
Draft EIS	Draft Environmental Impact Statement
DSRG	Downtown Stakeholders Resource Group
DVC	Downtown Visionary Committee
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
Final EIS	Final Environmental Impact Statement
GC	General Commercial
GHG	greenhouse gas
GMA	Growth Management Act
I	Interstate
LI	Light Industrial
LID	Low Impact Development
LOS	level of service
MHP	Mobile Home Park
MSATs	Mobile Source Air Toxics
MVSO	Motor Vehicle Sales Overlay
NB	Neighborhood Business
NEPA	National Environmental Protection Act

NSD	Northshore School District
OP	Office Professional
P	Park
ppm	parts per million
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
R 2,800	Residential, one dwelling unit per 2,800 square feet of net buildable area
R 5,400d	Residential, 5,400 square-foot minimum lot area
R 8,400	Residential, 8,400 square-foot minimum lot area
R 9,600	Residential 9,600 square-foot minimum lot area
R-AC	Residential-Activity Center
SEPA	State Environmental Policy Act
SR	State Route
SSA	sewer service area
T	Transportation Facility
TMDL	total maximum daily load
UWB/CCC	University of Washington Bothell/Cascadia Community College
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

Chapter 1. Environmental Summary

1.1. Introduction

This chapter summarizes significant impacts, mitigation measures, and significant avoidable adverse impacts evaluated in ~~this the~~ Draft Environmental Impact Statement (Draft EIS) and Final Environmental Impact Statement (Final EIS) for the Bothell Downtown Subarea alternatives described below in Section 1.3 and in Chapter 2. This summary is intentionally brief; the reader should consult individual sections in Draft EIS Chapter 3 for detailed information concerning the affected environment, impacts, and mitigation measures. Clarifications or corrections to the Draft EIS “Environmental Summary” resulting from this Final EIS response to comments are shown in tracked changes. This allows the reader to see, at a glance, text clarifications or corrections of the overall analysis between the Draft EIS and Final EIS.

1.2. Proposed Action and Location

1.2.1. Proposed Action

The future of Downtown Bothell is currently directed by the City of Bothell’s (City’s) existing *Imagine Bothell...Comprehensive Plan* (City of Bothell 2004a) and the associated subarea plans and implementing regulations that apply to downtown. The City has entered into a new Downtown Subarea planning process to more directly and fully address future land use, transportation, and civic activities in Downtown Bothell. This planning process would amend existing plans and regulations.

In addition, as part of the downtown planning process, and consistent with the State Environmental Policy Act (SEPA) rules, the City is considering a Planned Action Ordinance, which would streamline environmental review for development consistent with the proposed downtown plans and regulations.

1.2.2. Location

The study area reviewed in ~~this-the~~ Draft and Final EIS consists of approximately 529 acres of land in the center of the southern portion of the City of Bothell. The boundaries are generally defined on the north by segments of Ross Road, NE 186th Street, and commercial-zoned properties running along State Route (SR) 527; on the east by the eastern boundary of the University of Washington Bothell/Cascadia Community College Campus (UWB/CCC); on the south by the Sammamish River corridor; and on the west by property and zoning lines generally dividing the upper and lower slopes of Westhill.

1.3. Description of Alternatives

The Proposed Alternative would amend the City's Comprehensive Plan and development regulations through the adoption of the *Downtown Subarea Plan and Regulations* (Freedman Tung and Bottomley 2008) and corresponding Planned Action Ordinance. The City and its citizens have been working on the *Downtown Subarea Plan and Regulations* since 2006. The plan would create a land use and transportation framework and implement a form-based development code to revitalize downtown. Council adoption of the plan and regulations is anticipated by the end of March-May 2009.

Concepts include roadway rerouting, new streets, mixed-use redevelopment, and civic investment. SR 522 would be realigned to the south and SR 527 would be extended southward to intercept SR 522 at a "T" intersection. The new SR 527 would be a multiway boulevard that would allow for through lanes and access lanes. Northshore School District (NSD) and Safeway properties would be redeveloped into a compact, walkable mixed-use area. Pop Keeney Stadium would be revised and updated. Main Street would be revitalized and extended with streetscape improvements. City Hall would be redeveloped at its current location; two additional options considered in the EIS were to relocate City Hall to a property south of the realigned SR 522, or to the NSD property.

To help facilitate the application of the *Downtown Subarea Plan and Regulations*, the Proposed Alternative includes the adoption of a Planned Action Ordinance. If adopted pursuant to WAC 197-11-164 to 172, the Planned Action Ordinance would indicate that this EIS, when completed, adequately addresses significant impacts of the Proposed Alternative. It would also exempt from future SEPA threshold

determinations and EISs those projects that are consistent with the parameters analyzed in this Draft EIS.

The No Action Alternative would retain the current Comprehensive Plan and development regulations. While some aspects of the proposed downtown vision would be implemented, such as many components of the major road improvements, the zoning, design standards, and other features would not change and would not accommodate the growth stimulated by infrastructure investment in a manner most conducive to the downtown vision. The SEPA review process would not be streamlined via a Planned Action Ordinance; standard review would be required on a per-project basis.

The two primary alternatives represent “bookends” for a range of possible growth levels and locations in the study area. The Planning Commission Recommendations represent a “hybrid” of the two alternatives; they are qualitatively addressed in this Draft EIS, because they are within the “bookends.” The Planning Commission, in its review of the proposed *Downtown Subarea Plan and Regulations*, ~~has~~ proposed a number of changes; these changes are consistent with the general concept and vision of the Proposed Alternative, but vary somewhat in detail. Specifically, it ~~recommends-recommended~~ overall reductions in the permitted building heights (but not number of stories) in the heart of the study area. It also ~~proposes-proposed~~ retention of current zoning designations around the periphery of the study area, to preserve the single-family residential character of the surrounding neighborhoods. To compensate somewhat for these reductions in allowed density, it ~~proposes~~ proposed expansion of the Downtown Neighborhood District in a few areas.

Proposed Alternative Modifications have been developed based on City Council direction and deliberations at meetings held through March 2009. The Proposed Alternative Modifications are consistent with the general concept and vision of the Proposed Alternative, but are intended to create a more compatible scale and character adjacent to residential zones, ensure appropriate local vehicular travel, and address public comments on location of public uses such as City Hall. The Proposed Alternative Modifications would make targeted amendments to commercial uses, building heights, transitional heights and setbacks near residential zones, maximum building lengths, and landscaping requirements in multiple districts, as well as the extent of Downtown Core, Downtown Neighborhood, and Park and Public Open Space zoning. These amendments would also prohibit street connections (but not driveways) to NE 188th Street within the study area. Within the range of options for the City Hall/Dawson Replacement project reviewed in the Draft EIS, the City Council has chosen to rebuild the City Hall at its current location; the decision was based on a siting study and process. The Beta Bothell site, which had been considered as a possible location for the new City Hall, would instead be designated as part of the Park and Public Open Space district, and would be covered under a special Park at Bothell Landing Overlay to allow park and recreation-related parking

and retail uses. As of the issuance of the Final EIS, none of the Proposed Alternative Modifications have been formally approved by the City Council. Since the modifications are based on City Council direction at several meetings and deliberations, the modifications have been described and analyzed in this Final EIS.

1.4. Summary of Potential Impacts and Mitigation Measures

Table 1-1 summarizes the environmental impacts and key mitigation measures for each element of the environment evaluated in Chapter 3 of the Draft EIS. The summary focuses on the No Action and Proposed Alternatives.

The Planning Commission Recommendations represent a hybrid of the No Action and Proposed alternatives (primary alternatives); as such, it is covered by the analysis of the primary alternatives. Likewise, the Proposed Alternative Modifications are similar to the Proposed Alternative and within the range of the analysis. The Planning Commission Recommendations and Proposed Alternative Modifications differ with the two primary alternatives in terms of land use and aesthetics effects. Thus Table 1-2 summarizes the potential impacts of the Planning Commission Recommendations and Proposed Alternative Modifications in comparison to the two primary alternatives for land use and aesthetics topics alone.

For a complete discussion of the elements of the environment considered in the Draft EIS please refer to Draft EIS Chapter 3.

Table 1-1. Summary of Potential Impacts of Proposed Alternative and No Action Alternative

Proposed Alternative	No Action Alternative
<p>3.1 Natural Environment</p>	
<p>Impacts Common to All Alternatives:</p>	
<p>The study area will experience redevelopment and growth but the location and intensity of development differ by alternative.</p>	
<p>Earth: Areas undergoing redevelopment would be subject to erosion hazards until construction has been completed and the disturbed areas permanently stabilized. Developing in liquefaction areas would require specific engineering studies and exploration and would most probably require engineered foundations. Sites containing hazardous materials would require remedial actions in accordance with the Model Toxics Control Act; this may include additional excavations and soil treatments.</p>	
<p>Water: Redevelopment in the downtown area would increase the number of cars, resulting in increased pollutant loading in stormwater-receiving streams, including increased levels of dissolved copper. The Bothell Crossroads project may entail removal of wetland buffer area and construction of a new stormwater outfall to the Sammamish River.</p>	
<p>Biota: Increased pollutant loading from stormwater runoff, particularly dissolved copper, may have adverse impacts on salmonids in North Creek, the Sammamish River, and Horse Creek.</p>	
<p>Population and housing in the study area are expected to more than double under the Proposed Alternative. This level of growth would normally be expected to be accompanied by a proportional increase in nonpoint source pollution. However, that increase would likely be less than proportional under the Proposed Alternative, because it incorporates capital development projects that focus more growth in downtown, encourage the use of mass transit, and improve the pedestrian/bicycle environment. The Proposed Alternative would nonetheless likely represent an increase in pollutant loading to stormwater, compared to the No Action Alternative, because the No Action Alternative represents a much smaller increase in population and number of housing units, compared to the Proposed Alternative.</p>	<p>Impacts under the No Action Alternative are the same as those described above under "Impacts Common to All Alternatives."</p>
<p>Mitigation Measures</p>	
<p>The Proposed Alternative concentrates a greater portion of future development downtown, where fewer environmentally sensitive features exist, thus protecting less developed areas.</p>	
<p>The City will encourage new development in the study area to utilize Low Impact Development (LID) techniques to reduce stormwater runoff.</p>	
<p>The City will undertake the following actions and condition development accordingly in the study area:</p>	
<ul style="list-style-type: none"> ▪ Comply with the NPDES Phase II Municipal Stormwater Permit for Western Washington (Ecology 2007). ▪ Prior to the adoption of ordinances in conformance with the NPDES Phase II permit, apply interim stormwater standards (measures that ensure no net increase in loading of pollutants identified by the Washington State Department of Ecology as water quality limiting factors in the Sammamish River either the current Ecology manual or an equivalent set of standards). 	

Proposed Alternative	No Action Alternative
<ul style="list-style-type: none"> ▪ Support development of total maximum daily load (TMDL) plans for the Sammamish River and North Creek, and comply with TMDL provisions there and for the Sammamish River. ▪ Monitor dissolved copper concentrations in municipal stormwater discharges, and use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations. <p>Applicants for development on potentially contaminated parcels shall be required to conduct a site assessment to determine current contamination status.</p>	
<p>3.2 Air Quality</p>	
<p><i>Impacts Common to All Alternatives</i></p>	
<p>Under all alternatives, the study area will experience gradual growth, including the introduction of mixed-use development. Development under either alternative would generate localized air pollutant emissions during construction activities, and would increase regional vehicle travel and tailpipe emissions.</p>	
<p>Construction: Emissions from construction equipment could slightly degrade local air quality and could cause detectable odors. Stationary equipment must comply with Puget Sound Clean Air Agency (PSCAA) regulations.</p>	<p>Construction: Similar to Proposed Alternative.</p>
<p>Commercial Activity: Both new and existing commercial facilities could use stationary equipment that emits air pollutants. These facilities would be required to list their pollutant-emitting equipment with the PSCAA (Regulation I and Regulation II).</p>	<p>Commercial Activity: Similar to Proposed Alternative.</p>
<p>Transportation Conformity: Although the population and localized vehicle travel in the study area would increase, the increase in tailpipe emissions would be very small relative to overall regional tailpipe emissions. The modeled ambient carbon monoxide (CO) concentrations at all intersections are below the allowable federal limits under 2035 conditions.</p>	<p>Transportation Conformity: Similar to Proposed Alternative.</p>
<p>Mobile Source Air Toxics (MSATs): There may be localized areas where ambient concentrations of MSATs could be temporarily increased with future highway improvement projects. On a regional basis, federal vehicle and fuel regulations and fleet turnover will over time cause substantial reductions that will cause region-wide MSAT levels to be significantly lower than today generally.</p>	<p>Mobile Source Air Toxics: Similar to Proposed Alternative.</p>
<p>Greenhouse Gases (GHG): The Proposed Alternative will reduce regional GHG emissions relative to the No Action Alternative due to increased transit oriented development. The Proposed Alternative would reduce regional GHG emissions by roughly 5,314 metric tons CO₂-equivalent per year compared to the No Action Alternative and business as usual. The GHG emission reductions would beneficially contribute to the state's goal of reducing statewide GHG emissions.</p>	<p>Greenhouse Gases: The No Action Alternative will generate increased regional GHG emissions, compared to the Proposed Alternative.</p>

Proposed Alternative	No Action Alternative
<p>Mitigation Measures</p>	
<p>The Proposed Alternative includes provisions for the improvement of public transit and park-and-ride facilities, which would reduce vehicle travel in the region, and in turn, reduce vehicle emissions.</p>	
<p>At its discretion, the City may require all construction contractors to implement air quality control plans for construction activities in the study area, including BMPs to control fugitive dust and odors.</p>	
<p>All stationary emission sources associated with new commercial facilities would be required to register with PSCAA (Regulation I and Regulation II).</p>	
<p>The City could require development permit applicants to identify the Greenhouse Gas reduction measures included in their projects, and explain why other measures are not included or are not applicable.</p>	
<p>3.3 Land Use Patterns, Plans and Policies</p>	
<p><i>Impacts Common to All Alternatives</i></p>	
<p>Under all alternatives, the study area will experience gradual growth, including the introduction of mixed-use development. Location and intensity of growth differ by alternative. Employment and housing would also increase under all alternatives.</p>	
<p>Land use patterns in the Downtown Core and Downtown Neighborhood districts would become more intense, favoring mixed-use and multifamily development and a compact, pedestrian-oriented commercial core. A wider range of uses would also be allowed at greater densities than existing conditions.</p>	<p>Land use patterns would increase in intensity, and a larger percentage of development would not be compatible with the City's downtown vision. Dispersed commercial uses and a general lack of cohesion among adjacent developments would continue to dominate, and surface parking would be located in visible areas.</p>
<p>A significant goal of the Proposed Alternative and form-based zoning in general, is to create compatibility between adjacent developments, adding value. SR 522 Corridor would experience an improvement in building and streetscape design under Proposed Alternative due to introduction of a form-based code.</p>	<p>Existing zoning allows a wider range of physical layouts, which can result in a less cohesive development pattern.</p>
<p>Employment and housing growth under the Proposed Alternative will exceed the No Action Alternative.</p>	<p>Employment and housing mix would increase over existing conditions, but would be less than under the Proposed Alternative.</p>
<p>The Proposed Alternative is generally consistent with the City's Comprehensive Plan goals and policies related to Bothell. The newly created districts are generally consistent with the existing Comprehensive Plan land use designations applied to land use within downtown. In areas currently characterized by more than one land use designation, the districts generally apply a similar range of uses under a single district designation and purpose statement, simplifying the land use hierarchy in the study area. Some <u>synchronous</u> plan and code amendments are needed <u>have been identified</u> to integrate the proposed <i>Downtown Subarea Plan and Regulations</i>.</p>	<p>The No Action Alternative retains the current Comprehensive Plan unchanged. Policies and actions that identify the need to address a new downtown plan would not be implemented. Elements of the current Comprehensive Plan are consistent in terms of direction and intent for growth management; however, some of the horizon years differ.</p>

Proposed Alternative	No Action Alternative
Mitigation Measures	
<p>The Proposed Alternative includes mitigation features in the form of the following:</p>	
<ul style="list-style-type: none"> ▪ sustainability features incorporated into the proposed form-based code (surface water, open space, architectural regulations, etc.); ▪ historic resource protection regulations; ▪ provisions governing uses allowed adjacent to residential zones bordering the study area; ▪ inclusion of the Riverfront Special Overlay to protect views of the Sammamish River; ▪ Mobile Home Special Overlay to preserve mobile homes as affordable housing; and ▪ overlays to protect established single-family neighborhoods in Sunrise Valley and Valley View. 	
<p>As part of a future comprehensive plan update, the City should update horizons years to make them consistent across all elements. This applies to both alternatives.</p>	
<p>As part of the Proposed Alternative the City should amend the following plans and regulations:</p>	
<ul style="list-style-type: none"> ▪ Amend Comprehensive Plan Subarea boundaries to match the new Downtown Subarea Plan boundaries. ▪ Update the Transportation Element of the comprehensive plan to include all proposed transportation projects. 	
<ul style="list-style-type: none"> ▪ The City should amend Comprehensive Plan policies and actions that, with the Proposed Alternative, are no longer current. Policies that should be reviewed and possibly updated include: ED-A4 and ED-A24 regarding the preparation of a downtown plan. <u>Synchronous amendments are part of the Proposed Alternative Modifications.</u> 	
<p>Zoning code amendments associated with the Proposed Alternative include:</p>	
<ul style="list-style-type: none"> ▪ Replace BMC 12.64 Downtown Subarea Regulations with the Proposed Alternative’s form-based code. ▪ As part of adopting this new form-based code, examine other zoning code sections to ensure that, at a minimum, proper cross references are made. ▪ Review the regulations in BMC 12.64 to determine which should be retained in some form, moved to another subarea plan, or replaced with the new regulations, as described above. 	
<p><u>Synchronous amendments are part of the Proposed Alternative Modifications.</u></p>	
<p><u>The City will require that Planned Action applicants demonstrate consistency with the Downtown Subarea Plan housing provisions, Comprehensive Plan housing policies, and the Housing Strategy Plan when adopted and implemented, particularly with respect to affordable housing. As well, applicants shall identify information and strategies regarding displacement of low or moderate income housing, if applicable.</u></p>	
<p>3.4 Aesthetics</p>	
<p><i>Impacts Common to All Alternatives</i></p>	
<p>Under all alternatives, the study area will experience gradual growth, including the introduction of mixed-use development. Location and intensity of growth differ by alternative, but building heights are anticipated to increase over existing conditions under all alternatives.</p>	
<p>The concentration of additional building height in the SR 522 and SR 527 corridors could block territorial views (such as to the “feathered edge”) from a few properties located to the north of the study area. The introduction of taller buildings in the Downtown Core district could potentially create views that are not currently available.</p>	

Proposed Alternative	No Action Alternative
<p>Visual Character: The use of more defined districts with unique intents together with the form-based elements of the code are likely to create more predictability with the future development in the study area than the No Action Alternative.</p>	<p>Visual Character: The City's system of applying multiple zoning designations to the same area, while allowing for flexibility of use, may produce more uncertain aesthetic results than the more prescriptive regulations included under the Proposed Alternative. Redevelopment in the single-family neighborhood north of Main Street may introduce more intense uses that would conflict with existing residential character.</p>
<p>Height and Bulk: The proposed maximum heights are generally higher than existing buildings. As a result, redevelopment under the Proposed Alternative could affect pedestrian comfort in these environments and create temporary conflicts of scale with existing development. Maximum heights would increase in some areas, such as the Downtown Core district, and decrease in others, such as the Downtown Neighborhood district and portions of the Downtown Transition district. Increased heights and decreased setbacks may cause conflicts of scale with lower-density existing development, both within the study area and in adjacent areas. The application of design standards, with special attention to upper story setbacks, would be necessary to minimize conflicts of scale. Within the subarea, the various districts act to provide a transition in scale. However, the Proposed Alternative contains the potential for conflicts of scale with development surrounding the study area.</p>	<p>Height and Bulk: Under the No Action Alternative, the building heights could increase in R-AC zones surrounding the intersection of SR 522 and SR 527. These zones currently contain a number of properties developed at heights below the maximum allowed by code. Redevelopment at the full allowed height could cause isolated conflicts of scale with the existing historic development. Redevelopment near Main Street is not subject to the design guidelines of the Proposed Alternative, and may adversely impact historic properties in the area.</p>
<p>Light and Glare: Increased presence of retail and entertainment uses in the study area may create additional light and glare from exterior illumination. Increased automobile traffic may also generate additional nighttime glare.</p>	<p>Light and Glare: More commercial growth will occur over existing conditions and could add light and glare from exterior illumination, though to a lesser degree with expected lower growth. Traffic volumes and the potential for nighttime glare is similar the Proposed Alternative.</p>
<p>Mitigation Measures</p>	
<p>The Proposed Downtown Subarea Plan contains design guidelines governing height, massing, lighting, parking, setbacks, historic resource protection, and sustainability features for new development.</p>	
<p>The No Action Alternative would continue the Urban Design Element goals and policies set forth in the Comprehensive Plan, as well as sections 12.14.170–12.14.230 BMC, which contain provisions for exterior building and site design.</p>	
<p><u>As part of addressing utilities in Downtown, the City could require that all new development pay for the undergrounding of its electrical service as a condition of development if the lines in the street are underground.</u></p>	
<p>The City could consider revising maximum allowable heights in zones/districts that border the edge of the study area to reduce impacts on surrounding development and aid transitions from residential areas to the more urban downtown. The Planning Commission Recommendations provide an example of this type of approach.</p>	
<p>To reduce potential impacts on territorial views, green roofs and roof gardens could be encouraged on all development in the study area through the use of incentives such as alternative stormwater requirements, parking standards, or other.</p>	

Proposed Alternative	No Action Alternative
3.5 Transportation	
<p>Concurrency: SR 522 Corridor between 96th Avenue NE and Kaysner Way would improve from the current LOS D to LOS C. LOS C meets the concurrency requirements and is a two-grade improvement over the No Action Alternative.</p> <p>Signalized Intersections: LOS for individual signalized intersections in the study area would degrade by 1-2 levels. The average vehicle delay would less under the Proposed Alternative than under the No Action Alternative, except for the SR 527/NE 190th Street intersection, which would remain at LOS E. No intersections would deteriorate to LOS F.</p> <p>Unsignalized Intersections: Under the Proposed Alternative, LOS at all but three unsignalized intersections would be degraded by 2035 compared to existing conditions. Two of the three Main Street intersections would operate at LOS F. The LOS could be improved by installing traffic signals. However more detailed traffic simulation studies indicate that traffic operations along the street may remain slow. Additionally, implementing mitigation measures such as signals may not be consistent with the character of the street. Providing streets that maximize vehicle flow may not be consistent with providing on-street parking, a shopping environment, or safe and efficient pedestrian movements.</p> <p>Major Corridor Volumes: Average Daily Traffic volumes for major traffic corridors would increase throughout the street system compared to existing conditions. The increases would vary somewhat from under the No Action Alternative, but the largest increases would be along north-south arterials.</p> <p>Neighborhood Street Volumes: ADT volumes on neighborhood streets would be lower under the Proposed Alternative than under the No Action Alternative. Volumes would decrease compared to existing conditions on NE 188th Street east of 92nd Avenue NE, similar to the No Action Alternative, but would also decrease on 91st/92nd Avenue NE west of SR 522, due to the diversion of neighborhood traffic to the improved 98th Avenue/185th Street corridor. Further reduction of neighborhood traffic is dependent on providing additional arterial capacity by widening SR 527 north of the study area to SE 228th Street.</p>	<p>Concurrency: SR 522 Corridor between 96th Avenue NE and Kaysner Way would degrade from LOS D to LOS E, which still meets concurrency requirements.</p> <p>Signalized Intersections: LOS for signalized intersections in the study area would degrade 1-2 levels (varies by location). The intersection of SR 522 and SR 527 would degrade to LOS F.</p> <p>Unsignalized Intersections: Under the No Action Alternative, LOS results at unsignalized intersections would be similar to the Proposed Alternative.</p> <p>Major Corridor Volumes: Average Daily Traffic volumes for major traffic corridors would increase by an amount similar to the Proposed Alternative, though distribution would differ by location. The largest increases would be along the north-south arterials.</p> <p>Neighborhood Street Volumes: Under the No Action Alternative, ADT volumes would increase on all neighborhood streets compared to existing conditions, except for on NE 188th Street east of 92nd Avenue NE.</p>

Proposed Alternative	No Action Alternative
<p>Parking: Under the Proposed Alternative, parking requirements for commercial land uses would be reduced in line with the allowed reductions in the current code. The Proposed Alternative also includes a reduction in the amount of required multifamily residential parking. Parking rates would decrease due to improved transit access, mixed uses, and shared parking. The proposed residential parking standard reductions are comparable to published parking demand surveys for multifamily residential land uses.</p>	<p>Parking: Under the No Action Alternative, the existing parking regulations would remain in place. Off-street parking rate reductions are possible, and require administrative approval based on transit service.</p>
<p>Mitigation Measures</p>	
<p>Both the No Action and Proposed Alternatives include future transportation improvement projects that will benefit the study area. These projects are described in detail in Chapter 2.</p>	
<p>The City has adopted a Commute Trip Reduction program; participating employers encourage their employees to reduce vehicle miles of travel and single-occupant commutes.</p>	
<p>Pedestrian and transit facilities are required to be provided by developers under City code.</p>	
<p>The City may consider additional coordination with local transit agencies to achieve the following:</p>	
<ul style="list-style-type: none"> ▪ Promote transit usage through coordination of bus routes and scheduling. ▪ Develop LOS standards that include the percentage of residents living within a specified distance of proximity to a transit route or park-and-ride lot and establishing appropriate bus frequencies. ▪ Implement employer outreach programs to promote the use of alternative transportation modes. ▪ Encourage employers to provide incentives for employees to commute by transit, ridesharing, or other alternative means. 	
<p>The City should implement a parking management plan for the study area, based on studies currently underway. If parking demand exceeds available supply, further regulations could be adopted and/or additional mitigation measures could be implemented and adjusting, including:</p> <ul style="list-style-type: none"> ▪ implementing and adjusting hourly time restrictions; ▪ parking meters; ▪ residential neighborhood parking permits; ▪ modification of code parking requirements; and ▪ construction of additional parking. 	

Proposed Alternative	No Action Alternative
<p>3.6 Noise</p> <p><i>Impacts Common to all Alternatives</i></p> <p>Development under any alternative would result in temporary increases in noise levels from construction activities. Future traffic volumes would increase on local streets within the study area. These traffic increases would result in higher ambient noise levels from moving and idling traffic at residential dwelling units constructed adjacent to the streets.</p>	
<p>Redevelopment in the study area would require construction activity, which would produce temporary increases in noise levels.</p>	<p>Noise impacts would be similar to the Proposed Alternative.</p>
<p>The combination of roadway widening, increased traffic volumes, and rerouting of buses would increase peak-hour Leq noise levels at existing homes adjacent to the NE 185th St/98th Ave NE Connector north of SR 522 by as much as 9 dBA. That forecast peak-hour increase is less than WSDOT’s “substantial increase” impact threshold of 10 dBA.</p>	<p>The No Action Alternative does not include the NE 185th Street/98th Avenue NE Connector project.</p>
<p>The potential improvement of NE 185th Street and its extension to 98th Avenue NE, included under the Proposed Alternative, would enable enable shifting of transit facilities from SR 522 and Main Street to NE 185th Street and the NE 185th Street/98th Avenue NE Connector. Buses decelerating, accelerating, and idling at bus stops along NE 185th Street and 98th Avenue NE would increase ambient noise and that could affect adjacent homes. However, since the exact bus-stop locations have not been determined, the significance of the noise impact on nearby land use cannot be identified at this time.</p>	<p>The No Action Alternative does not include the NE 185th Street/98th Avenue NE Connector project. Bus routes would remain focused on SR 522 and Main Street.</p>
<p>Mechanical equipment associated with new commercial development has the potential to increase ambient noise levels if control measures are not implemented.</p>	<p>Noise impacts would be similar to the Proposed Alternative.</p>
<p>Mitigation Measures</p>	
<p>Current city regulations address nighttime construction and require a noise control study demonstrating compliance with the City’s nighttime noise ordinance limits.</p>	
<p>Current city regulations require the use of low-noise mechanical equipment at office and retail facilities adequate to comply with the City noise ordinance limits.</p>	
<p>If State or Federal funds are used, road improvements will be required to adhere to the noise standards used by WSDOT.</p>	
<p>Based on site specific considerations at the time of construction permit review, the City will have the discretion to require all construction contractors to implement noise control plans for construction activities during temporary daytime construction activities.</p>	
<p>The City may reduce the potential for excessive bus noise by locating bus stops away from single-family land uses. If bus stops will have to be installed in front of existing homes, the City could mitigate the impacts by installing double-pane windows combined with new air conditioners to these impacted homes next to bus stops.</p>	

Proposed Alternative	No Action Alternative
<p>3.7 Cultural Resources</p> <p><i>Impacts Common to all Alternatives</i></p> <p>All analyzed alternatives include growth and development that has the potential to impact cultural resources, depending on proximity; most likely properties for potential impact are those on the historic inventory that are considered subject to redevelopment according to buildable lands or opportunity sites analysis.</p> <p>The SR 522 Bothell Crossroads project is planned in the vicinity of an identified cultural resource at 17909 Bothell Way (Brooks Biddle Chevrolet).</p> <p>The SR 527 projects are planned in the vicinity of an identified cultural resource at 18603 Bothell Way NE (W.A. Anderson School).</p> <p>The Main Street Extension project could have an adverse effect at properties on the historic inventory located at: 18221 Bothell Way NE (Safeway); 18204 98th Avenue NE (4947-House); and 18212 98th Avenue NE (UnnamedHouse).</p> <p>The SR 522 Wayne Curve improvement projects could have adverse effects on seven six identified cultural resources along Bothell Way NE (See Section 3.7 for a complete list).</p> <p>The Beardslee Boulevard Widening project could have adverse effects on identified cultural resources at 18821 Beardslee Boulevard and 18225 NE Campus Parkway.</p> <p>Non-motorized transportation improvements in the study area could have adverse effects on ten identified cultural resources, located primarily along 104th Avenue NE. Purchase and/or redevelopment of the Northshore School District property could adversely affect the W.A. Anderson School at 18603 Bothell Way NE.</p> <p>The City Hall/Dawson Replacement project could adversely affect several identified cultural resources, depending on the location chosen (See Section 3.7 for a complete list).</p>	
<p>The Proposed Alternative supports greater growth in the study area than the No Action Alternative. With greater growth levels comes greater redevelopment to accommodate the growth, and therefore a higher likelihood of impacts on cultural resources. While the growth and capital facility impacts are potentially greater than under the No Action Alternative, the Proposed Alternative provides for additional protection for historic resources.</p> <p>The Proposed Alternative proposes enhancing the existing Main Street by refreshing the streetscape and considering reinstating the straight alignment with parallel parking on each side. The proposed Main Street Enhancement project could have adverse impacts on several cultural resources that are located along the project corridor. Potential impacts may also extend to other elements that comprise the existing streetscape. However, the overall intent of the project is to enhance the existing businesses, possibly restore the original street configuration, and provide a more uniform palette of street furnishings that would complement the historic character of the street.</p>	<p>The study area would undergo less growth than under the Proposed Alternative; however, because this growth could occur on any property in the study area, potential impacts on cultural resources are the same under both alternatives.</p>
<p>The Proposed Alternative proposes enhancing the existing Main Street by refreshing the streetscape and considering reinstating the straight alignment with parallel parking on each side. The proposed Main Street Enhancement project could have adverse impacts on several cultural resources that are located along the project corridor. Potential impacts may also extend to other elements that comprise the existing streetscape. However, the overall intent of the project is to enhance the existing businesses, possibly restore the original street configuration, and provide a more uniform palette of street furnishings that would complement the historic character of the street.</p>	<p>The No Action Alternative does not propose Main Street enhancements.</p>
<p>The NE 185th Transit-Oriented Street and Extension and the NE 185th Street Downtown Transit Center and Park and Ride have the potential to adversely affect cultural resources in the study area (See Section 3.7 for more information).</p>	<p>The No Action Alternative does not propose NE 185th Street improvements.</p>

Proposed Alternative	No Action Alternative
Mitigation Measures	
The Proposed Alternative incorporates regulations to preserve historic resources.	
Reconstruction or adaptive reuse of historic properties would be required to meet U.S. Secretary of the Interior Standards for the Treatment of Historic Properties.	
Proposed development that could impact properties in the study area that are listed on national, state, or local historic registers must comply with the historic resources regulations included in the <i>Downtown Subarea Plan and Regulations</i> .	
Where development activity is proposed on a property that is included in the Bothell Historic Resources Inventory, the project would be required to undergo administrative review, consistent with the provisions of BMC 22.28 to determine whether it is an historic resource. If the property is determined to be an historic resource, then the proposed project must comply with the Historic Resources Regulations provided in the proposed <i>Downtown Subarea Plan and Regulations</i> .	
Archaeological testing must be completed for proposed projects that involve significant excavation or any changes made to the vegetation and landforms near existing waterways in the study area. Archaeological project monitoring is suggested for subsurface excavation and construction in these high probability areas.	
In the event that a future development project in the study area is proposed on or immediately surrounding a site containing an archaeological resource, the potential impacts on the archaeological resource must be considered and, if needed, a study conducted by a qualified archaeologist to determine whether the proposed development project would materially impact the archaeological resource. Avoidance and other measures to reduce impacts are described in Section 3.7.	
Non-site-specific mitigation could include development of an educational program, interpretive displays, design guidelines , or professional publications.	
3.8 Public Services	
Police Protection: Increased population within the City and study area could increase the demand for police service and the number of calls for assistance received.	Police Protection: Impacts are similar to the Proposed Alternative.
Fire Protection: Increased development in the City and study area would require an additional 2.43 fire stations to meet level of service standards.	Fire Protection: Impacts are similar to the Proposed Alternative.
Parks and Recreation: Considering City and study area population increases, the Proposed Alternative would increase demand for public parkland by 81.2 acres and increase the City's existing parkland deficit.	Parks and Recreation: Considering City and study area population increases, the No Action Alternative would increase public demand for public parkland by 79.2 acres and increase the City's existing parkland deficit.
Schools: The Proposed Alternative would add up to 587 students in 2035.	Schools: The No Action Alternative would add up to 286 students in 2035.
Mitigation Measures	
The Proposed Alternative includes regulations requiring the dedication of open space as part of future development.	
The Bothell City Hall Site Evaluation Study (Rice Fergus Miller 2008) , documents possible city hall sites and concept plans, including the site selected by the City Council for detailed planning (expansion or reconstruction at the present City Hall site).	

Proposed Alternative	No Action Alternative
<p>The City has commissioned the preparation of a fire facility needs study, and all future development will be required to comply with the City's fire code.</p> <p>The 2008 update of the City's Parks, Recreation & Open Space Action Plan recommends the acquisition of 59.8 acres of parkland by 2035 to reduce the City's park deficit.</p> <p>The City has included the following park-related projects in their Capital Facilities Plan:</p> <ul style="list-style-type: none"> ▪ North Creek Schoolhouse: Relocation of a historic structure to Centennial Park. ▪ The Park at North Creek: Development of a community park at the current location of a King County underground wastewater storage tank. ▪ Regional Aquatic Center and Community Center: Construction of a new aquatic center to replace the existing community pool. <p>Increased use of on-site security measures could reduce the need for increased police protection in the study area.</p>	<p><u>NSD may collect impact fees under Washington State's Growth Management Act with an enabling City ordinance for growth-related capital projects, and may consider collection of voluntary mitigation fees paid pursuant to the State Environmental Policy Act (in areas outside of the planned action) as well as a school bond, or the option of securing state funding. If capacity expansion is required, this could be addressed in a 2014 bond. Coordination between the City and NSD is necessary.</u></p>
<p>3.9 Utilities</p>	
<p>Water: The Proposed Alternative would increase the need for water storage and increase fire flow requirements within the study area. These increases would exacerbate an existing water storage deficiency. If nesting of storage is allowed, surplus water storage would be projected.</p>	<p>Water: The No Action Alternative would increase the need for water storage and increase fire flow requirements within the study area, though not to as great a degree as the Proposed Alternative. These increases would exacerbate an existing water storage deficiency. If nesting of storage is allowed surplus water storage would be projected.</p>
<p>Wastewater: Average Daily Flows under the Proposed Alternative would increase and exacerbate existing wastewater infrastructure deficiencies in the study area.</p>	<p>Wastewater: Average Daily Flows under the No Action Alternative would increase and exacerbate existing wastewater infrastructure deficiencies in the study area though to a lesser degree than the Proposed Alternative.</p>
<p>Solid Waste: Increased development in the study area will increase the demand for solid waste services and the amount of space required to collect and store waste.</p>	<p>Solid Waste: Similar to Proposed Alternative</p>
<p>Mitigation Measures</p>	
<p>The Bothell Crossroads and SR 527 projects included under both the Proposed and No Action Alternatives include provisions for utility upgrades within their rights-of-way.</p>	
<p>The Proposed Alternative regulations include a standard that requires solid waste, recycling, and food waste to be located away from street frontages and screened from view.</p>	
<p>The City's 2009-2015 Capital Facilities Plan includes funding for the design and construction of expansion/replacement of the Penn Park Reservoir.</p>	
<p>The City's 2006 Wastewater System Comprehensive Plan includes a number of capital improvements, located within the study area, and designed to correct existing system deficiencies.</p>	

Proposed Alternative	No Action Alternative
The City regulates solid waste collection container sizes, locations and screening through the Bothell Municipal Code.	
The City should consider nesting fire suppression storage within standby storage to reduce future deficits in water system storage capacity.	
In order to accommodate increased wastewater flows from the Proposed Alternative, the City should implement the improvements recommended by Gray & Osborne in their November 2008 analysis. See Section 3.9.	
The City should consider altering their solid waste standards as recommended in <i>Solid Waste Collection in Mixed Use Settings</i> (ICF Jones & Stokes 2008).	

Table 1-2. Summary of Potential Land Use and Aesthetic Impacts of Proposed Alternative, No Action Alternative, and Planning Commission Recommendations

Topic	Proposed Alternative	No Action Alternative	Planning Commission Recommendations	Proposed Alternative Modifications
Land Use Patterns	Land use patterns in the Downtown Core and Downtown Neighborhood districts would become more intense, favoring mixed-use and multifamily development. A wider range of uses would also be allowed at greater densities than existing conditions.	Land use patterns would increase in intensity, and a larger percentage of development would not be compatible with the City's downtown vision. Dispersed commercial uses and a general lack of cohesion among adjacent developments would continue to dominate, and surface parking would be located in visible areas.	Similar to the Proposed Alternative, Planning Commission Recommendations promote new districts including the Downtown Core, Downtown Neighborhood, and General Downtown Corridor districts among others. The Planning Commission Recommendations eliminate the Downtown Transition district, retaining the current zoning designations around the periphery of the study area similar to the No Action Alternative.	<u>Retains the districts associated with the Proposed Alternative, though the extents of specific districts have been modified. In some peripheral locations, the existing zoning has been preserved. Results are expected to be in the range between the Proposed Alternative and the Planning Commission Recommendations.</u> <u>Additional transitional measures (i.e., height and setbacks) may slightly limit development capacity compared with the Proposed Alternative.</u>
Land Use Compatibility	A significant goal of the Proposed Alternative, and form-based zoning in general, is to create compatibility between adjacent developments, adding value. The 522 Corridor would experience an improvement in	Existing zoning allows a wider range of physical layouts, which can result in a less cohesive development pattern.	The Planning Commission recommends eliminating the Downtown Transition district to avoid any commercial uses directly adjacent to single-family zones on the	<u>Changes Corner Store Retail to not permitted in Downtown Transition district and General Downtown Corridor. Further, some heights would be reduced and special</u>

Topic	Proposed Alternative	No Action Alternative	Planning Commission Recommendations	<u>Proposed Alternative Modifications</u>
Employment and Housing Mix	<p>building and streetscape design under Proposed Alternative due to introduction of form-based code.</p> <p>Employment and housing growth under the Proposed Alternative will exceed the No Action Alternative.</p>	<p>Employment and housing mix would increase over existing conditions, but would be less than under the Proposed Alternative.</p>	<p>periphery of the study area. The Planning Commission's recommendation to retain areas characterized by single-family residential development near the entrance to Beardslee Place in existing zoning would eliminate the anticipated impact on land use compatibility for this area under the Proposed Alternative.</p>	<p><u>transitional height and setbacks would apply in the Downtown Transition, General Downtown Corridor, and SR 522 Corridor districts. This is intended to improve compatibility along the periphery of the study area and adjacent to residential zones, similar to the No Action Alternative. Additionally, the Proposed Alternative Modifications retain areas characterized by single-family residential development near the entrance to Beardslee Place.</u></p> <p><u>While building height is reduced in some districts, the number of floors would be similar, and thus development levels are anticipated to be similar to under the Proposed Alternative.</u></p>
Plans and Policies	<p>The Proposed Alternative is generally consistent with the City's Comprehensive Plan goals and policies and land use designations related to Bothell. In areas currently characterized by more than one land use designation, the districts generally apply a similar range of uses under a single district designation and purpose statement, simplifying the land use hierarchy in</p>	<p>The No Action Alternative retains the current Comprehensive Plan unchanged. Policies and actions that identify the need to address a new downtown plan would not be implemented.</p> <p>Elements of the current Comprehensive Plan are consistent in terms of direction and intent for growth management; however,</p>	<p>The Planning Commission Recommendations are generally similar to the Proposed Alternative in their consistency with the City's Comprehensive Plan goals and policies related to the study area. They would implement a new downtown plan, but would generally provide a lower intensity, transition between the study area and</p>	<p><u>The Proposed Alternative Modifications are generally similar to the Proposed Alternative in their consistency with the City's Comprehensive Plan goals and policies related to the study area. Some plan and code amendments are synchronized with the proposed Downtown Subarea</u></p>

Topic	Proposed Alternative	No Action Alternative	Planning Commission Recommendations	Proposed Alternative Modifications <i>Plan and Regulations.</i>
	<p>the study area. Some <u>synchronous</u> plan and code amendments are needed to integrate the proposed <i>Downtown Subarea Plan and Regulations.</i></p>	<p>some of the horizon years differ.</p>	<p>surrounding neighborhoods. There is a somewhat stronger emphasis on the preservation of and/or transition to existing residential neighborhoods consistent with land use and housing goals and policies. In terms of economic development and urban design goals, the Planning Commission Recommendations would not realize the benefits of the form-based code as widely. Some policy and regulatory amendments would be needed to incorporate the Planning Commission Recommendations into the adopted Comprehensive Plan and municipal code.</p>	<p><u>Plan and Regulations.</u></p>
Visual Character	<p>The use of more defined districts with unique intents together with the form-based elements of the code are likely to create more predictability with the future development in the study area than the No Action Alternative.</p>	<p>The City's system of applying multiple zoning designations to the same area, while allowing for flexibility of use, may produce more uncertain aesthetic results than the more prescriptive regulations included under the Proposed Alternative. Redevelopment in the largely single-family neighborhood north of NE 185th Street may introduce more intense uses that would conflict with existing residential character.</p>	<p>Potential changes to visual character are anticipated to be generally similar to under the Proposed Alternative, except in those areas where district boundaries differ or where existing zoning is retained.</p>	<p><u>Potential changes to visual character are anticipated to be generally similar to under the Proposed Alternative.</u></p>
Height and Bulk	<p>The proposed maximum heights are generally higher than existing buildings. Maximum heights would increase in some areas, such as the Downtown Core district, and decrease in others, such as the Downtown Neighborhood district and portions of the Downtown</p>	<p>Under the No Action Alternative, the building heights could increase in R-AC zones surrounding the intersection of SR 522 and SR 527. These zones currently contain a number of properties developed at heights below the maximum allowed by code. Redevelopment at the full</p>	<p>In general, the Planning Commission Recommendations call for lower height limits than the Proposed Alternative, but higher limits than the No Action Alternative. In most cases, the Planning Commission Recommendations allow the same maximum number of floors as the</p>	<p><u>In general, the Proposed Alternative Modifications call for lower height limits than the Proposed Alternative, especially along the periphery of the study area and adjacent to residential zones, but would have higher limits than the No</u></p>

Topic	Proposed Alternative	No Action Alternative	Planning Commission Recommendations	Proposed Alternative Modifications
	<p>Transition district. Increased heights and decreased setbacks may cause conflicts of scale with lower-density existing development, both within the study area and in adjacent areas. The application of design standards, with special attention to upper story setbacks, would be necessary to minimize conflicts of scale. Within the subarea, the various districts act to provide a transition in scale. However, the Proposed Alternative contains the potential for conflicts of scale with development surrounding the study area.</p>	<p>allowed height could cause isolated conflicts of scale with the existing historic development. Redevelopment near Main Street is not subject to the design guidelines of the Proposed Alternative, and may adversely impact historic properties in the area.</p>	<p>Proposed Alternative, but absolute height in feet is capped at a lower value for all mixed use zones.</p>	<p><u>Action Alternative.</u> <u>The Proposed Alternative Modifications allow the same maximum number of floors as the Proposed Alternative, but absolute height in feet for three districts is capped at a lower value: Downtown Transition, General Downtown Corridor, and SR 522 Corridor.</u> <u>The Proposed Alternative Modifications also add regulations for maximum building length to achieve new development more compatible with existing development.</u></p>
Views	<p>The concentration of additional building height in the SR 522 and SR 527 corridors could block territorial views. The introduction of taller buildings in the Downtown Core could potentially create views that are not currently available.</p>	<p>Similar to the Proposed Alternative.</p>	<p>View impacts under the Planning Commission Recommendations are anticipated to be in the range of the No Action and Proposed alternatives. The reduction of building height limits in the downtown area is anticipated to result in less significant impacts on views than the Proposed Alternative.</p>	<p><u>Similar to the Proposed Alternative.</u> <u>The Proposed Alternative Modifications could include the Planning Commission Recommendations for lower heights overall, and reduce heights in the transitions areas, resulting in less view impacts.</u></p>
Light and Glare	<p>Increased presence of retail and entertainment uses in the study area may create additional light and glare from exterior illumination. Increased automobile traffic may also generate additional nighttime glare.</p>	<p>Similar to the Proposed Alternative.</p>	<p>Similar to the Proposed Alternative.</p>	<p><u>Similar to the Proposed Alternative.</u></p>

1.5. Major Issues to Be Resolved

Adoption of the *Downtown Subarea Plan and Regulations* and a Planned Action ordinance would allow changes to land use patterns, structure heights and shared and reduced parking ratios, among other topics; these plan and regulation changes together with the capital improvements would support development and redevelopment of the area to a more intensive mixed-use character consistent with the vision statement: "...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..."

The key environmental issues facing decision-makers are impacts on water quality and habitat, contribution to air emissions, land use compatibility and policy consistency, aesthetics and visual character, changes to public facilities and transportation corridors and associated traffic patterns, balance of increased transit and auto circulation and potential noise impacts, the potential of redevelopment and capital plans to affect cultural resources, changes to public services and demand for them, and the need to upgrade water and sewer infrastructure.

1.6. Significant Unavoidable Adverse Impacts

1.6.1. Natural Environment

If City regulations and recommended potential mitigation measures are implemented, no significant unavoidable adverse impacts are anticipated in connection with either the No Action Alternative or the Proposed Alternative.

1.6.2. Air Quality

No significant unavoidable adverse impacts on regional or local air quality are anticipated. Temporary, localized dust and odor impacts could occur during the construction activities. The regulations and Proposed Alternative features described above are adequate to mitigate any adverse impacts anticipated to occur as a result of study area population increases.

1.6.3. Land Use Patterns/Plans and Policies

Both the Proposed Alternative and the Planning Commission Recommendation Alternative would result in greater intensity of land use and greater employment and housing in the study area than the No Action Alternative. However, the changes to land use patterns under all alternatives would generally conform to the City's

Comprehensive Plan direction for the downtown activity center. Changes to the study area, under the Proposed Alternative and Planning Commission Recommendations, could have impacts on land use compatibility, but these impacts could be mitigated with implementation of the form-based code and other existing city codes that would be retained.

Any identified conflicts with plans and policies would require amendments. Some technical corrections or edits identified in Section 3.3 of the Draft EIS will require synchronous amendments with the *Downtown Subarea Plan and Regulations*, and others may be addressed in a future comprehensive plan docket cycle. With application of mitigation measures and amendments, there are no significant unavoidable adverse impacts on plans and policies.

1.6.4. Aesthetics

The overall character and significance of visual impacts on the study area depends in large part on the quality of the architectural and urban design features incorporated into the development and the values of those viewing the changes. New development and redevelopment would result in a change to the current aesthetic conditions of the study area. The alternatives would potentially increase the amount of ambient light and glare produced in the study area. The alternatives differ with regard to the scope, intensity, and location of these changes. With application of existing and proposed plans and regulations, and other identified mitigation measures, no significant unavoidable adverse impacts are anticipated.

1.6.5. Transportation

Implementation of either the Proposed Alternative or No Action Alternative would result in increased traffic in the study area with less increase in many locations in the Proposed Alternative compared to the No Action Alternative. The increased traffic with planned improvements can meet City concurrency standards for the study corridor (SR 522). Although the effects of additional vehicles on traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increase in traffic under either alternative (No Action Alternative or Proposed Alternative) is considered a significant unavoidable adverse impact.

1.6.6. Noise

The increased bus volume on NE 185th Street and 98th Avenue NE could result in significant unavoidable adverse noise impacts on existing and future homes adjacent to bus stops on NE 185th Street and 98th Avenue NE, if there is no feasible noise abatement measure to reduce the noise levels.

1.6.7. Cultural Resources

The impacts on cultural resources caused by new development associated with either of the two proposed alternatives could be significant and unavoidable, depending on the nature of the proposed development project. Mitigation measures set forth in Section 3.7.3 would address potential impacts on cultural resources, reducing them to less-than-significant levels.

1.6.8. Public Services

Under either alternative, the City and the study area are anticipated to experience significant growth during the planning period. Given the length of the planning period and the amount of time required for redevelopment of the study area, the City and service providers have an opportunity to update plans and respond appropriately.

The Proposed Alternative has the potential for greater increases in the demand for police and fire protection, as well as greater localized demand for educational services and recreation opportunities. However, given the planning horizon and assuming the application of existing and proposed plans and regulations, no significant unavoidable impacts are anticipated.

1.6.9. Utilities

The studied alternatives are anticipated to increase demand for water, wastewater, and solid waste services. Increased residential and employment population in the area has the potential to exacerbate water and wastewater system existing deficiencies. With application of mitigation measures that include both regulatory and capital improvements, no significant unavoidable adverse impacts are anticipated.

Chapter 2. Description of the Alternatives

This chapter of the Final Environmental Impact Statement (Final EIS) presents a brief overview of the alternatives considered in the Draft Environmental Impact Statement (Draft EIS) including the No Action Alternative, Proposed Alternative, and Planning Commission Recommendations; a full description is contained in the Draft EIS. This chapter also describes proposed modifications to features of the Proposed Alternative in response to public comments received on the Proposed Alternative and Draft EIS.

2.1. Introduction

The future of Downtown Bothell is currently directed by the City of Bothell's (City's) existing *Imagine Bothell...Comprehensive Plan* (City of Bothell 2004) and the associated subarea plans and implementing regulations that apply to downtown. The City has entered into a new Downtown Subarea planning process to more directly and fully address future land use, transportation, and civic activities in Downtown Bothell. This planning process would amend existing plans and regulations.

In addition, as part of the downtown planning process, and consistent with the State Environmental Policy Act (SEPA) rules, the City is considering a Planned Action Ordinance, which would streamline environmental review for development consistent with the proposed downtown plans and regulations. The basic steps in designating Planned Action projects are as follows.

1. Prepare an Environmental Impact Statement (EIS).
2. Designate the Planned Action projects by ordinance.

3. Review permit applications for proposed projects as consistent with the designated Planned Action.

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage.

This Final EIS, addressing step one identified above, analyzes the environmental impacts of two primary alternatives: the Proposed Alternative—adoption of the *Downtown Subarea Plan and Regulations* (Freedman Tung and Bottomley 2008) and a Planned Action Ordinance—and the No Action Alternative—continuation of the City’s current Comprehensive Plan and subarea plans applicable to downtown without amendment. The analysis of the Proposed Alternative addresses variations within the alternative, for example where a public facility could be sited in different locations, and where zone districts may have different extents.

The Planning Commission, in its review of the *Downtown Subarea Plan and Regulations*, recommended a number of changes. The EIS qualitatively compares these Planning Commission Recommendations with the primary alternatives. The recommendations are consistent with the general concept and vision of the Proposed Alternative, varying somewhat in the details, and are within the range of the two primary alternatives.

Similarly, in response to public comments and City Council direction, the Proposed Alternative Modifications are consistent with the general concept and vision of the Proposed Alternative, but address public comments and Council direction on location of public uses, street connections, and modifications to proposed development standards, particularly in areas adjacent to residential zones and along the periphery of the study area.

The EIS is a document designed to help City decision makers make a decision about the Proposal. It is not necessary for an EIS to analyze the specific components of the final adopted action as long as the likely impacts of the final adopted action fall within the range of the impacts assessed in the EIS.

2.2. Background

A comprehensive plan provides a road map for how a city will grow; it identifies compatible land uses, a range of housing and employment choices, an efficient and functional transportation network, and adequate public facilities and protects environmental and historic resources. A comprehensive plan can be an effective management tool for a city, providing an opportunity for community-defined direction and greater predictability for property owners.

Development regulations—which implement aspects of comprehensive plans—govern such factors as allowable uses, size and location of buildings and improvements, and standards for environmental protection.

2.2.1. Growth Management Act

The Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City is required to plan in accordance with GMA. Comprehensive plans for cities planning under GMA must include the following elements: land use (including a future land use map), housing, transportation, public facilities, parks and recreation, economic development, and utilities. Additional elements such as subarea plans may be added at the option of the local jurisdiction. A GMA comprehensive plan must provide for adequate capacity to accommodate the City’s share of projected regional growth. It must also ensure that planned and financed infrastructure can support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

2.2.2. City of Bothell Comprehensive Plan

As required under GMA, the City’s current Comprehensive Plan and corresponding regulations were prepared and adopted to guide future development and fulfill the City’s responsibilities. The Comprehensive Plan contains all required elements and many optional elements as shown in Table 2-1.

Table 2-1. Elements Contained in Current Comprehensive Plan

Elements	Subarea Plans
Annexation	Brickyard Road/Queensgate
Capital Facilities	Canyon Creek/39th Ave SE
Community Services	Canyon Park
Economic Development	Country Village/Lake Pleasant/527 Corridor
Historic Preservation	Downtown/190th/Riverfront
Housing	Fitzgerald/35th Ave SE
Land Use	Hollyhills/Pioneer Hills/Morningside
Natural Environment	Maywood/Beckstrom Hill
Parks and Recreation	North Creek/NE 195th St
Shorelines	Queensborough/Brentwood/Crystal Springs
Transportation	Shelton View/Meridian/3rd Ave SE
Urban Design	Waynita/Simonds/Norway Hill
Utilities and Conservation	Westhill

The Comprehensive Plan directly addresses the downtown area in the following ways:

- Recognizes downtown as an activity center providing “shopping, personal and professional services, dining, and entertainment opportunities on a city-wide scale.”
- Includes the following policies and action in the Economic Development Element:
 - **ED-P18.** Explore ways in which the downtown retail shopping area might be further enhanced and linked to the Sammamish River. Measures to be explored may include but not be limited to the construction of pedestrian overpasses or a deck over SR 522 and offering incentives for incorporating retail space in structured parking.
 - **ED-P19.** Explore ways in which the UW Bothell/Cascadia Community College (UWB/CCC) campus might be linked to the downtown activity center to promote economic opportunity for downtown businesses and a greater sense of community for UWB/CCC students, faculty, and staff.
 - **ED-A4.** Prepare a master plan for Downtown to provide a template for redevelopment that would meet the City’s economic development, land use, historic preservation, transportation, and urban design goals.
 - **ED-A24.** Work with the local Chambers of Commerce, merchants, property owners, and local citizens to develop a “Downtown Revitalization Implementation Plan,” based on the anticipated updating of the Downtown Subarea Plan scheduled for 2005.
- Addresses most of the proposed Downtown Subarea in the “Downtown/190th/Riverfront Subarea Plan” and the eastern part of the Downtown Subarea in the “North Creek/195th Subarea Plan.”

The City adopted its original GMA Comprehensive Plan in 1994. Since then, the City has made periodic amendments to reflect new growth targets, changed community conditions, and citizen requests. A major update occurred in 2004; the most recent amendments occurred in 2007.

2.2.3. Development Regulations

The City manages development throughout Bothell, including downtown, through the following regulations:

- Title 11, Administration of Development Regulations
- Title 12, Zoning
- Title 13, Shoreline Management
- Title 14, Environment
- Title 15, Subdivisions
- Title 17, Transportation

- Title 18, Utilities Infrastructure
- Title 20, Buildings & Construction
- Title 21, Methods to Mitigate Development Impacts
- Title 22, Landmark Preservation

The regulations guide land use, building location and height, parking, landscaping, urban design, environmental protection, infrastructure, and historic preservation, as well as other topics, all of which are important for Downtown Bothell.

2.3. Alternatives

2.3.1. Introduction

This section identifies the study area and objectives that apply to the alternatives studied in the Draft EIS and Final EIS.

Study Area

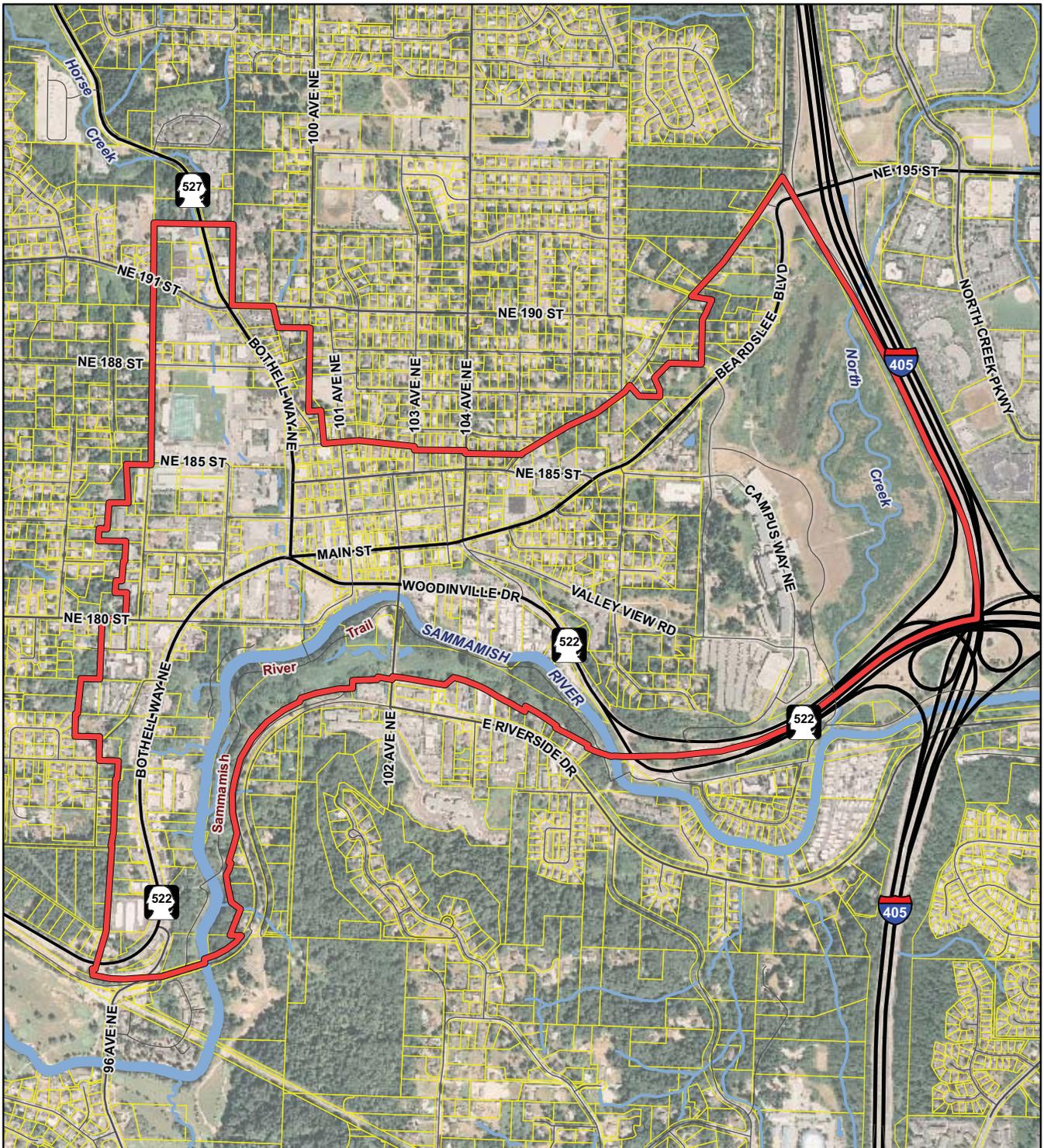
The study area (Figure 2-1) reviewed in the Draft and Final EIS consists of approximately 529 acres of land in the center of the southern portion of the City of Bothell. The boundaries are generally defined on the north by segments of Ross Road, NE 186th Street, and commercial-zoned properties running along SR 527; on the east by the eastern boundary of the UWB/CCC campus; on the south by the Sammamish River corridor; and on the west by property and zoning lines generally dividing the upper and lower slopes of Westhill.

Objectives

The City's objectives for the future of downtown are described in the proposed *Downtown Subarea Plan and Regulations* "Vision Statement." This proposed downtown vision was created through a community-based process in 2006 and 2007.¹ The EIS alternatives are analyzed in this EIS in the context of these objectives:

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 The City Council appointed a Downtown Stakeholders Resource Group (DSRG) and Downtown Visionary Committee (DVC), made up of downtown and nearby residents, business and property owners, institutional representatives, and developers. The DSRG and DVC along with the Planning Commission, Landmark Preservation Board, Parks and Recreation Board, Shoreline Hearings Board, Library Board, and citizens participated in a series of roundtable discussions on downtown topics, which formed the foundation of the resulting Vision Statement. The Vision Statement underwent City Council deliberation and subsequently received its endorsement in 2007.



Source: City of Bothell (2008); King County (2008); NAIP (2006)

-  Study Area
-  Parcel
-  Water Feature
-  Piped Stream

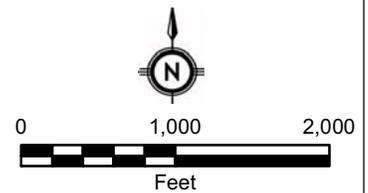


Figure 2-1. Study Area
Downtown Bothell Planned Action EIS

April 2009

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.
7. Enhance mobility and connectivity to and through the district via automobile, transit, bicycle and pedestrian travel.
8. Protect the character of residential neighborhoods at the edges of downtown.
9. Support sustainable, environmentally responsible development.

2.3.2. Comparison of Alternatives

This section describes the alternatives studied in the Draft EIS and Final EIS.

Overview

The Proposed Alternative would amend the City’s Comprehensive Plan and development regulations through the adoption of the *Downtown Subarea Plan and Regulations* and corresponding Planned Action Ordinance. The City and its citizens have been working on the *Downtown Subarea Plan and Regulations* since 2006. The plan would create a land use and transportation framework and implement a form-based development code to revitalize downtown. Council adoption of the plan and regulations is anticipated by the end of May 2009.

Concepts include roadway rerouting, new streets, mixed-use redevelopment, and civic investment. SR 522 would be realigned to the south and SR 527 would be extended southward to intercept SR 522 at a “T” intersection. The new SR 527 would be a multiway boulevard that would allow for through lanes and access lanes. Northshore School District (NSD) and Safeway properties would be redeveloped into a compact, walkable mixed-use area. Pop Keeney Stadium would be revised and updated. Main Street would be revitalized and extended with streetscape improvements. City Hall would be redeveloped at its current location; the EIS considered two additional options to relocate City Hall to a property south of the realigned SR 522, or to the NSD property. (See the Proposed Alternative Modifications, below, for more discussion.)

To help facilitate the application of the *Downtown Subarea Plan and Regulations*, the Proposed Alternative includes the adoption of a Planned Action Ordinance. If

adopted pursuant to WAC 197-11-164 to 172, the Planned Action Ordinance would indicate that this EIS, when completed, adequately addresses significant impacts of the Proposed Alternative. It would also exempt from future SEPA threshold determinations and EISs those projects that are consistent with the parameters analyzed in this EIS.

The No Action Alternative would retain the current Comprehensive Plan and development regulations. While some aspects of the proposed downtown vision would be implemented, such as many elements of the major road improvements, the zoning, design standards, and other features would not change and would not accommodate the growth stimulated by infrastructure investment in a manner most conducive to the downtown vision. The SEPA review process would not be streamlined via a Planned Action Ordinance; standard review would be required on a per-project basis.

The two primary alternatives represent “bookends” for a range of possible growth levels and locations in the study area. The Planning Commission Recommendations represent a “hybrid” of the two alternatives; they are qualitatively addressed in the Draft and Final EIS, because they are within the “bookends.” The Planning Commission, in its review of the proposed *Downtown Subarea Plan and Regulations*, proposed a number of changes; these changes are consistent with the general concept and vision of the Proposed Alternative, but vary somewhat in detail. Specifically, it recommended overall reductions in the permitted building heights (but not number of stories) in the heart of the study area. It also proposed retention of current zoning designations around the periphery of the study area, to preserve the single-family residential character of the surrounding neighborhoods. To compensate somewhat for these reductions in allowed density, it proposed expansion of the Downtown Neighborhood district in a few areas.

Proposed Alternative Modifications have been developed based on City Council direction and deliberations at meetings held through March 2009. The Proposed Alternative Modifications are consistent with the general concept and vision of the Proposed Alternative, but are intended to create a more compatible scale and character adjacent to residential zones, ensure appropriate local vehicular travel, and address public comments on location of public uses such as City Hall. The Proposed Alternative Modifications would make targeted amendments to commercial uses, building heights, transitional heights and setbacks near residential zones, maximum building lengths, and landscaping requirements in multiple districts, as well as the extent of Downtown Core, Downtown Neighborhood, and Park and Public Open Space zoning. The amendments would also prohibit street connections (but not driveways) to NE 188th Street within the study area. Within the range of options for City Hall/Dawson Replacement project reviewed in the Draft EIS, the City Council has chosen to rebuild the City Hall at its current location; the decision was based on a siting study and process. The Beta Bothell site, which had been considered as a

possible location for the new City Hall, would instead be designated as part of the Park and Public Open Space district, and would be covered under a special Park at Bothell Landing Overlay to allow parking and recreation-related retail uses. As of the issuance of the Final EIS, none of the Proposed Alternative Modifications have been formally approved by the City Council. Since the modifications are based on City Council direction at several meetings and deliberations, the modifications have been described and analyzed in this Final EIS.

Planning Commission Recommendations and Proposed Alternative Modifications are compared with the two primary alternatives in Table 2-2 and more fully described in Sections 2.3.4 and 2.3.5 respectively.

Comprehensive Plan

In order to better accommodate forecast growth in a manner consistent with the downtown vision, the Proposed Alternative includes amendments to the City's current Comprehensive Plan. The Proposed Alternative would revise the 2004 Land Use Element with new land use designations described more fully below. Policies that anticipate a "master plan" would be revised to reflect the new plan adoption (e.g., Economic Element Actions A4 and A24). The Downtown/190th/Riverfront Subarea Plan would be replaced with the proposed *Downtown Subarea Plan*, and the adjacent subarea plan boundaries for North Creek/195th, Maywood/Beckstrom Hill, and Waynita/Simonds/Norway Hill would be amended to reflect the boundaries identified in the *Downtown Subarea Plan*. As described in Draft EIS Section 3.3, "Land Use Patterns/Plans and Policies," further amendments may be appropriate.

The No Action Alternative retains the current Comprehensive Plan. Thus, policies and actions identifying the need to address a new downtown plan would not be implemented.

The Planning Commission Recommendations are similar to the Proposed Alternative described above. Further information is provided in Section 2.3.4.

The Proposed Alternative Modifications are similar to the Proposed Alternative described above. Further information is provided in Section 2.3.5.

Table 2-2. Comparison of Primary Alternatives and Planning Commission Recommendations

Feature	No Action Alternative	Proposed Alternative	Planning Commission Recommendations	Proposed Alternative Modifications
Comprehensive Plan	Maintains the adopted Comprehensive Plan last amended between 2004 and 2006. Subarea plans in the study area include: Downtown/190th/Riverfront and North Creek/195th.	Revises the 2004 Land Use Element with new land use designations. Amends subarea plan boundaries. See Draft EIS Section 3.3, <i>Land Use Patterns/Plans and Policies</i> , for additional discussion of other plan amendments.	Very similar to the Proposed Alternative.	Very similar to the Proposed Alternative.
Comprehensive Plan Land Use Map Designations	Retains current designations in study area, which include mixed-use, office, commercial, multifamily, and single-family designations. In some locations, multiple designations with multiple intents apply to the same properties (e.g., RAC/OP/CB as a group all apply on Main Street east of SR 527).	New mixed-use, residential and public designations are proposed in the study area. The land use plan creates a hierarchy of designations that build up to a central core. The designations provide unique intents for the different designations and a coherent land use pattern. For example, on Main Street, each parcel is given one designation, predominantly Downtown Core, with some areas of Downtown Neighborhood.	Same as Proposed Alternative, except as follows: <ul style="list-style-type: none"> ▪ Preserves No Action Alternative land use designations on the periphery of the study area. ▪ Reduces the area of the Downtown Core district. ▪ Expands the Downtown Neighborhood district. 	Same as the Proposed Alternative, except as follows: <ul style="list-style-type: none"> ▪ Extends Downtown Core district west along Main Street Extension to 98th Ave. ▪ Extends Downtown Transition district along Beardslee Boulevard east of 104th Ave. ▪ Modifies the area of the Downtown Neighborhood and Downtown Transition districts and eliminates the General Downtown Corridor district near Pop Keeney Special District. ▪ Introduces Park and Public Open Space district south of SR 522. ▪ Extends General Downtown Corridor to include the top of Hall Road. ▪ Retains No Action Alternative land use and zoning in the "Campus Corridor" along the north side of Beardslee

Feature	No Action Alternative	Proposed Alternative	Planning Commission Recommendations	Proposed Alternative Modifications
Zoning Map Classifications	Same as above.	Same as above.	Same as above.	<p>Boulevard east of 104th Ave. NE.</p> <ul style="list-style-type: none"> ▪ Retains No Action Alternative land use and zoning in the area north of Reder Way along the east side of SR 527. <p>Same as above.</p>
Zoning Standards	<p>Provides for a somewhat traditional zoning approach where code focuses more on land uses and less on design (although the code has been modified over the years to include a number of design requirements and guidelines). Current height, bulk, and coverage standards apply. Parking standards are retained. Applies present moderate design standards.</p>	<p>Proposes a form-based code that focuses on design of buildings and relationship to streets. Applies core list of land uses. Amends height, bulk, and coverage standards by district. Some areas would have lesser heights than present regulations and others would have greater heights than present. Parking standards would be reduced in some districts, accounting for a more transit- and pedestrian-friendly environment. New development regulations would apply to ensure compatibility and desired character.</p>	<p>Create a mix of new form-based districts and current zones in the study area.</p>	<p>Same as the Proposed Alternative, except some standards amended for greater compatibility:</p> <ul style="list-style-type: none"> ▪ Corner Store Retail – not permitted – 2 districts ▪ Height reduced – multiple districts, with an exception for theaters in anchor developments west of SR 527 ▪ Setbacks increased – 3 districts ▪ Maximum building lengths applied – 3 districts ▪ More specific landscape standards added – 6 districts ▪ Street connections to NE 188th Street prohibited
Planned Action Ordinance	<p>Maintain standard SEPA review process for individual site-specific development proposals.</p>	<p>Designates the Downtown Subarea as a Planned Action and allows streamlined environmental review of individual development proposals that are consistent with the Planned Action. Facilitates future development permit procedures with advanced environmental review by adopting a Planned Action Ordinance.</p>	<p>Same as Proposed Alternative.</p>	<p>Same as the Proposed Alternative.</p>

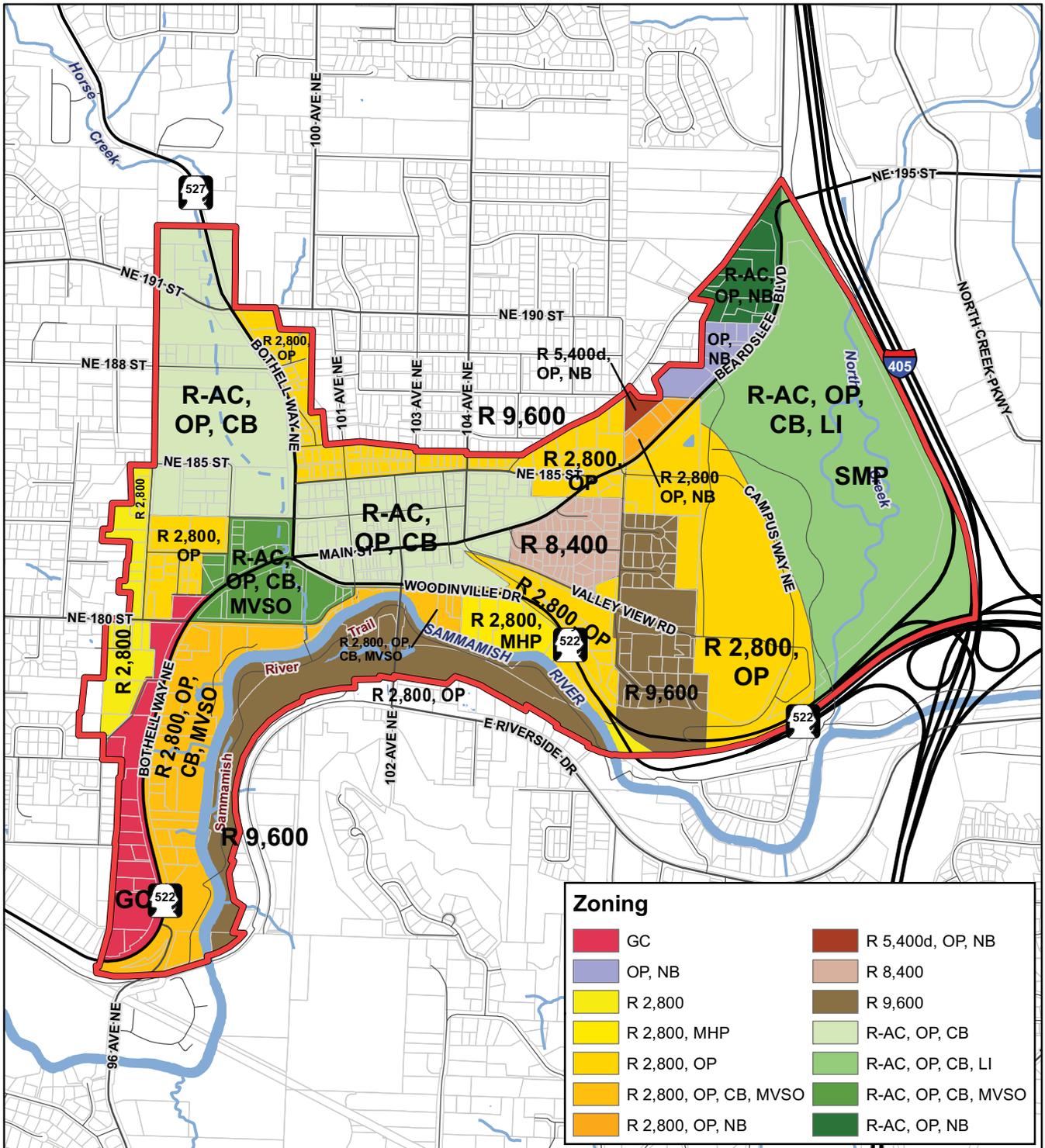
Feature	No Action Alternative	Proposed Alternative	Planning Commission Recommendations	Proposed Alternative Modifications
<p>Capital Improvements (civic/transportation projects)</p>	<p>Includes the Downtown civic and transportation improvements identified in the City's Comprehensive Plan Capital Facilities Element, Transportation Element, and Capital Facilities Plan. The transportation improvements represent a subset of those identified under the Proposed Alternative.</p>	<p>Includes the projects listed under the No Action Alternative with the addition of the SR 527 Multiway Boulevard Treatments, Main Street Enhancements, NE 185th Street/98th Avenue NE Connector, several transit improvements, and public parking.</p>	<p>Same as the Proposed Alternative.</p>	<p>Same as the Proposed Alternative, except that the City Hall/Dawson replacement is proposed to occur at the present City Hall location.</p>

Comprehensive Plan Land Use Designations and Zoning Classifications

Under the No Action Alternative, the current Comprehensive Plan Land Use Map designations (Figure 2-2) and Zoning Map (Figure 2-3) classifications would be retained. These designations are listed below.

- CB—Community Business
- CE—Civic Educational
- GC—General Commercial
- LI—Light Industrial
- MHP—Mobile Home Park
- MVSO—Motor Vehicle Sales Overlay
- NB—Neighborhood Business
- OP—Office-Professional
- P—Park
- R 2,800—Residential, one dwelling unit per 2,800 square feet of net buildable area
- R 5,400d— Residential, 5,400 square-foot minimum lot area (only detached units permitted)
- R 8,400—Residential, 8,400 square-foot minimum lot area
- R 9,600—Residential 9,600 square-foot minimum lot area
- R-AC—Residential-Activity Center (no specific density; number of units controlled by site and building envelope regulations)
- T—Transportation Facility

Presently, several of the Comprehensive Plan Land Use Map designations and Zoning Map classifications are applied in a grouped manner where multiple types have been determined to be appropriate (e.g., R-AC/OP/CB all apply to the parcels between NE 185th Street and SR 522).



Source: City of Bothell (2008); King County (2008)

- Parcel
- Water Feature
- Piped Stream
- Study Area

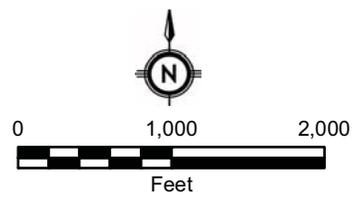


Figure 2-3. Current Zoning Map
 Downtown Bothell Planned Action EIS
 April 2009

In contrast, the Proposed Alternative would apply a single set of Comprehensive Plan land use and zoning designations, called districts. Each district is unique and together the districts present a clearer hierarchy: from a central, dense core with greater heights in a traditional, vertical mixed-use pattern; to districts that offer more horizontal mixed-use and single-purpose buildings at moderate scales; to traditional single-family residential districts; to civic, educational, and recreational districts. These districts, shown in Figure 2-4, are as follows:

- Downtown Core
- Downtown Neighborhood
- Downtown Transition
- SR 522 Corridor
- General Downtown Corridor
- Sunrise/Valley View Neighborhood
- Campus
- Park and Public Open Space
- Special Riverfront Overlay
- Neighborhood Center Overlay
- Mobile Home Park Overlay

Two sub-options were included in the initial analysis under the Proposed Alternative (Figure 2-4):

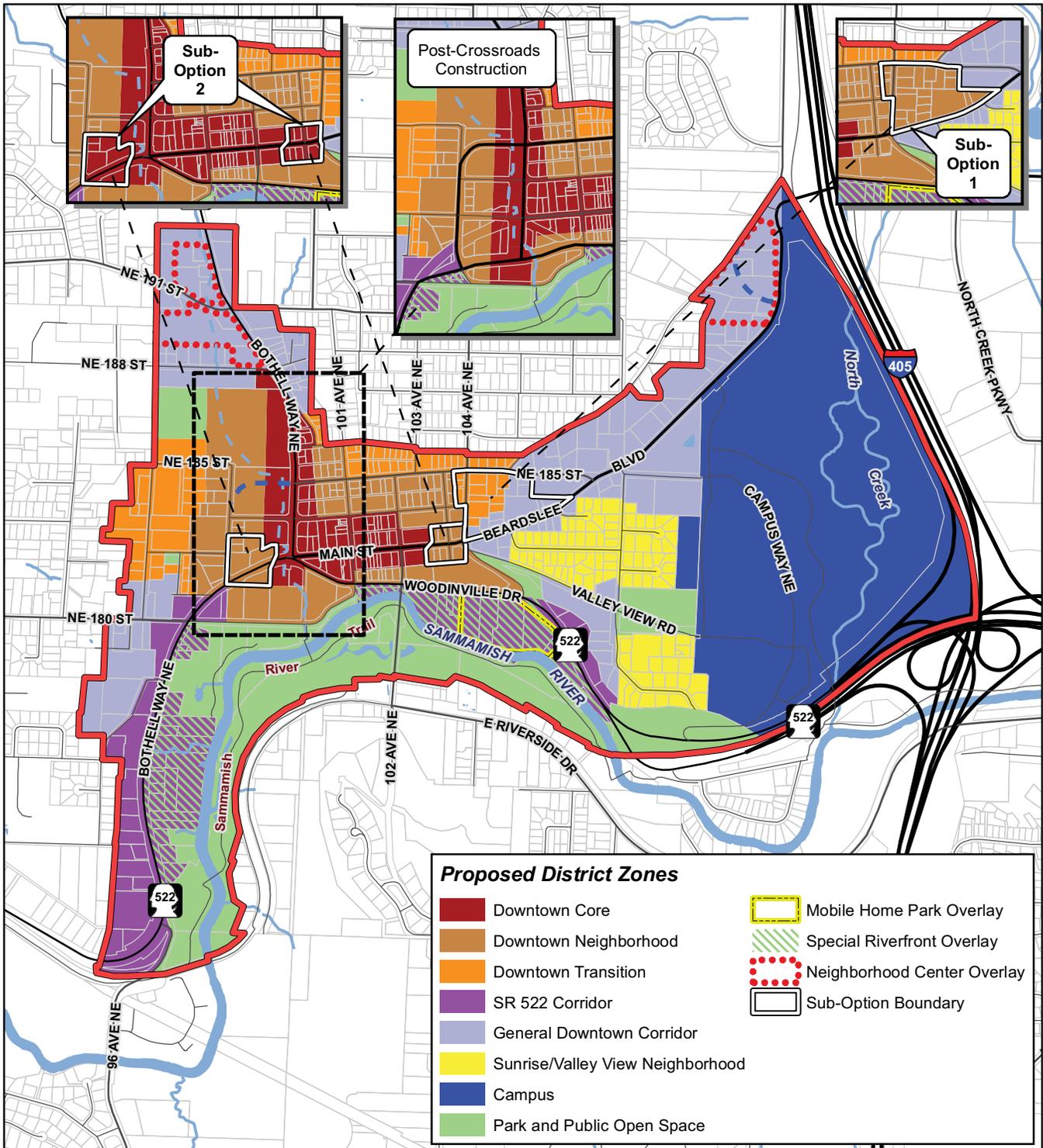
Sub-Option 1 (Planning Commission Recommendation). Extend the Downtown Neighborhood district east between Beardslee Boulevard and NE 185th Street into an area that would otherwise be partially Downtown Transition district and partially General Downtown Corridor district.

Sub-Option 2 (Added due to City Council Comments). Extend the Downtown Core district east several properties along either side of Main Street and west along the future extension of Main Street into areas that would otherwise be Downtown Neighborhood district.

The Planning Commission recommendations, described in detail in Section 2.3.4., are similar to the Proposed Alternative, except as follows:

- No Action Alternative land use designations are preserved on the periphery of the subarea.
- The Downtown Core district is shortened.
- The Downtown Neighborhood district is expanded.
- The General Downtown Corridor and SR 522 Corridor extents are smaller.

The Proposed Alternative Modifications are similar to the Proposed Alternative, but alter the district boundaries in a few locations, as described in Table 2-2.



See Table 2-2 of the FEIS for proposed changes to districts.

Source: City of Bothell (2008)

- Study Area
- Parcel
- Water Feature
- Piped Stream
- Future Road Alignment

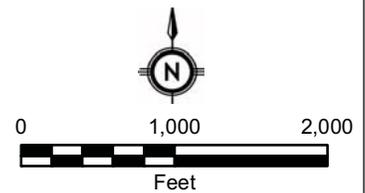


Figure 2-4. Proposed Alternative Land Use and Zoning Districts
Downtown Bothell Planned Action EIS

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Zoning Standards

The Proposed Alternative proposes more emphasis on form-based regulations than the existing zoning code in place under the No Action Alternative. The current zoning focuses on compatibility of land uses as well as building location and size; design is addressed by guidelines and requirements. Form-based codes focus on creating a predictable urban form, and emphasize building and public space standards. Land use is addressed in a form-based code but the focus is on compatibility of urban form.

Based on the hierarchy of districts, the Proposed Alternative amends height and bulk standards by district to achieve the desired mixed-use or single-use purpose, to provide an urban character with less visible parking, and to increase access to and use of alternative modes of transportation (transit or non-motorized travel).

Planning Commission Recommendations would create a mix of new form-based districts and current zones in the study area.

Under the Proposed Alternative, maximum heights in the study area would vary from 30 to 76 feet, with most areas at 54 feet. This would not apply to UWB/CCC, which would continue to be controlled by the original Planned Unit Development land use approval. Some areas would have lesser heights than present regulations and others would have greater heights than present regulations. Impervious surface coverage allowed would range from 70% to 100%. Commercial parking standards in some districts would allow outright the reductions currently available for areas served by transit. Residential parking standards in the central districts, based on the number of bedrooms, would be somewhat lower in most development scenarios. New development regulations would apply to ensure compatibility and desired character.

The No Action Alternative would retain current height and bulk standards. In the core of the downtown area, these include maximum heights of 35 to 65 feet. The maximum height of 65 feet is allowed subject to compliance with additional site development standards such as the provision of a specified amount of structured parking and externally oriented, ground-level commercial space. Impervious surface coverages range from 80 to 100%. Required landscaping would effectively mean impervious coverages of about 95% at the upper end. Current parking standards would be retained throughout the study area.

Basic commercial parking ratios are currently higher than under the Proposed Alternative; however, since transit-based parking reductions are allowed under the No Action Alternative, the parking ratios are considered similar under both alternatives. Residential parking ratios in the downtown core, based on the number of units, would be somewhat higher in most development scenarios. Present design regulations would apply; these regulations are less specific than under the Proposed Alternative and would result in less certain design outcomes.

The Planning Commission Recommendations for zoning are similar to the Proposed Alternative, except regarding maximum height limits. In comparison to Proposed Alternative, the Planning Commission recommended 65-foot limits in place of 76-foot limits, 55-foot limits in place of 65-foot limits, and 35- to 45-foot limits in place of 54-foot limits. See Section 2.3.4 for additional discussion.

Proposed Alternative Modifications have been developed based on City Council direction and deliberations at meetings held through March 2009. The Proposed Alternative Modifications contain similar zoning standards as the Proposed Alternative, except as follows:

- Corner Store Retail – changed to not permitted in the Downtown Transition district and General Downtown Corridor district.
- Height limit in the Downtown Core district reduced from 76 to 65 feet, maintaining a maximum of six floors.
- Height limit in the Downtown Neighborhood reduced from 65 to 55 feet, maintaining a maximum of five floors.
- Height limit in the Downtown Transition, General Downtown Corridor and SR 522 Corridor districts reduced from 54 feet to 45 feet, maintaining a maximum of four floors.
- Stricter height relationship controls added that effectively create a three-floor height limit adjacent to residential zoning in multiple districts.
- Relational height limits in Downtown Transition, General Downtown Corridor and SR 522 Corridor districts require a three-floor and 35-foot height limit when adjacent to residential-only zones; the fourth floor must be set back a total of 90 feet from zone boundary (25-foot ground-level setback plus 65-foot upper-story setback). No roof terraces would be allowed within 10 feet of the building edge abutting a residential-only zone.
- The 35-foot height limit in the Riverfront Overlay would only apply to properties in the Shoreline Special district; outside this district, buildings would be allowed up to 4 stories and 45 or 54-foot heights.
- In Anchor developments west of SR 527, theaters would be allowed to have a maximum height of 80 feet, with an upper-level setback of 40 feet. This height exception is limited to theaters in anchor developments and is very similar to the Proposed Alternative maximum height of 76 feet, but the Proposed Alternative Modifications would require a substantial upper-level setback.
- Side yard setback where there are no living space windows is changed to 0 feet instead of 5 feet in the Downtown Transition district.
- Setbacks on properties abutting residential zones increased to 25 feet in the Downtown Transition, General Downtown Corridor and SR 522 Corridor districts.
- New maximum building length limits added for corner and mid-block buildings on blocks with smaller scale buildings; applies to Downtown Neighborhood, Downtown Transition, and General Downtown Corridor districts.

- More specific landscape requirements provided to require the same buffers adjacent to housing as in the current zoning in the Downtown Core, Downtown Neighborhood, Downtown Transition, General Downtown Corridor, SR 522 Corridor, and Sunrise/Valley View Neighborhood districts.
- Street connections to NE 188th Street prohibited within the Downtown Subarea. The language would not prohibit parking lot driveways on 188th. Since the Draft EIS transportation analysis did not test a local street link in this location, the results of the Draft EIS Proposed Alternative transportation analysis continue to apply.

As of the issuance of the Final EIS, none of the Proposed Alternative Modifications have been formally approved by the City Council. Since the modifications are based on City Council direction during several meetings and deliberations, the modifications have been described and analyzed in this Final EIS.

See Section 2.3.5 for additional discussion.

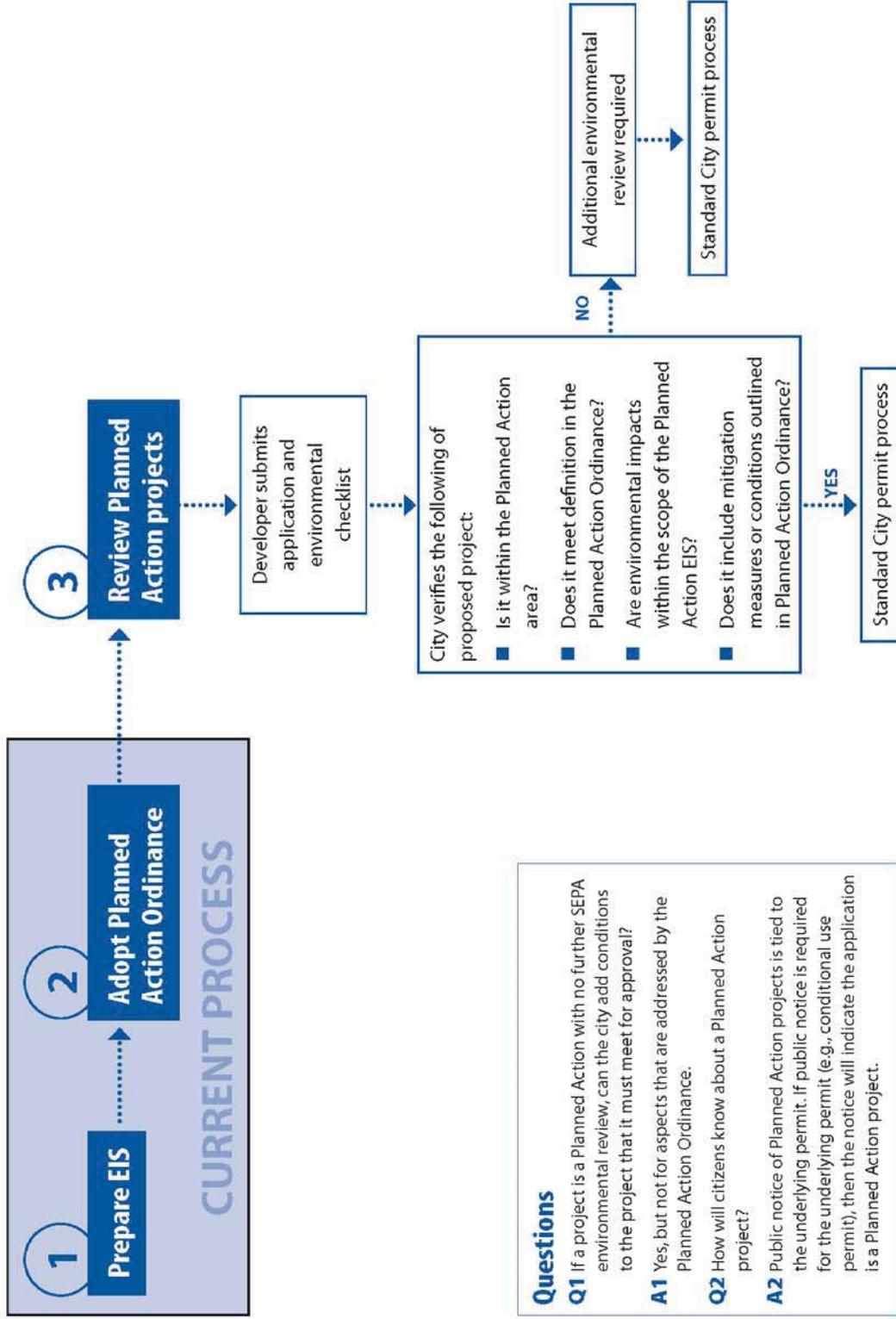
Planned Action Ordinance

The Proposed Alternative includes the adoption of a Planned Action Ordinance, which is expected to encourage redevelopment and revitalization of Downtown Bothell, by streamlining the project review process (Figure 2-5). This EIS will help the City to identify impacts of development and specific mitigation measures that developers will have to meet to qualify as a Planned Action project.

According to WAC 197-11-164, a Planned Action is defined as a project that has the following characteristics:

- is designated a Planned Action by ordinance;
- has had the significant environmental impacts addressed in an EIS;
- has been prepared in conjunction with a comprehensive plan, subarea plan, master planned development, phased project, or with subsequent or implementing projects of any of these categories;
- is located within an urban growth area;
- is not an essential public facility; and
- is consistent with an adopted comprehensive plan.

Under the Proposed Alternative, the Planned Action would be established by an ordinance (A draft of the ordinance is provided as Appendix A). This EIS analyzes the *Downtown Subarea Plan and Regulations*, which would amend current City plans and regulations and thus would be consistent with the Comprehensive Plan. Planned Action projects would include new residential, retail, and office development, whether public or private, as well as local streets such as the proposed NE 185th Street/98th Avenue NE Connector.



Questions

Q1 If a project is a Planned Action with no further SEPA environmental review, can the city add conditions to the project that it must meet for approval?

A1 Yes, but not for aspects that are addressed by the Planned Action Ordinance.

Q2 How will citizens know about a Planned Action project?

A2 Public notice of Planned Action projects is tied to the underlying permit. If public notice is required for the underlying permit (e.g., conditional use permit), then the notice will indicate the application is a Planned Action project.

Figure 2-5. Review Process for Planned Action Projects
Downtown Bothell Planned Action EIS
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The Planned Action Ordinance would exclude essential public facilities consistent with SEPA rules. Essential public facilities are defined under the GMA as including “those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.” (RCW 36.70A.200) In the study area, the SR 522 improvements and UWB/CCC are considered essential public facilities. SR 527 is not a highway of statewide significance, and, thus, not an essential public facility, but is undergoing separate design and environmental review. SR 522, SR 527, and UWB/CCC facilities are described in the EIS and considered as part of its cumulative analysis because they facilitate and support the downtown vision. However, these facilities are or will be addressed in their own SEPA or National Environmental Policy Act (NEPA) EISs, and will not be undergoing the streamlined environmental review process for Planned Action projects.

WAC 197-11-168 requires that the Planned Action Ordinance include:

- a description of the components of the Planned Action;
- a finding that the probable significant environmental impacts of the Planned Action have been identified and adequately addressed in an EIS; and
- the identification of mitigation measures that must be applied to a project for it to qualify as a Planned Action project.

Following the completion of the EIS process, the City would designate the Planned Action by ordinance. A draft ordinance is included in this EIS as Appendix A. The City proposes to designate as a Planned Action the *Downtown Subarea Plan and Regulations*, pursuant to SEPA and implementing rules. The Planned Action projects would include those studied in this EIS, excluding essential public facilities and SR 527. The draft ordinance identifies mitigation, as described in this EIS, which would be applicable to future Planned Action projects. Some of the mitigation measures would apply to all study area projects, while others would be applied on a case-by-case basis.

The Planning Commission Recommendations and Proposed Alternative Modifications could also be facilitated by a Planned Action Ordinance.

Capital Improvements

The City’s strategic investments and planning for infrastructure are intended to catalyze growth in Downtown Bothell. The Capital Facilities and Transportation elements of the current Comprehensive Plan identify numerous civic and transportation improvements. Recently, the City adopted its *Capital Facilities Plan*

2009–2015 (CFP), the implementing tool of the Capital Facilities Element (City of Bothell 2008).

The CFP provides a guide to public facility investment in Downtown Bothell including public buildings as well as infrastructure. The CFP as well as the Capital Facilities and Transportation elements address transportation improvements. The No Action Alternative was modeled on the Comprehensive Plan elements, which contain some but not all the transportation improvements identified in the CFP. As such, the No Action Alternative represents a more conservative scenario with regard to the extent of transportation improvements.

The following capital improvements in the study area are included under the No Action Alternative.

- **Bothell Crossroads.** This project would eliminate a choke point at the convergence of SR 522 and SR 527, by realigning SR 522 one block to the south to create new “T” intersections at SR 527 and 98th Avenue NE. SR 527 would be extended south from Main Street to the new SR 522 realignment, adding new, highly visible gateway blocks to downtown. The roadway would provide two lanes in each direction with turn lanes as necessary, sidewalks, intersection improvements, traffic signals, utilities, lighting, and landscaping to reduce regional traffic congestion while improving aesthetics and pedestrian facilities.
- **SR 527 Improvements.** This five-lane arterial configuration would provide similar traffic capacity but fewer pedestrian amenities and less landscaping than the SR 527 Multiway Boulevard Project under the Proposed Alternative.
- **Main Street Extension.** In conjunction with Bothell Crossroads, this project would improve the connectivity of the current shopping district to the new commerce areas. An extension of the existing road would link the historic Main Street to the Bothell Regional Library, one block to the west from SR 527 to 98th Avenue NE. This activity would create a new block north of the realigned SR 522.
- **SR 522 Wayne Curve Improvements.** The SR 522 Wayne Curve project would improve capacity and enhance the west entrance to Bothell via SR 522. Improvements include the addition of transit queue lanes in each direction and improvements to the 96th Avenue NE intersection. Additional project elements include sidewalks, traffic signals and transit signal priority, access management, drainage, water quality features, utilities, landscaping, and street lighting. Future stages would extend improvements east and west of Wayne Curve.
- **Beardslee Boulevard Widening East of NE 185th Street.** Beardslee Boulevard is a key access road to the downtown area from Interstate (I) 405 and the North Creek business area. It is also a key transit route for buses to access I-405 and the UWB/CCC campus. It is planned for widening to a five-lane capacity with bike lanes between NE 185th Street and I-405. This project is implemented as development occurs and is not a City provided capital project.
- **104th Avenue NE Bike Lanes.** This includes completion of bike lanes from NE 185th Street to Main Street or Valley View Road and should be undertaken with any reconstruction or adjacent redevelopment projects during the plan period.

- **Valley View Road Improvements.** This project should be designed to promote the use of Valley View Road as a key connection between Downtown Bothell and the UWB/CCC campus for bicycles and pedestrians. This project is implemented as development occurs and is not a City-provided capital project.
- **Purchase of NSD Property for Public Amenities/Facilities.** The NSD Board surplused 18 acres downtown, which provides space for an envisioned private mixed-use development as well as new public gathering spaces and facilities. The City has purchased the site. The City would use a portion of the property for public use and surplus the remaining land for private development.
- **City Hall/Dawson Replacement.** A new City Hall would consolidate department staff now inadequately housed among several buildings. Three sites were considered for the new building. One option, rebuilding City Hall at its present location, would create a civic campus with the existing police and municipal court buildings and provide an anchor in close vicinity to Main Street. A second option, the Anderson Building located on the NSD property, would keep this iconic building under public use. A third option, the Beta Bothell Commercial Site, would place 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 that connects to the King County/Sammamish River Trail System. Recently, the City Council selected Option One to rebuild at its present location, based on the results of a siting study and public comment.
- **Pop Keeney Stadium.** NSD plans to retain Pop Keeney Stadium and improve its seating and support facilities to create a unique and dynamic downtown opportunity. The facility has the potential to bring many more year-round recreational uses to downtown while still supporting numerous sports and physical education programs. NSD is currently in a master planning process for the facility, and is reviewing options for upgrading the facility while maintaining the 4,500-seat capacity and the standard of parking for 500 vehicles.
- **Public Space Planning.** This project would evaluate opportunities to design and construct public spaces in conjunction with downtown development. In addition, opportunities for a community center, possibly located with proposed potential aquatics center, will be explored.
- **SR 522 East of Wayne Curve.** This project is the continuation of the SR 522 Wayne Curve between 96th Avenue NE and NE 180th Street. The project will improve overall mobility, vehicular and pedestrian safety. Key elements will include installation of curb and gutters. Other potential elements include street illumination and landscaping. The project is currently partially funded.

The No Action Alternative includes the City Council-approved roadway in the Bothell Gateway project vicinity in the northeast portion of the study area. This was addressed in the Westridge-Bothell Gateway Center, Determination of Non-Significance, issued May 24, 2006.

The Proposed Alternative includes all of the improvements identified in the CFP, the Transportation Element, the Capital Facilities Element, and the *City of Bothell Downtown Transportation Needs Analysis—Downtown Revitalization Transportation*

Plan (Perteet Inc. 2008). Thus, in addition to the projects described above for the No Action Alternative, the Proposed Alternative would include the following improvements.

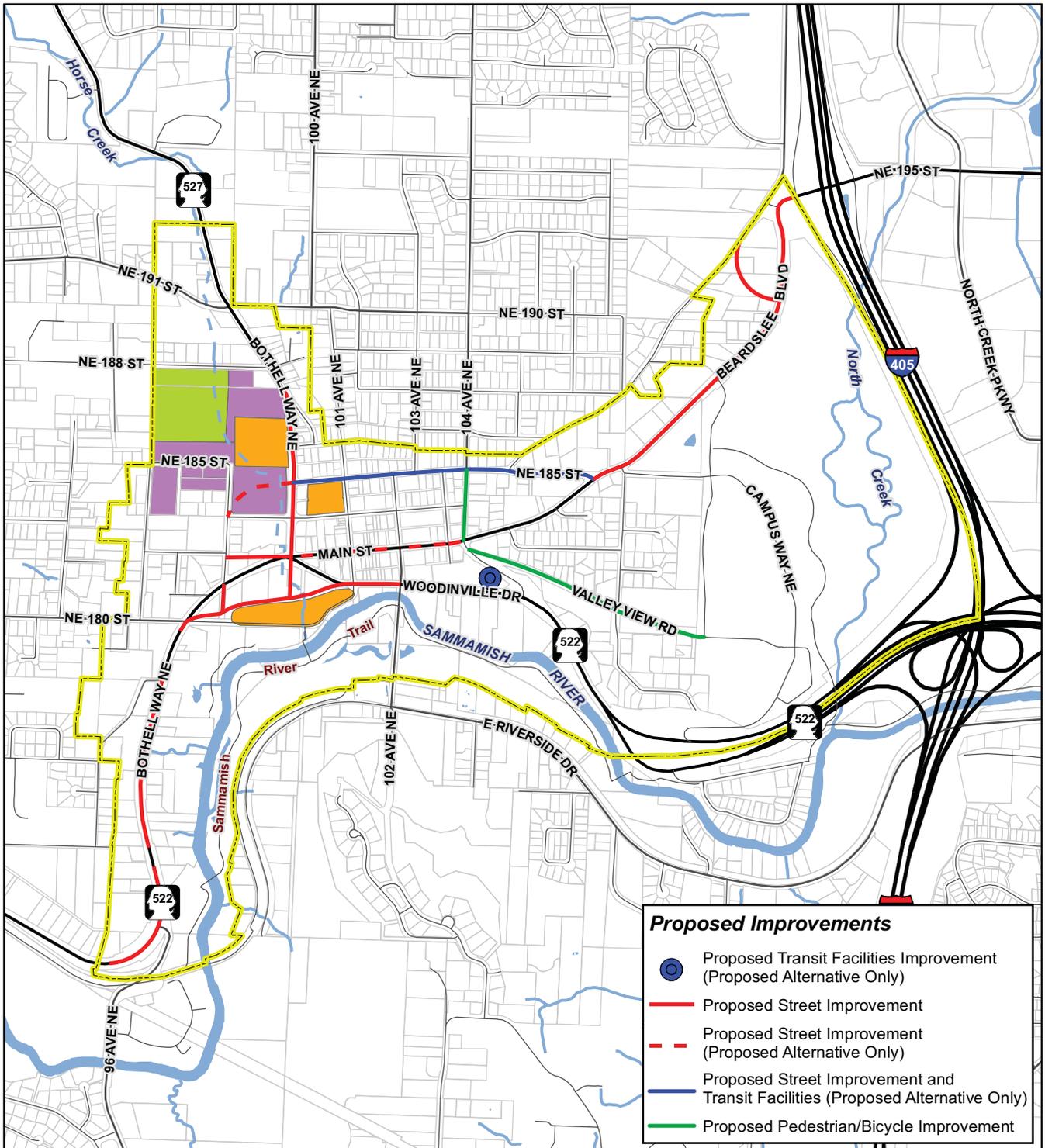
- **SR 527 Multiway Boulevard Treatments.** This project balances the competing needs of roadway capacity, local access, street parking, urban density, and pedestrian comfort. It provides for vehicle mobility through five travel lanes (two lanes in each direction with alternating left-turn lanes); incorporates enhanced tree-lined medians bordering the vehicle lanes that serve as an initial buffer between fast-moving vehicles and the slow-paced, pedestrian realm; and accommodates a full pedestrian realm complete with a slow-moving access lane, parallel parking stalls, and a gracious tree-lined, wide sidewalk. This configuration provides a wide buffer between the auto-oriented arterial traffic and pedestrians. The side-access lanes would accommodate bicycle users as well.
- **Main Street Enhancement.** This project would prepare existing Main Street businesses to more successfully compete as new commercial development occurs on revitalized lands. The makeover of the streetscape includes parking and sidewalk improvements and provides a pedestrian-friendly atmosphere while maintaining smooth traffic flow. Downtown amenities and urban elements, such as lighting, landscaping, benches, trash receptacles, way-finding signage, and bicycle racks, would brighten and strengthen economic health in this unique and historic commerce district.
- **NE 185th Street/98th Avenue NE Connector.** This project, extension of NE 185th Street to connect to 98th Avenue NE, would provide a strong east-west connection between SR 522, new development on the NSD site, and the east side of downtown including the UWB/CCC campus. This connection could also serve as the primary transit route. Where possible, park-and-ride facilities along this route would be used to support other community needs or redevelopment.
- **NE 185th Street Transit-Oriented Street.** This project includes widening of NE 185th Street from SR 527 to Beardslee Boulevard with wider sidewalks and enhanced transit passenger amenities at key stop locations. Transit signal priority may be appropriate at traffic control signals along the route.
- **NE 185th Street Downtown Transit Facilities and Park-and-Ride Facility.** Some funding is available for transit facilities on NE 185th Street or elsewhere in the study area during the planning period. This center could include one or more new park-and-ride facilities with capacity for up to 250 to 300 parking spaces. This EIS assumes that this project would be located on NE 185th Street.
- **Kaysner Park-and-Ride/Transit-Oriented Development.** When a new park-and-ride lot is developed at the proposed NE 185th Street Transit Facilities or elsewhere in the study area, the existing Kaysner site should be redeveloped with shared-use parking and transit-oriented development while retaining approximately 100 park-and-ride spaces, as needed to serve north-south transit routes along I-405.
- **Public Parking.** Additional public parking lots or garages may be warranted if a downtown cash-in-lieu-of-parking program is implemented. Such garages may be built in conjunction with civic projects such as a new City Hall or with other partners, such as NSD for shared use with Pop Keeney Stadium, or King County

Metro in conjunction with redevelopment of the Kaysner Park-and-Ride (see above).

The Planning Commission Recommendations include the same improvements as the Proposed Alternative, but would expand the cash-in-lieu-of-parking program for other districts in close proximity to the core. City Council will determine whether to proceed with a cash-in-lieu-of-parking program.

The Proposed Alternative Modifications include the same improvements as the Proposed Alternative. However, a particular site has been selected for the City Hall/Dawson replacement to rebuild City Hall at its present location and create a civic campus with the existing police and municipal court buildings and provide an anchor in close vicinity to Main Street. This siting selection by the City Council was made in accordance with a site selection process involving a siting study and public hearings, including a hearing during the Draft EIS comment period. The site selection now allows the City to prepare more formal site designs anticipated to be similar in concept to the siting study. Other sites not selected for the City Hall would continue to be designated with the proposed form-based districts and would continue to be opportunity sites for mixed uses consistent with district regulations. The Beta Bothell site, which had been considered as a possible location for the new City Hall, would instead be designated as part of the Park and Public Open Space district, and would be covered under a special Park at Bothell Landing Overlay to allow parking and recreation-related retail uses.

Figure 2-6 provides a map of the proposed capital facilities projects described above. Table 2-3 summarizes the capital improvement assumptions for each alternative.



Source: City of Bothell (2008)

- Study Area
- Pop Keeney Stadium
- Parcel
- Proposed City Hall Siting Option
- Water Feature
- Piped Stream
- Proposed Northshore School District Property Purchase Area

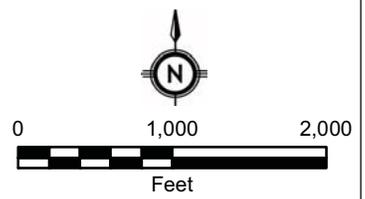


Figure 2-6. Proposed Capital Facilities
 Downtown Bothell Planned Action EIS
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Table 2-3. Proposed Capital Improvements by Alternative

Improvement	No Action Alternative	Proposed Alternative	Planning Commission Recommendations	Proposed Alternative Modifications
Bothell Crossroads	X	X	X	X
SR 527 Improvements	X			
SR 527 Multiway Boulevard Treatments		X	X	X
Main St Extension	X	X	X	X
Main St Enhancement		X	X	X
SR 522 Wayne Curve Improvement	X	X	X	X
SR 522 East of Wayne Curve	X	X	X	X
Beardslee Blvd Widening East of NE 185th St	X	X	X	X
104th Ave NE Bike Lanes	X	X	X	X
Valley View Road Improvements	X	X	X	X
NE 185th St./98th Ave NE Connector		X	X	X
NE 185th St Transit-Oriented Street		X	X	X
NE 185th St Downtown Transit Facilities and Park-and-Ride		X	X	X
Kaysner Park-and-Ride/Transit-Oriented Development		X	X	X
Public Parking		X	X	X
Purchase of NSD Property for Public Amenities/Facilities	X	X	X	X
City Hall/Dawson Replacement	X	X	X	X
Pop Keeney Stadium	X	X	X	X
Public Space Planning	X	X	X	X

2.3.3. Growth Forecasts

Proposed Residential, Housing, and Employment Growth

The civic and infrastructure investments described above, together with the proposed *Downtown Subarea Plan and Regulations*, are expected to attract more development to the study area than City plans presently forecast. Table 2-4 identifies existing population, housing, and employment in the study area and the Bothell vicinity; net additional growth based on City and regional forecasts for the No Action Alternative;

and net additional growth under the Proposed Alternative (ECONorthwest 2007). The Bothell vicinity includes Puget Sound Regional Council (PSRC) analysis zones (based on U.S. Census tracts) that encompass the City, its urban growth area, and some adjacent areas (Figure 2-7).

Table 2-4. Population, Housing, and Employment Comparison

	2000		2007		Net Additional Growth 2000–2035			
					No Action Alternative		Proposed Alternative	
	Bothell Vicinity ¹	Study Area ¹	Bothell Vicinity ²	Study Area	Bothell Vicinity ¹	Study Area ¹	Bothell Vicinity ¹	Study Area ¹
Population	44,974	2,302	49,314	2,534 ³	30,514	3,051 ^{3,6}	31,183	6,019 ^{3,6}
Housing Units	16,854	862	22,783	967 ⁴	13,870	1,387 ⁶	14,174	2,736 ^{6,8}
Employment (Excluding Colleges)	22,273	2,644	20,505 ^{5,7}	2,338 ^{5,7}	14,440	1,167 ⁶	15,610	1,367–1,644 ^{6,8}
Employment (including Colleges)	22,772	3,143	20,772 ^{5,7}	2,837 ^{5,7}	15,441	2,168 ⁶	16,611	2,368–2,645 ^{6,8}

¹ Estimates compiled by Perteet based on the adopted Transportation Element, Puget Sound Regional Council (PSRC) estimates and forecasts, and, for the Proposed Alternative, City estimates based on the ECONorthwest LIFT application forecasts. For 2000, population is based on the number of housing units multiplied by an average household size of 2.67, based on PSRC compilation of U.S. Census data for the tracts that encompass the Bothell vicinity. For 2035, the estimated household size of 2.2 is an average based on PSRC household and population projections for 2030 and 2040 for the Bothell vicinity.

² Based on PSRC compilation of U.S. Census and building permit data and Washington State Employment Security Department jobs data for the Bothell vicinity. Employment represents jobs covered by unemployment insurance and does not include self-employed workers, proprietors, CEOs, etc., and other non-insured workers.

³ For 2007, an average household size of 2.62 is applied to the number of housing units. Average household size estimate is based on PSRC estimates of household size in the Bothell vicinity. For 2035, the household size is estimated to be 2.2 based on PSRC household and population projections for 2030 and 2040 for the Bothell vicinity.

⁴ Based on King County Assessor information.

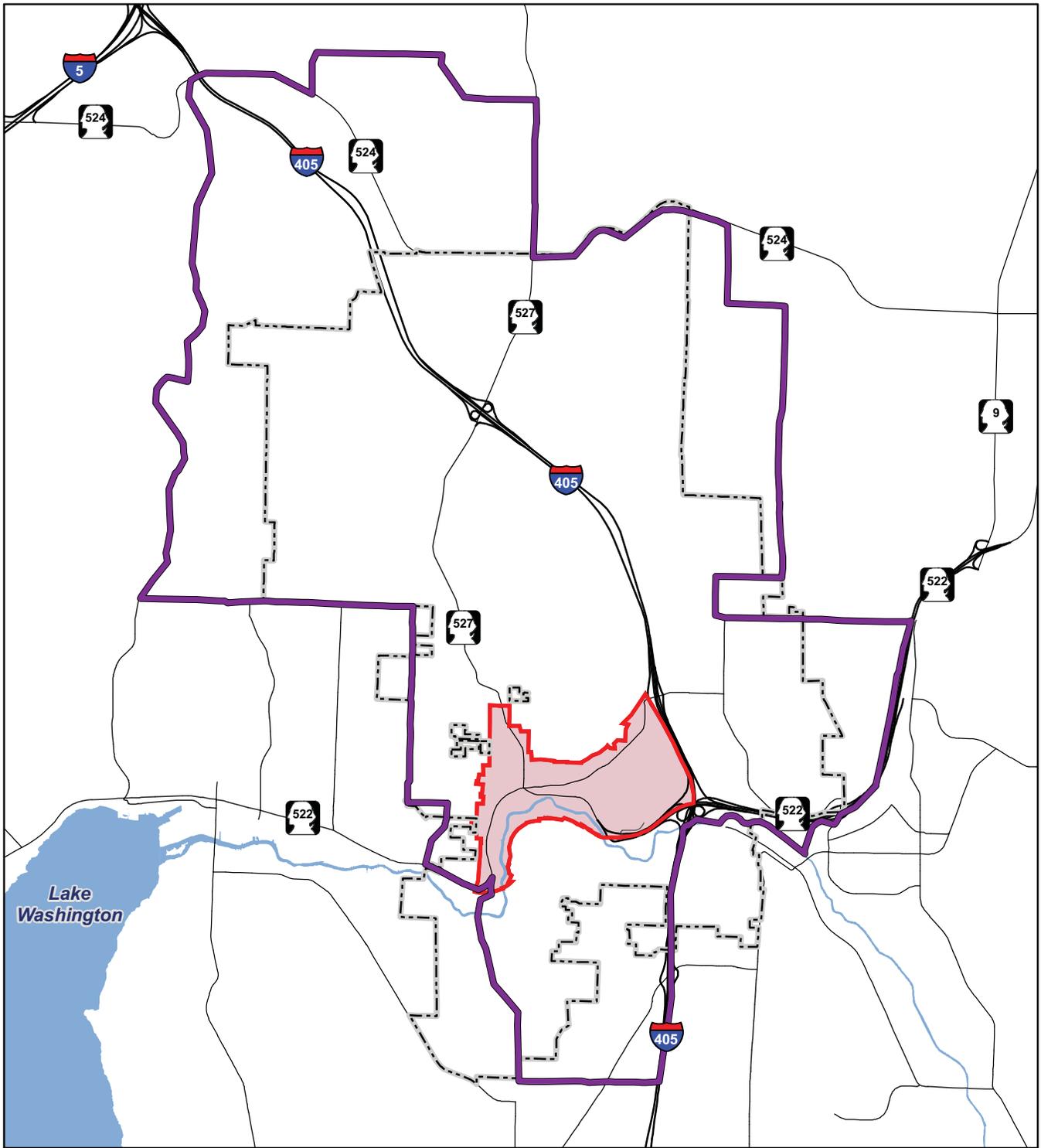
⁵ Based on PSRC compilation of Washington State Employment Security Department jobs data. Employment represents jobs covered by unemployment insurance and does not include self-employed workers, proprietors, CEOs, etc., and other non-insured workers.

⁶ Represents the net change from 2000 to 2035.

⁷ The difference in downtown jobs between 2000 and 2007 may be a result of differences in data sources, including that the 2007 figures do not include non-insured workers.

⁸ Based on estimates compiled by Perteet derived from the ECONorthwest LIFT application forecasts and PSRC estimates and forecasts.

Under the Proposed Alternative, net new growth in the study area is forecast to include 2,736 dwellings and between 1,367 and 1,644 jobs by 2035. Net new growth under the No Action Alternative is forecast at 1,387 dwellings and 1,167 jobs for the same timeframe.



Source: City of Bothell (2008); King County (2008); PSRC (2000)

-  Bothell Vicinity: PSRC Transportation Analysis Zone Boundaries
-  Bothell City Limits
-  Study Area
-  Water Feature



Figure 2-7. Bothell Vicinity
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Forecast additional jobs of approximately 1,644 (excluding colleges) for the Proposed Alternative are based on net additional office and retail square footages as shown in Table 2-5. These square footages together with the 2,736 net new dwelling units, identified in Table 2-4, are considered part of the land use “bank” in the Planned Action Ordinance. Development within these development level estimates would be considered included in the Planned Action, provided mitigation measures are met.

Table 2-5. Proposed Square Footage and Dwelling Units of New Development through 2035—Proposed Alternative

Use	New Development Forecast 2035 ¹
Office square feet	248,500
Retail square feet	397,000
Residential dwellings	2,736

¹ ECONorthwest forecasts associated with the City’s LIFT Application.

The Planning Commission Recommendations are expected to include growth levels similar to the Proposed Alternative and within the range of the primary alternatives, because they propose peripheral land use districts similar to the No Action Alternative and new districts in the heart of the study area similar to the Proposed Alternative. See Section 2.3.4.

Proposed Alternative Modifications are not expected to alter the development potential described under the Proposed Alternative, because the number of floors allowed is the same as under the Proposed Alternative even though the height would be lower in some districts.

Location of Growth

Future growth under each alternative would likely be located on buildable lands, determined through GMA requirements to identify future capacity for growth. Figure 2-8 provides a map identifying buildable lands, including vacant and redevelopable parcels. Vacant lands have no buildings or very minimal improvements to the property. Redevelopable properties have a greater land value than building value. Figure 2-9, created as part of the *Downtown Subarea Plan and Regulations*, identifies opportunity sites for new development. Growth may occur on other properties in the study area, but is more likely on these buildable lands or opportunity sites.

Horizon Year

For the purposes of this EIS, impacts are forecast for the horizon year 2035. This year was selected to achieve greatest consistency with two other major studies: ECONorthwest’s *Economic and Fiscal Impacts of a Revenue Development Area in*

the City of Bothell (2007), which forecast for 2033, and the analysis for National Environmental Policy Act (NEPA) review of the Bothell Crossroads and SR 527 Boulevard projects, which forecast for 2035.

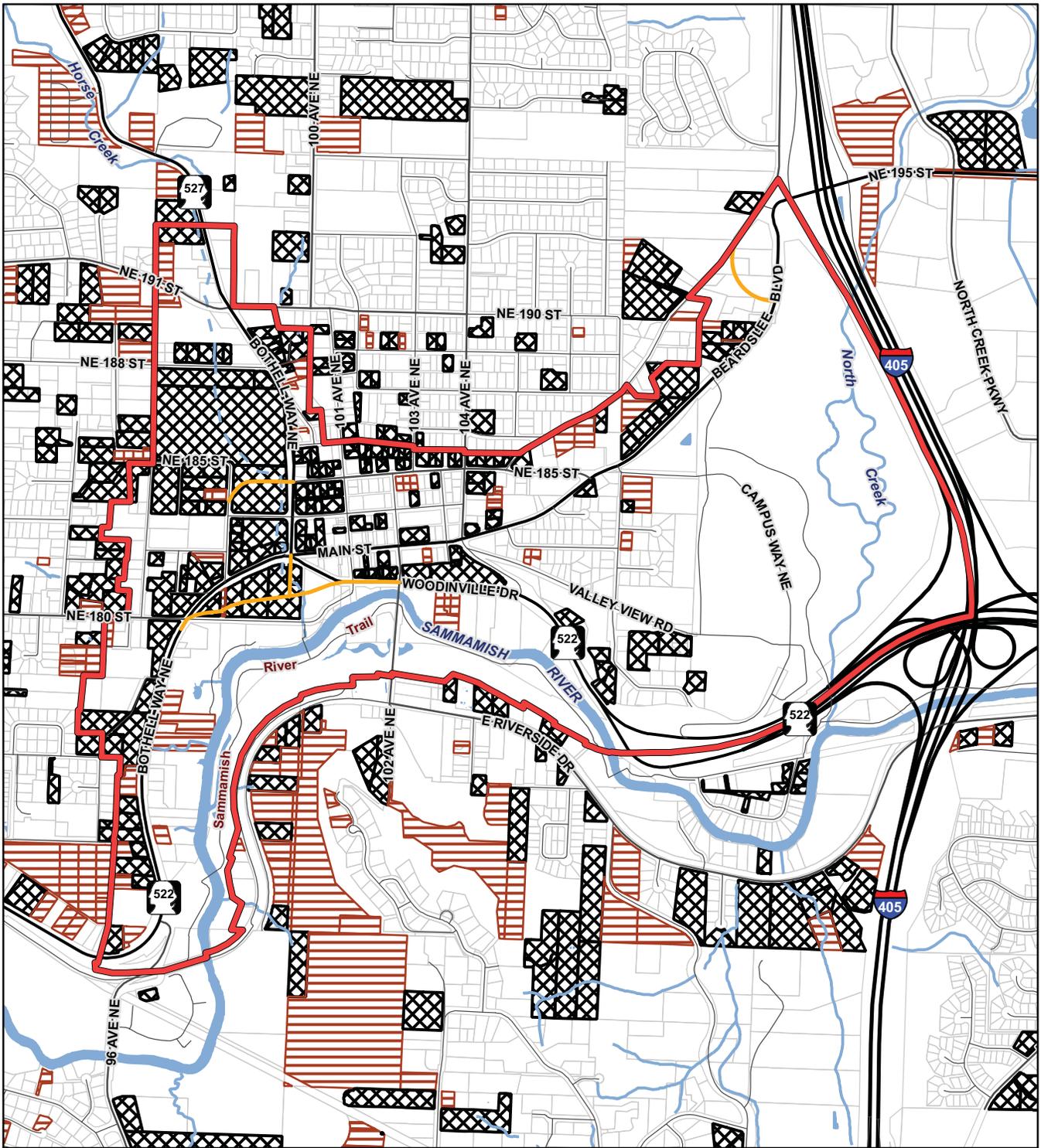
This analysis is based on development forecasts derived from either the PSRC or ECONorthwest. Forecasts are estimates of growth based on assumptions about future economic conditions, among other factors, and the relative attractiveness of the Bothell community in the region.

This EIS also describes other estimates, such as growth targets and buildable lands. Growth targets are the City's fair share of expected growth as negotiated with Snohomish and King counties through a regional planning process. The City's current growth target is citywide and is applicable through 2025.

The City and respective counties examine growth targets and set a new horizon year no less frequently than every 7 to 10 years. The next update is planned for 2011 and would likely involve setting a new 20-year growth target horizon year.

The City is required to plan for its assigned growth target and demonstrate that its Comprehensive Plan is able to accommodate the growth target such as through a buildable land capacity analysis. Buildable land estimates are reasonable estimates of likely development capacity discounting vacant or potentially redevelopable land by critical areas, future roadways, and other factors, and applying density assumptions based on historic development. The City may use the buildable lands analysis, which is required to be prepared on a countywide basis every 5 years, to help confirm it has the plan capacity to meet adopted targets. Buildable lands capacity is not based on a horizon year or a rate of growth, but on the possible development levels given the land and zoning designations and discount factors assumed at the time it is prepared.

Forecasts, growth targets, and buildable lands are further discussed in Section 3.3, "Land Use Patterns/Plans and Policies."



Source: City of Bothell (2008); King County (2008)

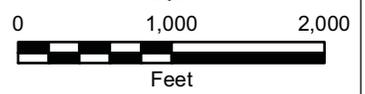


Figure 2-8. Buildable Lands
Downtown Bothell Planned Action EIS
April 2009

2.3.4. Planning Commission Recommendations

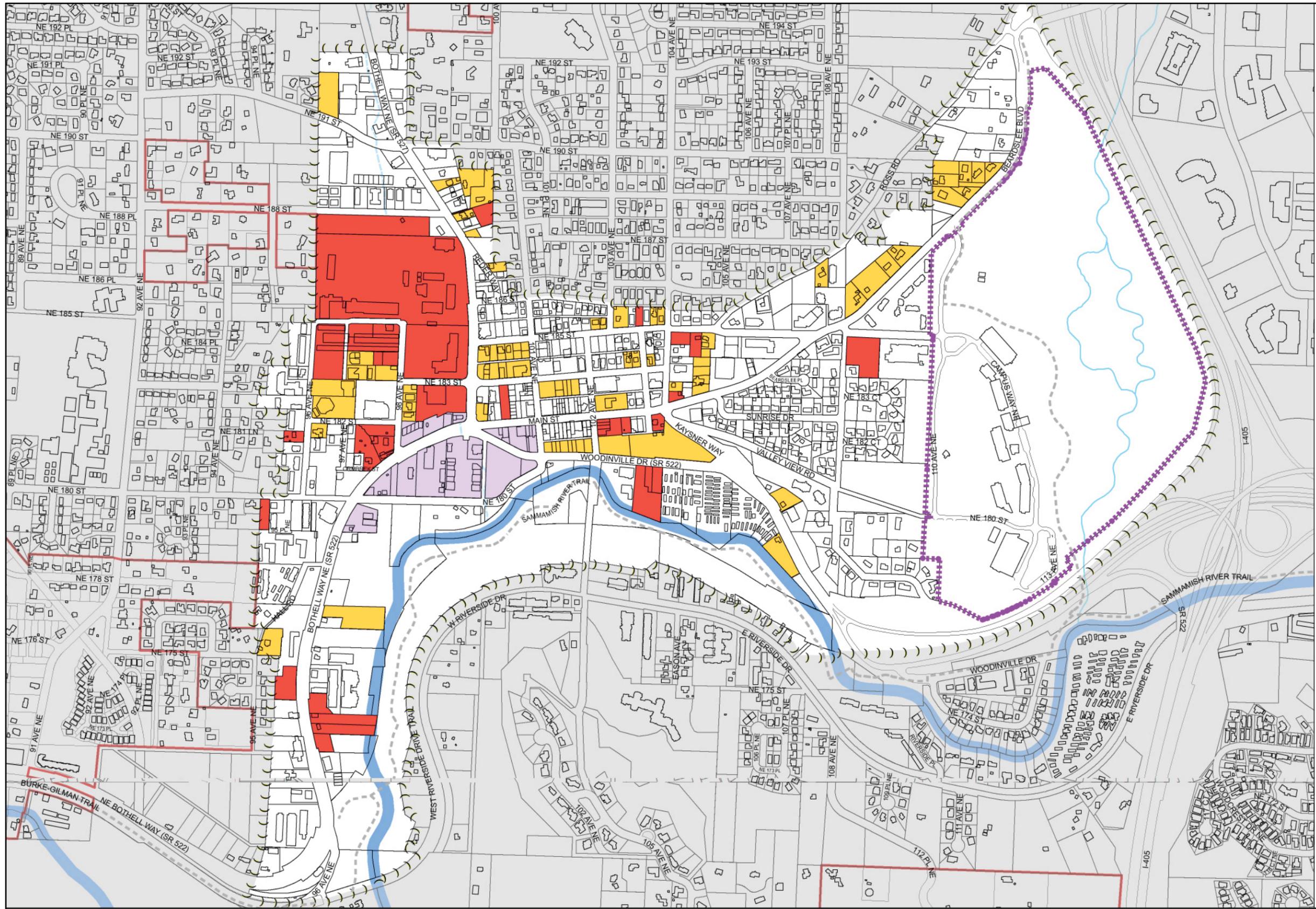
The Planning Commission Recommendations are within the range of the Proposed Alternative and No Action Alternative. They are most consistent with the general concept and vision of the Proposed Alternative, but vary somewhat in terms of maximum heights and district boundaries and extents. The intent of the Planning Commission Recommendations is to provide for greater compatibility in terms of density and height with current development surrounding the study area as well as greater compatibility between districts within the study area.

Compared to the Proposed Alternative, Planning Commission Recommendations include reductions in the permitted building heights (but not number of stories) in the Downtown Core and Downtown Neighborhood districts and remaining areas of the SR 522 Corridor and General Downtown Corridor districts. See Table 2-6 below.

Table 2-6. Maximum Height Comparison—Proposed Alternative and Planning Commission Recommendations

District	Proposed Alternative	Planning Commission Recommendations
Downtown Core	6 floors and 76 feet	6 floors and 65 feet
Downtown Neighborhood	5 floors and 65 feet	5 floors and 55 feet
Downtown Transition	4 floors and 54 feet	eliminated
SR 522 Corridor	4 floors and 54 feet	4 floors and 45 feet
General Downtown Corridor	4 floors and 54 feet	4 floors and 45 feet
Sunrise/Valley View Neighborhood	30 feet	30 feet

Similar to the Proposed Alternative, Planning Commission Recommendations promote new districts including the Downtown Core, Downtown Neighborhood, and General Downtown Corridor among others. The Planning Commission Recommendations eliminate the Downtown Transition district, retaining the current zoning designations around the periphery of the study area (e.g., R-2,800, R-2,800/OP, R-2,800/OP/NB, R-2800/OP/CB/MVSO, R-5,400d/OP/NB, and R-AC/OP/NB). Other boundary differences include different extents for the Downtown Core (less extensive on SR 527 north of 185th Street) and Downtown Neighborhood (more extensive on SR 527 north of 185th Street, and along Beardslee Boulevard). The SR 522 Corridor and General Downtown Corridor districts are also less extensive than under the Proposed Alternative by the retention of some current districts. The extended Downtown Neighborhood district is intended in part to compensate somewhat for these reductions in allowed density due to retaining peripheral districts and reducing the Downtown Core district (Table 2-7 and Figure 2-10).



- Legend**
- () Downtown Bothell Study Area
 - ▭ Bothell City Limits
 - ▭ Buildings
 - Opportunity Sites**
 - ▭ Short-term Opportunity Site
 - ▭ Long-term Opportunity Site
 - ▭ Continued Expansion of Campus through year 2020
 - ▭ Opportunity for change subject to SR 522 realignment: if realignment occurs, entire area would be subject to redevelopment (long-term timetable anticipated).

Source: City of Bothell 2006

Figure 2-9. Opportunity Sites
 Downtown Bothell Planned Action EIS
 April 2009

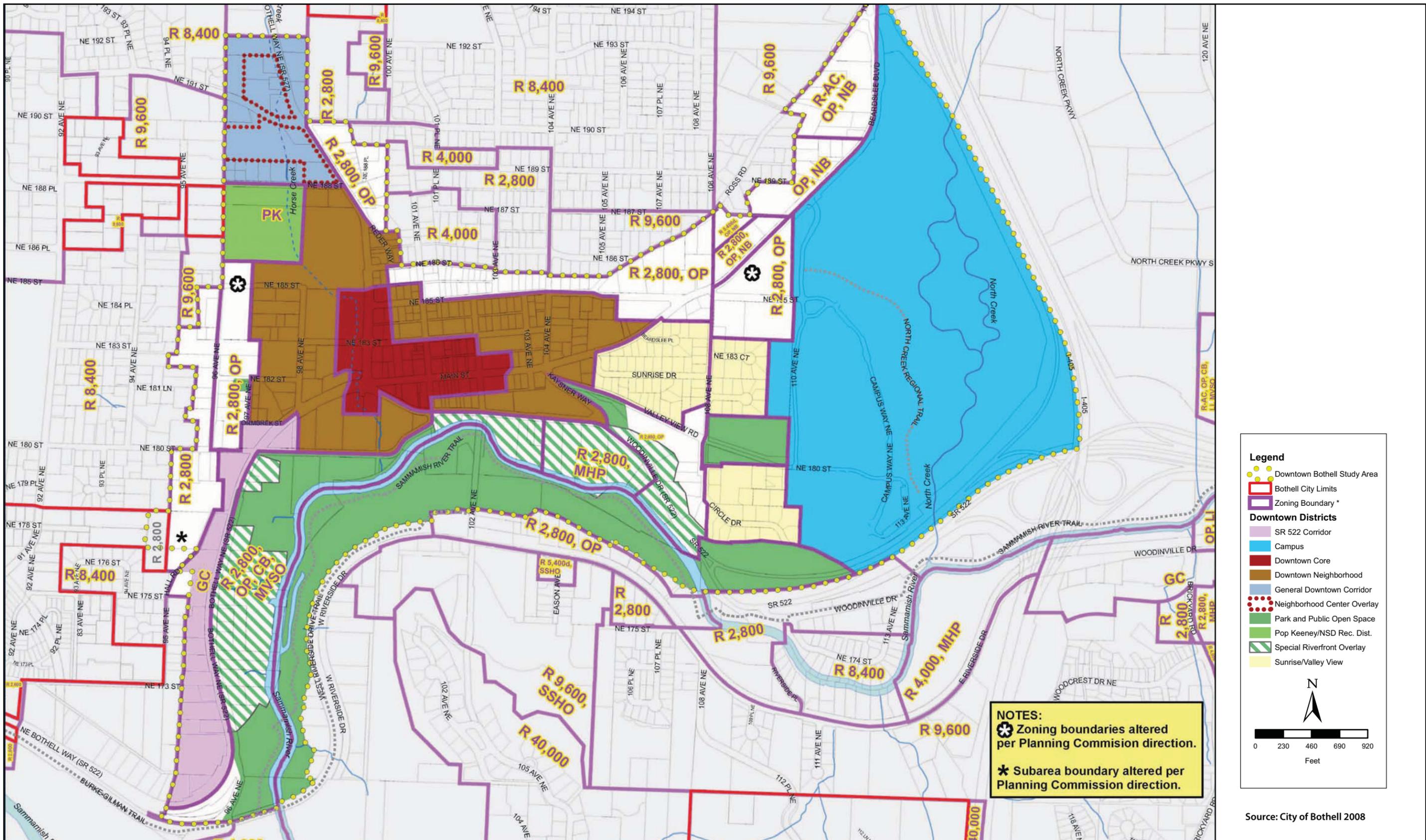


Figure 2-10. Planning Commission Recommended Zoning Downtown Bothell Planned Action EIS April 2009

Table 2-7. Districts Comparison—Proposed Alternative and Planning Commission Recommendations

Proposed Alternative Districts	Planning Commission Recommendations
Downtown Core	Downtown Core with alternative boundaries
Downtown Neighborhood	Downtown Neighborhood with alternative boundaries
Downtown Transition	R-2800,R-2,800/OP
SR 522 Corridor	SR 522 Corridor, R-2800/OP/CB/MVSO
General Downtown Corridor	General Downtown Corridor and ,R-2,800/OP, R-2,800/OP/NB, R-5,400d/OP/NB, and R-AC/OP/NB
Sunrise/Valley View Neighborhood	Sunrise/Valley View Neighborhood with alternative boundaries
Campus	Campus
Park and Public Open Space	Park and Public Open Space, Pop Keeney/NSD Recreation
Special Riverfront Overlay	Special Riverfront Overlay
Neighborhood Center Overlay	Neighborhood Center Overlay
Mobile Home Park Overlay	R-2800, MHP

The Planning Commission Recommendations continue to recognize the Planned Unit Development as guiding development on the UWB/CCC campus. Planning Commission Recommendations provide additional direction on the Park and Public Open Space district that would recognize passive parks and active recreation areas such as Pop Keeney Stadium. The regulations provide for standard (35 feet or same as current buildings, whichever is taller) and special transitional building heights and architectural regulations for a consistent and compatible development form recognizing surrounding residential development.

The Planning Commission Recommendations support the use of a Planned Action Ordinance for the study area. They also include similar capital improvements as the Proposed Alternative with encouragement of public parking in particular.

The EIS addresses the Planning Commission Recommendations qualitatively, comparing them to the No Action Alternative and Proposed Alternative in terms of Land Use Patterns/Plans and Policies and Aesthetics (Draft EIS Sections 3.3 and 3.4). For other topics, Natural Environment, Air Quality, Transportation, Noise, Cultural Resources, Public Services, and Utilities, the potential impacts of the Planning Commission Recommendations are in the range of the primary alternative and more similar to the Proposed Alternative, and as such are not further addressed in this document.

2.3.5. Proposed Alternative Modifications

In response to the Planning Commission Recommendations and additional public comments, Proposed Alternative Modifications have been developed. Proposed Alternative Modifications have been developed based on City Council direction and deliberations at meetings held through March 2009. These changes are intended to better protect the scale and character of neighborhoods on the periphery of the study area by retaining existing zoning in certain locations and modifying the extents of the districts (see Table 2-2 and Figure 2-11). The Proposed Alternative Modifications also address compatibility within the study area, particularly adjacent to residential zones. They would continue a form-based zone approach while providing for improved transitional height and setback requirements, maximum building length limits, more specific landscape requirements for buffering high-intensity development from housing, and reducing maximum height limits in the Downtown Core, Downtown Neighborhood, Downtown Transition, SR 522 Corridor, and General Downtown Corridor districts. Height adjustments are also made in the Riverfront Overlay, and a height limit exception is added for theaters in anchor developments west of SR 527. In addition, the revisions would disallow street connections to 188th Street to reduce the potential for cut-through traffic. Finally, a particular site has been selected for the City Hall/Dawson Replacement project: rebuild City Hall at its present location and create a civic campus with the existing police and municipal court buildings and provide an anchor in close vicinity to Main Street. The Beta Bothell site, which was under consideration as a location for the new City Hall, would instead be designated as part of the Park and Public Open Space district with a special Park at Bothell Landing overlay.

As of the issuance of the Final EIS, none of the Proposed Alternative Modifications have been formally approved by the City Council. Since the modifications are based on City Council direction at several meetings and deliberations, the modifications have been described and analyzed in this Final EIS. Table 2-8 describes the Proposed Alternative Modifications as they apply to development standards, by district.

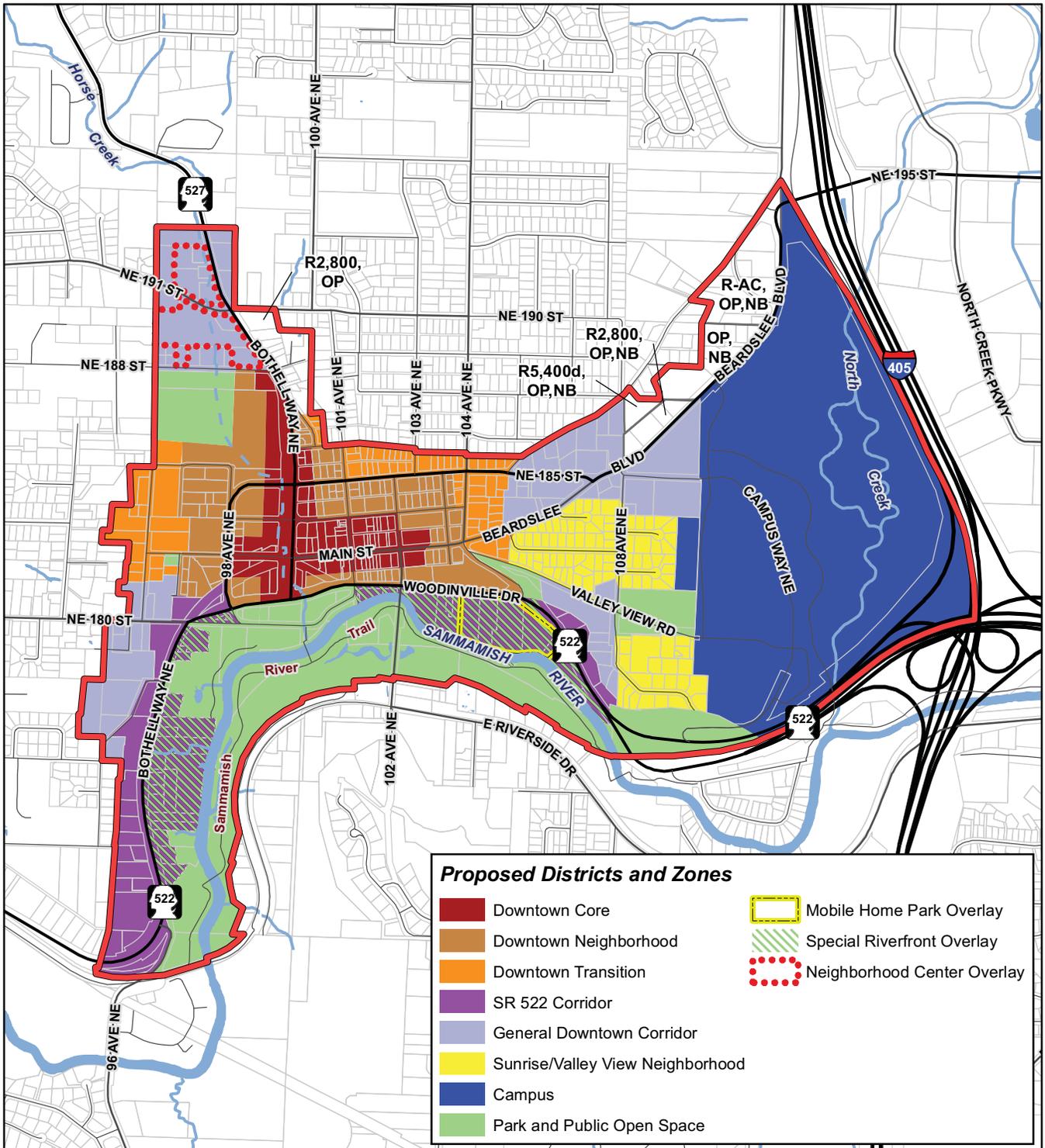
Table 2-8. Proposed Alternative Modifications—Development Standards

Feature	Downtown Core	Downtown Neighborhood	Downtown Transition	General Downtown Corridor	SR 522 Corridor	Sunrise Valley View
Uses: Corner Store Retail			Changed to not permitted			
Maximum height limits	Reduced from 76 to 65 feet; 6 floors retained.		Reduced from 54 feet to 45 feet; 3 or 4 floors retained, depending on proximity to single-family zoning.			

Feature	Downtown Core	Downtown Neighborhood	Downtown Transition	General Downtown Corridor	SR 522 Corridor	Sunrise Valley View
Height Limit Exception for Theaters in Anchor Developments	Allowed west of SR 527 with 40-foot upper setback	Allowed west of SR 527 with 40-foot upper setback	N/A	N/A	N/A	N/A
Special height regulations: 3 floor height limit abutting or across street from residential zoning	N/A		Required; 4th floor allowed up to 45 feet with 65-foot upper setback.			
Side yard setback: no living space windows		Reduced to 0 feet				
Special setback regulations on properties abutting residential-only zones	N/A		Increased to 25 feet			
New maximum building length limits added for: <ul style="list-style-type: none"> ▪ corner ▪ mid-block 		120 feet 80 feet	100 feet 80 feet			
Landscape requirements: require the same buffers adjacent to housing as in the current zoning.	Permitted	Permitted	Permitted	Required	Required	Required
Street regulations: Prohibit street connections (but not driveways) to NE 188th Street	Prohibited	Prohibited	Prohibited	Prohibited	N/A	N/A
City Hall site selection	Present City Hall site		N/A	N/A	N/A	N/A

2.3.6. Other Future Alternatives

The City Council will consider Planning Commission Recommendations, Proposed Alternative Modifications, and may select options in the range of the “bookends” of the two primary alternatives. The City Council will consider and decide on City actions and certain capital projects. As described under the Proposed Alternative Modifications, the City Council has selected the present City Hall location for City Hall expansion.



Source: City of Bothell (2008)

- Study Area
- Parcel
- Water Feature
- Piped Stream

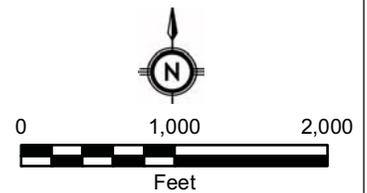


Figure 2-11. Proposed Alternative Modifications Districts
Downtown Bothell Planned Action EIS

April 2009

Other future decisions that will have an impact on downtown revitalization include the decision on whether and where to build a new aquatics center, and what type of transit facilities to incorporate into downtown redevelopment and where to locate them. The Proposed Alternative and the Proposed Alternative Modifications include placeholders for these facilities.

2.3.7. Alternatives Eliminated From Consideration

In the visioning phase of the proposed *Downtown Subarea Plan and Regulations*, a number of concepts were considered, including some that were analyzed and eliminated. Some of the main alternative concepts discussed are listed below.

In 2003, a number of alternative configurations for realigning SR 522 were studied. The preferred concept analyzed in this EIS, was the product of considerable discussion and feasibility and need analysis. A number of factors, including traffic projections, led its prioritization; it is currently fully funded.

Likewise, a number of alternative treatments for SR 527 were discussed and analyzed, including a more traditional treatment and various couplet alignments. The latter options all produced significant challenges. The traditional roadway treatment did not capitalize on the opportunity to create a signature streetscape that would link the new redevelopment opportunity on the NSD site to the traditional downtown on Main Street.

Early discussions about redevelopment of the NSD site included options for more intensive commercial development. Two factors led to eliminating these from further consideration. First, economic projections indicated that there were limits to the amount of commercial development that Downtown Bothell could support. Second, there was strong support for building on the existing Main Street retail core, and concern that too much retail development on the NSD site could be detrimental to Main Street business vitality.

Discussions early on considered the possibility of relocating City Hall outside of downtown. Feedback from citizens and consultants indicated a strong preference and compelling reasons for keeping City Hall downtown, and the alternate locations have been limited to three sites in the civic core. As described under the Proposed Alternative Modifications, the City Council has selected the present City Hall location for City Hall expansion.

2.3.8. Benefits and Disadvantages of Delaying the Proposed Alternative

The Proposed Alternative, Planning Commission Recommendations, and the Proposed Alternative Modifications include the adoption of the *Downtown Subarea Plan and Regulations* and the Planned Action Ordinance. Delaying its

implementation would delay the associated potential impacts identified in this EIS, including intensification of growth downtown that would alter current land use; changes in building heights; some traffic and temporary construction impacts, although most of the proposed transportation projects will proceed under both alternatives; noise due to re-routing of buses; and other effects described in Chapter 3. It would also delay development of downtown and reduce the likelihood that downtown would develop in a manner consistent with the downtown vision and eliminate the opportunity for new development and associated review processes to benefit from the analysis developed through this Planned Action process.

2.4. Environmental Review

The purpose of environmental review is to provide decision makers and citizens with information about the potential environmental consequences of proposed actions, such as plans, policies, regulations, and permits. SEPA requires that governments consider environmental effects of proposals before taking an action. An EIS provides the greatest amount of information about potential environmental impacts and offers mitigation measures to reduce these impacts. This EIS for the *Downtown Subarea Plan and Regulations* and the Planned Action Ordinance is intended to support the decision-making process.

Additional information about the environmental review process is described in Section 2.4 of the Draft EIS.

Chapter 3. Clarifications or Corrections to Draft EIS Information

This chapter includes Draft Environmental Impact Statement (Draft EIS) clarifications or corrections based on responses to comments presented in Chapter 4 of this Final Environmental Impact Statement (Final EIS) or based on City of Bothell (City) or consultant review of the Draft EIS information. The clarifications or corrections are organized in the same order as the Draft EIS sections and by page numbers. The sources of the clarifications or corrections are noted for each amendment. The clarifications or corrections do not change the relative impacts of the EIS alternatives or the overall EIS conclusions.

3.1. Draft EIS Chapter 1

Where appropriate, changes made to other chapters or subsections identified below are shown in track changes in Chapter 1, “Environmental Summary,” Table 1-1.

3.2. Draft EIS Chapter 2

Amend page 2-8, Comprehensive Plan, as follows (City proposed clarification):

In order to better accommodate forecast growth in a manner consistent with the downtown vision, the Proposed Alternative includes amendments to the City’s current Comprehensive Plan. The Proposed Alternative would revise the 2004 Land Use Element with new land use designations described more fully below. Policies that anticipate a “master plan” would be revised to reflect the new plan adoption (e.g., Economic Element Actions A4 and A24). The Downtown/190th/Riverfront Subarea Plan would be replaced with the

proposed *Downtown Subarea Plan*, and the adjacent subarea plan boundaries for North Creek/195th, Maywood/Beckstrom Hill, and Waynita/Simonds/Norway Hill would be amended to reflect the boundaries identified in the *Downtown Subarea Plan*. As described in Draft EIS Section 3.3, “Land Use Patterns/Plans and Policies,” further amendments may be appropriate.

Amend page 2-20, “Capital Improvements,” first and third bullets of the page, as follows (City proposed clarification and Response to NSD-1, respectively):

- **Purchase of NSD Property for Public Amenities/Facilities.** The NSD Board ~~has announced plans to surplus~~ 18 acres downtown, which provides space for an envisioned private mixed-use development and new public gathering spaces and facilities. The City has ~~entered into a Memorandum of Understanding with NSD related to a purchase~~ of the site. The City would use a portion of the property for public use and surplus the remaining land for private development.
- **Pop Keeney Stadium.** NSD plans to retain Pop Keeney Stadium and improve its seating and support facilities to create a unique and dynamic downtown opportunity. The facility has the potential to bring many more year-round recreational uses to downtown, while still supporting numerous sports and physical education programs. NSD is currently in a master planning process for the facility, and is reviewing options for upgrading the facility while maintaining the 4,500-seat capacity and the standard of parking for 500 vehicles.

Amend page 2-20, “Capital Improvements,” by adding a paragraph below the fifth bullet (consultant proposed clarification):

The No Action Alternative includes the City Council-approved roadway in the Bothell Gateway project vicinity in the northeast portion of the study area. This was addressed in the Westridge-Bothell Gateway Center, Determination of Non-Significance, issued May 24, 2006.

Amend page 2-21, “Capital Improvements,” fourth and sixth bullets of the page, as follows (City proposed clarifications):

- **NE 185th Street Downtown Transit Facilities and Park-and-Ride Facility.** ~~It is expected that renewed applications for Some funding from Sound Transit is available~~ for transit facilities on NE 185th Street or elsewhere in the study area ~~will be made~~ during the planning period. This center could include one or more new park-and-ride facilities with capacity for up to 250 to 300 parking spaces. This Draft EIS assumes that this project would be located on NE 185th Street.
- **Public Parking.** Additional public parking lots or garages may be warranted if a downtown cash-in-lieu-of-parking program is implemented. Such garages may be built in conjunction with civic projects such as a new City Hall or with other partners, such as NSD for

shared use with Pop Keeney Stadium, or King County Metro in conjunction with redevelopment of the Kaysner Park-and-Ride (see above).

Amend Figure 2-4 to include a detailed view of the SR 522 realignment and other roadway changes in progress (UWB/CCC South Access and Beardslee/112th/Ross Road/195th changes). For a complete description of the SR 522 realignment, see Final EIS Chapter 2, “Description of the Alternatives.”

Amend page 2-26, Location of Growth to read as follows:

Future growth under each alternative would likely be located on ~~vacant and redevelopable lands~~buildable lands, determined through GMA requirements to identify future capacity for growth. Figure 2-8 provides a map identifying buildable lands, including vacant and redevelopable parcels. Vacant lands have no buildings or very minimal improvements to the property. Redevelopable properties have a greater land value than building value. Figure 2-9, created as part of the *Downtown Subarea Plan and Regulations*, identifies opportunity sites for new development. Growth may occur on other properties in the study area, but is more likely on these buildable lands or opportunity sites.

Amend page 2-28 to complete the introduction prior to Table 2-6 as follows (consultant proposed clarification):

Compared to the Proposed Alternative, Planning Commission Recommendations include reductions in the permitted building heights (but not number of stories) in the Downtown Core, Downtown Neighborhood, and remaining areas of the SR 522 Corridor and General Downtown Corridor districts. See Table 2-6 below.

Amend page 2-31 by adding a paragraph describing Planning Commission proposed campus and parks regulations as follows (consultant proposed clarification):

The Planning Commission Recommendations continue to recognize the Planned Unit Development as guiding development on the UWB/CCC campus. Planning Commission Recommendations provide additional direction on the Park and Public Open Space district that would recognize passive parks and active recreation areas such as Pop Keeney Stadium. The regulations provide for standard (35 feet or same as current buildings, whichever is taller) and special transitional building heights and architectural regulations for a consistent and compatible development form recognizing surrounding residential development.

Amend Section 2.4.2, Prior Environmental Review, page 2-35 to add a fourth bullet (consultant proposed clarification; also reflected in Final EIS Fact Sheet):

Prior environmental review was conducted for the City’s Comprehensive Plan and subsequent amendments, including the following EISs environmental documents.

- Westridge-Bothell Gateway Center, Determination of Non-Significance. Issued May 24, 2006.

3.3. Draft EIS Chapter 3

3.3.1. Natural Environment

Amend page 3.1-12, paragraph below Table 3.1-1, as follows (consultant proposed clarification):

Both the Sammamish River and North Creek are categorized as core salmonid migration and rearing habitat for aquatic life use (WAC 173-201A-602). For such habitat, Ecology has set a water quality criterion that the average daily maximum temperature for any 7-day period may not exceed 60.8 °F. Although there are currently no TMDLs for the Sammamish River, a variety of authorities have identified high summer water temperatures as a significant concern in the Sammamish River. Temperatures as high as 80°F have been measured in late July (City of Bothell 2004b), exceeding the lethal temperature limit for all salmon species (McCullough 1999).

Amend page 3.1-14, “Wetlands,” below the sixth bullet, as follows (Response to Mukleshoot-3):

As shown in Figure 3.1-5, the inventory of known wetlands in the study area consists of:

- a large wetland complex along North Creek;
- a wetland complex along the Sammamish River, with components on the north side of the river in Bothell Landing Park and on the south side of the river in Sammamish River Park; and
- a small wetland west of Bothell Way at the base of Westhill.

These wetlands are further discussed below. If other wetlands are present in the study area, they have not yet been inventoried. Due to the small size of the study area, it is unlikely that any Category I or Category II wetlands remain uninventoried. Wetland habitat is largely found on publicly owned open space and parks.

Amend page 3.1-17, “Vegetation,” last paragraph, as follows (Response to Mukleshoot-3):

Riparian vegetation grows near streams and rivers; it is largely found on publicly owned open space and parks. The City's CAO has established buffer widths on streams that are intended to protect riparian functions; the buffer widths were established on the basis of a Best Available Science review that considered riparian areas that currently exist in Bothell (Steward and Associates 2005).

Amend page 3.1-18, “Wildlife,” as follows (Response to Larsen 2-9):

The vegetation types described above support a variety of wildlife species within the study area. These include many bird, mammal, amphibian, and fish species common in the Puget Sound region. Due to the highly urbanized nature of the study area, mammal species are likely to primarily include species tolerant of human activity such as opossums, Pacific moles, big brown bats, beavers, Norway rats, eastern gray squirrels, deer mice, eastern cottontail rabbits, feral cats, river otters, muskrats, raccoons, striped skunks, and ~~perhaps~~ coyotes. ...

Amend page 3.1-27, “Water Resources,” fourth full paragraph, as follows (Response to NSD-3):

Public Facilities. The City is proposing to clean up the NSD repair facility site, a portion of which was used as Bothell High School’s auto shop. The site is listed on the CSCSL (Site ID 95211555) for petroleum, metals, and polycyclic aromatic hydrocarbon contamination. It is undergoing independent remedial action under Ecology’s Voluntary Cleanup Program. NSD has been actively working with Ecology to provide information for ongoing monitoring activities. This cleanup action would benefit stormwater and groundwater quality in the NSD area.

Amend pages 3.1-32 and 33, “Other Mitigation Measures,” as follows for clarity (consultant proposed amendment):

Low Impact Development

Nearly all of the study area has already been developed, assuming that the remaining high amenity value parks, wetlands, and streams remain free of development. Developed portions of the study area have impervious surface area approaching 100%. Stormwater from most of this area is collected and conveyed, without treatment or detention, to the Sammamish River and its tributaries. Projected growth in the study area is unlikely to result in increased stormwater runoff volumes, but is likely to result in increased pollutant loading to a water quality-limited water body, the Sammamish River. Pollutant loadings can be decreased if stormwater runoff is reduced.

The Ecology stormwater manual (Washington State Department of Ecology 2005) provides flow-modeling guidance for applying~~allows~~ flow runoff credits ~~to be applied to approved hydrologic models~~ when LID techniques are ~~used~~utilized for stormwater runoff mitigation. The Ecology stormwater manual refers to the LID manual (Washington State Department of Ecology 2005; Puget Sound Action Team and Washington State University Pierce County Extension 2005) for detailed design guidance related to various LID techniques currently

available.—Flow runoff credits are used in the hydrologic model to better represent various LID techniques so that their benefit in reducing surface runoff can be estimated. Such technologies will be most effective in portions of the study area that have highly permeable soils and a relatively deep water table; these correspond to soil types 1, 2, 5, 6, 8, 10, 11, 12, and 13 described in Section 3.1.1 (Figure 3.1-4). In these areas, incident precipitation can readily be infiltrated to the water table, or taken up by any available plants. In other soil types, characterized by a seasonally high water table and/or relatively impermeable materials, LID technologies ~~would will require additional engineering considerations to capture and convey mitigated stormwater runoff. In some instances, conventional stormwater treatment and detention may be required due to special limitations, likely be less effective, and conventional stormwater detention and treatment would be proportionally more important in the effort to minimize runoff of toxic stormwater into streams and rivers.~~

~~Accordingly, T~~he City will encourage new development in the study area ~~to reduce stormwater runoff by to utilizing utilize~~ LID techniques described in ~~currently available~~the Ecology and LID manuals. Employing LID techniques is not a requirement in the current development regulations, but (Washington State Department of Ecology 2005; Puget Sound Action Team and Washington State University Pierce County Extension 2005). ~~F~~low reduction credits established provided in the Ecology stormwater manual for use in LID facilities will translate into smaller stormwater treatment and flow control facilities over those which use conventional methods. In certain cases, use of various LID techniques can result in the elimination of stormwater mitigation facilities entirely.

The LID measures would not apply to the Bothell Crossroads (SR 522) project or SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards. Considering the stormwater currently generated from these roadways, both projects would result in a beneficial impact on stormwater quality. Nonetheless, early plans for the SR 527 Multiway Boulevard project explore the use of raingardens in median areas to treat runoff.

Amend page 3.1-33, Stormwater Treatment, clarify mitigation measure to correct date, and to focus on the objective of treatment measures (consultant proposed amendment):

Currently, stormwater from most of the study area is collected and conveyed, without treatment or detention, to the Sammamish River and its tributaries. Stormwater collected from areas within 0.25 mile of the Sammamish River is moreover exempt from detention requirements. More than half of the study area is within 0.25 mile of the river. New development in the study area must comply with the stormwater provisions of the *1998 King County Surface Water Design Manual*. A considerable amount has been learned about stormwater since 1998, and better guidance is now available. Accordingly, the City will undertake the following actions and condition development accordingly in the study area:

- Comply with the NPDES Phase II Municipal Stormwater Permit for Western Washington (Ecology 2007). As part of this permit, the City will be developing an ordinance regarding controlling runoff from new development, redevelopment, and construction sites. This is required to be in place by August 16, 2009. The City is planning to adopt the Ecology stormwater manual (Washington State Department of Ecology 2005) in ~~mid-July~~ 2009. This will improve the effectiveness of stormwater quantity and quality controls in the study area.
- Prior to the adoption of ordinances in conformance with the NPDES Phase II permit described above, ~~apply interim stormwater standards within the study area,~~ allowing the City to condition development to provide known and reasonable post-construction stormwater treatment measures that ensure no net increase in loading of pollutants identified by the Washington State Department of Ecology as water quality limiting factors in the Sammamish River ~~compliant with the most current stormwater treatment manual provided by Ecology (Washington State Department of Ecology 2005) or an equivalent set of standards approved by the City~~ during the review of the required drainage plans (BMC Title 18) that must be submitted with each development permit.
- Support development of total maximum daily load (TMDL) plans for ~~the Sammamish River and~~ North Creek, and comply with TMDL provisions there and for the Sammamish River.
- Monitor dissolved copper concentrations in municipal stormwater discharges and use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations in those discharges.

The stormwater mitigation measures would not apply to the SR 522 (Bothell Crossroads) and SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards. The stormwater mitigation measures also would not apply to other roadway projects that may occur in the future, if these projects received WSDOT funding and would be subject to WSDOT regulatory standards for stormwater treatment.

3.3.2. Air Quality

Amend pages 3.2-1 and 3.2-2, Table 3.2-1, as follows (consultant proposed amendment):

Table 3.2.1. National and State of Washington Ambient Air Quality Standards

Pollutant	Federal		State
	Primary	Secondary	
Carbon Monoxide			
8-hour average ⁽¹⁾	9 ppm	No standard	9 ppm
1-hour average ⁽¹⁾	35 ppm	No standard	35 ppm
Ozone ⁽²⁾			
8-hour average ⁽³⁾	0.075 ppm	0.075 ppm	0.075 ppm
Total Suspended Particles ⁽⁴⁾⁽⁵⁾			
Annual average	No standard	No standard	60 µg/m ³
24-hour average ⁽¹⁾	No standard	No standard	150 µg/m ³
Particulate Matter - PM10			
24-hour average ⁽¹⁾	150 µg/m ⁵³	150 µg/m ⁵³	150 µg/m ⁵³
Particulate Matter - PM2.5			
Annual average	15 µg/m ³⁵	15 µg/m ⁵³	15 µg/m ³⁵
24-hour average ⁽¹⁾	35 µg/m ³⁵	35 µg/m ³⁵	35 µg/m ³⁵
Lead			
Quarterly average	1.5 µg/m ⁵³	1.5 µg/m ⁵³	1.5 µg/m ⁵³
Sulfur Dioxide			
Annual average	0.03 ppm	No standard	0.02 ppm
24-hour average ⁽¹⁾	0.14 ppm	No standard	0.10 ppm
3-hour average ⁽¹⁾	No standard	0.50 ppm	No standard
1-hour average ⁽⁵⁾	No standard	No standard	0.40 ppm
Nitrogen Dioxide			
Annual average	0.05 ppm	0.05 ppm	0.05 ppm

Notes:

Annual standards never to be exceeded. Short-term standards not to be exceeded more than once per year unless noted.

ppm = parts per million

PM10 = particles 10 microns or less in size

PM2.5 = particles 2.5 microns or less in size

µg/m³ = micrograms per cubic meter

⁽¹⁾ Not to be exceeded on more than 1 day per calendar year as determined under the conditions indicated in Chapter 173-475 WAC.

⁽²⁾ In March 2008, EPA lowered the federal standard for 8-hour ozone from 0.08 parts per million (ppm) to 0.075 ppm to better protect public health.

⁽³⁾ To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.075 ppm.

⁽⁴⁾ Until 1987, there were federal standards for TSP. In 1987, these were replaced with standards for PM10. In the 1990s, EPA also adopted standards for PM2.5.

⁽⁵⁾ 0.25 ppm not to be exceeded more than two times in 7 consecutive days.

Source: Chapter 173, Sections 470 to 475 Washington Administrative Code (WAC).

Amend page 3.2-16, second bullet, as follows (Response to PSE-3):

- **Energy.** These are emissions generated by space heating (by either natural gas or electricity sources) and electrical supply to the building during the building’s 58- to 62-year lifespan. The spreadsheet incorporates energy intensity factors specific to Washington State.

Amend page 3.2-21, footnote 2 as follows (Response to PSE-5):

²Indirect emissions include those generated offsite and for which the proponent does not have direct control over. Examples include emissions associated with purchased or acquired electricity or natural gas.

Add a footnote number 4, page 3.2-21, as part of Table 3.2-7, to reference a landscape planting guide, as follows (Response to PSE-4):

Comments	Emissions Category		
	Direct ¹	Indirect ²	Transportation ³
Site Design			
Plant trees and vegetation near structures to shade buildings ⁴	Reduces onsite fuel combustion emissions and purchased electricity plus enhances carbon sinks.	■	■

⁴ Trees and vegetation must avoid conflicts with underground and overhead electric and natural gas facilities (i.e., switches, transformers, vaults). A planting guide prepared by Puget Sound Energy is as follows: http://www.pse.com/SiteCollectionDocuments/safetyReliability/1225_energy_landscaping_WEB_2.pdf.

Table 3.2-7, page 3.2-21, clarify that all development can purchase energy efficient equipment and appliances, not just public agency development (City proposed clarification):

Comments	Emissions Category		
	Direct ¹	Indirect ²	Transportation ³
Building Design and Operations			
Purchase Energy Star equipment and appliances for public <u>agency use.</u>	Reduces onsite fuel combustion emissions and purchased electricity consumption	■	■

¹ Direct emissions include emissions generated onsite that the proponent of the action has direct control over.

² Indirect emissions include those generated offsite and for which the proponent does not have direct control over. Examples include emissions associated with purchased or acquired electricity

³ Transportation emissions can be either direct (i.e., within the control of the proponent) or indirect (i.e., outside of the proponent’s direct control).

3.3.3. Land Use Patterns/Plans and Policies

Amend page 3.3-6, “Redevelopment Opportunities,” third paragraph, (Response to NSD-5):

Bothell’s buildable lands methodology identifies redevelopable land in commercial, industrial, or mixed-use zones as having an improvement value to land value of less than 0.5, or of being an existing single-family use in a commercial or mixed-use zone. Using this methodology, the study area contains a large amount of redevelopable land west of SR 527 and north of SR 522. Among these redevelopment opportunities is the NSD site, which is approximately 26 acres. This site contains several facilities that NSD considers obsolete, including the old school administration building, the bus parking and maintenance facility, and the school buildings near Pop Keeney Stadium. The NSD site also contains a pool building, built by King County with Forward Thrust bond monies in the early 1970s. NSD granted a 40-year ground lease to the County with the option to potentially renew the lease. In approximately 2003, the County assigned the rights to the lease to the Northwest Center for the Retarded (NWC). Other redevelopment sites include the Safeway grocery store site at the intersection of SR 527 and ~~SR 522~~NE 183rd Street, and many smaller parcels of land located along SR 522 in the southwest portion of the study area. The entire block containing City Hall—between NE 183rd and NE 185th streets and between SR 527 and 101st Avenue NE—is considered a redevelopment opportunity, as well as the Bothell Park & Ride and other smaller parking lots located throughout downtown.

Amend page 3.3-49 to add a mitigation measure to ensure consistency with the Maywood/Beckstrom Hill subarea plan (City proposed clarification):

Maywood/Beckstrom Hill. Amend the Maywood/Beckstrom Hill subarea plan to include the entire R 4,000 zoned area along 101st Avenue NE north of NE 186th Street.

Amend page 3.3-50, after Planning Commission Recommendations, by adding a mitigation measure for all alternatives as follows (City proposed amendment):

All Alternatives

The City will require that Planned Action applicants demonstrate consistency with the Downtown Subarea Plan housing provisions, Comprehensive Plan housing policies, and the Housing Strategy Plan when adopted and implemented, particularly with respect to affordable housing. As well, applicants shall identify information and strategies regarding displacement of low or moderate income housing, if applicable.

Amend page 3.3-50, Section 3.3.4 as follows (consultant proposed clarification):

Both the Proposed Alternative and the Planning Commission Recommendation Alternative would result in greater intensity of land use and greater employment and housing in the study area than the No Action Alternative. However, the changes to land use patterns under all alternatives would generally conform to the City’s Comprehensive Plan direction for the “downtown activity center.” Changes to the study area, under the Proposed Alternative and Planning

Commission Recommendations, could have impacts on land use compatibility, but these impacts could be mitigated with implementation of the form-based code and other existing city codes that would be retained.

Some technical corrections or edits identified in Section 3.3 of the Draft EIS require synchronous amendments with the *Downtown Subarea Plan and Regulations* and others may be addressed~~Any identified conflicts with plans and policies would require amendments~~ in a future comprehensive plan docket cycle. With application of mitigation measures and amendments, there are no significant unavoidable adverse impacts on plans and policies.

3.3.4. Aesthetics

Amend page 3.4-31, “Other Potential Mitigation Measures,” to add a mitigation measure regarding undergrounding of utilities, as follows (Response to PSE-2):

As part of addressing utilities in the Downtown, the City could require that all new development pay for the undergrounding of its electrical service as a condition of development if the lines in the street are underground.

Amend page 3.4-31 to read as follows (City staff proposed clarification):

Green Roofs and Roof Gardens

Green roofs and roof gardens could be encouraged on all development in the study area through the use of incentives such as alternative stormwater requirements ~~or parking standards~~.

3.3.5. Transportation

Amend page 3.5-15, “Transit Service,” as follows (Response CT-1):

Three transit agencies—Sound Transit, King County Metro, and Community Transit—serve the study area (Figure 3.5-7). The major transit route, Main Street/Beardslee Boulevard to the UWB/CCC campus, carries 439 buses per day. Nearly 1,000 passengers get on or off these buses each weekday in the study area, including 330 boardings at the Kaysner Way Park-and-Ride stop and 256 at the UWB/CCC campus stop. ~~Nine~~ Eleven basic bus routes serve the study area 7 days a week.

- Two Sound Transit bus routes connect the study area to Everett, Woodinville, Bellevue, and Seattle.
- ~~Two~~ Four Community Transit bus routes connect the study area to Everett and Lynnwood.
- Five King County Metro bus routes connect the study area to Kirkland, Renton, the University District, and downtown Seattle.

NE Bothell Way, Woodinville Drive, and Campus Way are other key transit corridors. Bus stops in the study area are generally located along the major arterials.

Amend page 3.5-35, “Other Potential Mitigation Measures,” “Transit,” second bullet, as follows (Response to CT-7):

Coordinate with transit agencies to develop LOS standards that include the percentage of residents living within ~~a prescribed distance of proximity to~~ a transit route or park-and-ride lot and establishing the appropriate bus frequencies.

Amend page 3.5-35, “Other Potential Mitigation Measures,” “Parking,” as follows (City proposed clarification):

Develop a parking management plan for the study area based on studies currently underway. The plan should include monitoring of on-street parking, especially in residential areas adjacent to the study area; promoting shared parking; and managing the cash-in-lieu-of-parking program. If available parking supply is not adequate to meet the typical demand, additional regulations could be adopted and/or additional mitigation measures could be incorporated in the Planned Action Ordinance, including:

- implementing and adjusting hourly time restrictions,
- ~~shortening the hourly time restrictions,~~
- installing parking meters,
- restricting parking in residential neighborhoods through a permit system,
- modifying the BMC parking requirements, and
- constructing additional parking.

Amend page 3.5-36, “Significant Unavoidable Adverse Impacts,” to clarify the differences in the alternatives though retaining the overall conclusion as follows (consultant proposed clarification):

Implementation of either the Proposed Alternative or No Action Alternative would result in increased traffic in the study area with less increase in many locations in the Proposed Alternative compared to the No Action Alternative. The increased traffic with planned improvements can meet City concurrency standards for the study corridor (SR 522). Although the effects of additional vehicles on traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increase in traffic under either alternative (No Action Alternative or Proposed Alternative) is considered a significant unavoidable adverse impact.

3.3.6. Noise

Amend page 3.6-11, Bus Stop Noise Impacts mitigation measure as follows (consultant proposed clarification):

Buses decelerating, accelerating, and idling at bus stops will increase ambient noise and could impact existing and future homes immediately adjacent to these bus stops. Since the exact bus-stop locations have not been determined along NE 185th Street and 98th Avenue NE, the City could mitigate the impacts by avoiding bus stops being located near residential land uses. If bus stops have to be installed in front of existing homes, the City could mitigate the impacts by installing double-pane windows combined with new air conditioners at these homes.

3.3.7. Cultural Resources

Amend pages 3.7-7 and 3.7-8, “City of Bothell—Certified Local Government,” second and third paragraph of section, as follows (Response to Pierce-18 and Pierce-19):

In accordance with CLG requirements, the City adopted Title 22 Landmark Preservation of the municipal code, established a Landmark Preservation Board, and performed a comprehensive historic resources survey in 1988. These actions created the framework in which historic resources are identified and treated by the local jurisdiction. The 1988 survey inventoried sites and structures 50 years old or older for the purpose of identifying any with potential historic significance to the community. That survey was updated in 1992 to include annexed portions of the city and unincorporated areas added to the planning area. In 2001, the survey was updated again and additional sites entered in the inventory. The inventory is updated on a regular basis as needed, and is currently under review.

As of November 2008, 15 properties in Bothell have been placed on the Washington Heritage Register; ten properties have been listed on the NRHP; and nine properties have been placed on the local register. The total number of properties on the combined national, state, and local registers is 4918. Of these 4918, eight are located in the study area.

Amend page 3.7-9, “Bothell Register of Historic Landmarks,” second paragraph, as follows (Response to Pierce-20):

Any building, district, object, site, or structure that is more than 50 years old may be designated for inclusion in the Bothell Register, provided said. ~~Properties~~ must beare significantly associated with the history, architecture, archaeology, engineering, or cultural heritage of the community, and ~~must~~ also possess sufficient physical integrity.

Amend page 3.7-12, “Bothell Historic Resources Inventory,” first paragraph of section, as follows (Response to Pierce-21):

The City maintains an inventory of properties that have been previously identified as listed in or potentially eligible for listing on the NRHP, the Washington Heritage Register, or the Bothell Register of Historic Landmarks. This inventory is largely based on the 1988 citywide historic resources survey, described above under “City of Bothell—Certified Local Government.” which

inventoried sites and structures 50 years old or older for the purpose of identifying any of potential historic significance to the community. The inventory is updated on a regular basis as needed, and is currently under review.

Amend page 3.7-12, “Bothell Historic Resources Inventory,” second and fourth bullets of section, as follows (Response to Pierce-22):

- **Bothell’s First Schoolhouse (1885)**—at The Park at Bothell Landing. The one-room schoolhouse was originally located on Bothell’s Main Street. It was moved to the Park and restored in 1989. The schoolhouse is listed in the NRHP and the Washington Heritage Register.
- **Beckstrom Log Cabin (1884)**—at The Park at Bothell Landing. This log cabin was built by Andrew Beckstrom, a Swedish house painter, and his wife Augusta who were early residents of Bothell, arriving in 1883. The cabin was later relocated to the Park. It is listed in the ~~Washington Heritage Register and the~~ Bothell Register of Historic Landmarks.

Amend pages 3.7-16 and 3.7-22, Tables 3.7-3 – 3.7-7 to read as follows (Response to Pierce-17):

Table 3.7-3. Cultural Resources on “Buildable Lands”

Site # or Address	Site or Property Name	Build Date	APN
18504 BOTHELL WAY NE	<u>Office building</u>	1954	0970000055
17321 BOTHELL WAY NE	<u>Commercial</u>	1958	0726059080
10216 NE 183RD ST	<i>R. O. Gibbs Residence</i>	1920	0967000415
18305 101ST AVE NE	<u>City Hall (Public-City of Bothell)</u>	1939	0967000290
18417 103RD AVE NE	<i>L. E. Wissinger Residence</i>	1920	0967000395
18412 104TH AVE NE	1948 -House	1948	0826059178
10017 NE 185TH ST	<u>Office-City of Bothell</u>	1956	0967000265
10023 NE 185TH ST	<i>Renchy Residence</i>	1920	0967000270
10116 NE 185TH ST	<i>Odd Fellows Hall</i>	1910	9568800050
10120 NE 185TH ST	1920s -House	1920	9568800045
10212 NE 185TH ST	<i>M. H. Baker Residence</i>	1910	9568800010
10216 NE 185TH ST	<i>L. G. Stickney Residence</i>	1914	9568800005
10304 NE 185TH ST	<i>Arthur Dakers Residence</i>	1900	9567800030
10332 NE 185TH ST	1938 -House	1938	9567800010
10336 NE 185TH ST	1939 -House	1939	9567800005
10111 NE 186TH ST	1940s -House	1946	0970000075
10117 NE 186TH ST	<i>Bell D. Smith House</i>	1915	9568800055

Site # or Address	Site or Property Name	Build Date	APN
10139 NE 186TH ST	<i>Fred E. Campbell Residence</i>	1916	9568800075
10201 NE 186TH ST	1939 -House	1939	9568800085
10205 NE 186TH ST	<i>W. H. Baker Residence</i>	1915	9568800090
9900 NE 188TH PL	1900s -House	1900	1939800046
9910 NE 188TH PL	1910 -House (Bartlett)	1910	1939800047
17506 95TH AVE NE	<i>Frederick & Selma Melin Preeg Residence</i>	1925	0726059184
18204 98TH AVE NE	1947 -House	1947	2374200025
18212 98TH AVE NE	<u>House</u>	1955	2374200016
18226 98TH AVE NE	<i>Dorthea Erickson Barn</i>	1913	2374200005
18821 BEARDSLEE BLVD	<u>House</u>	1947	0526059095
17207 BOTHELL WAY NE	<u>Restaurant</u>	1916	0726059083
17321 BOTHELL WAY NE	<u>Commercial</u>	1958	0726059230
18004 BOTHELL WAY NE	<i>Marine National Company Building</i>	1914	9457200081
18030 BOTHELL WAY NE	<u>Retail trade</u>	1947	9457200050
18033 BOTHELL WAY NE	<i>Hamilton G. Dawson Residence</i>	1924	0726059371
18107 BOTHELL WAY NE	<u>House</u>	1937	0726059120
18218 BOTHELL WAY NE	<u>Restaurant</u>	1955	0726059109
18221 BOTHELL WAY NE	<u>Safeway store</u>	1962	02374200030
18322 BOTHELL WAY NE	<u>Medical building</u>	1954	0726059191
18524 BOTHELL WAY NE	<i>Archie Elliott Home</i>	1937	0970000005
18603 BOTHELL WAY NE	<i>Anderson School</i>	1931	0626059052
18728 BOTHELL WAY NE	<i>H. J. Mohn Home</i>	1924	0626059075
18806 BOTHELL WAY NE	1924 -House (Scholner)	1924	1939800005
18812 BOTHELL WAY NE	<i>Hollingsworth Residence</i>	1935	1939800006
18818 BOTHELL WAY NE	<u>House</u>	1932	1939800007
18824 BOTHELL WAY NE	<i>L. Gates Residence</i>	1924	1939800010
18832 BOTHELL WAY NE	<i>Crawford House</i>	1928	1939800020
9506 NE BOTHELL WAY	<u>House</u>	1935	6157900075
9607 DAWSON ST	<u>House</u>	1940	1924800005
17707 HALL RD	<i>Oscar Carr/William Hall Residence</i>	1900	0726059211
10010 MAIN ST	<u>Retail trade</u>	1949	0826059040
10303 MAIN ST	<i>Charles O. Wilson</i>	1920	0967000500

Site # or Address	Site or Property Name	Build Date	APN
	<i>Residence</i>		
10419 PINE ST	<u>House</u>	1934	0826059018
18624 REDER WAY	<i>E. H. Hartsook Residence</i>	1927	0970000125
10515 ROSS RD		2005	0526059074

Table 3.7-4. Cultural Resources along the Main Street Extension Project Corridor

Address	Site or Property Name	Build Date	APN
18221 Bothell Way NE	Safeway	1962	2374200030
18204 98th Ave NE	1947 House	1947	2374200025
18212 98th Ave NE	<u>House</u>	1955	2374200016

Table 3.7-5. Cultural Resources along the SR 522 Wayne Curve and East of Wayne Curve Project Corridor

Site # or Address	Site or Property Name	Build Date	APN
At intersection of Juanita Drive and SR 522 at the Wayne Curve	Bothell–Lake Forest Park Highway	1913	n/a
9506 NE Bothell Way	<u>House</u>	1935	6157900075
17027 Bothell Way NE	<u>Restaurant/Lounge</u>	1916	0726059083
17321 Bothell Way NE	<u>Commercial</u>	1958	0726059230
17321 Bothell Way NE		n.d.	0726059080
17909 Bothell Way NE	<u>Auto sales</u>	1966	0726059091
17910 Bothell Way NE	<i>Avon Movie Theatre</i>	1947	0726059096

Table 3.7-6. Cultural Resources along the Beardslee Boulevard Widening Project Corridor

Site # or Address	Site or Property Name	Build Date	APN
18821 Beardslee Blvd	<u>House</u>	1947	0526059095
		n.d.	0526059084
18225 NE Campus Pkwy	UW – Bothell Campus	Various	0526059057

Table 3.7-7. Cultural Resources along the Non-Motorized Improvements Project Corridor

Site # or Address	Site or Property Name	Build Date	APN
10336 NE 185th St	<u>House</u>	1939	9567800005
18421 104th Ave NE	<u>House</u>	1939	0967000435
18415 104th Ave NE	<u>House</u>	1949	0967000436
18412 104th Ave NE	<u>House</u>	1948	0826059178
18404 104th Ave NE	<u>Office building – Donald Floyd (Beardslee) Residence</u>	1918	0826059165
18214 104th Ave NE	<u>House</u>	1942	0826059214
10303 Main St	<u>Convenience store - Charles O. Wilson Residence</u>	1920	0967000500
10714 Valley View Rd	<u>House</u>	1924	0826059244
		n.d.	0826059024
Northeast and southeast corners of intersection of 108th Ave NE and NE 180th St	<i>Bothell Pioneer Cemetery</i>	1889	0826059133
18225 NE Campus Pkwy	<u>UW—Bothell Campus — Dr. Reuben Chase House</u>	Various	0526059057

Amend page 3.7-23, Table 3.7-9 to read as follows (Response to Pierce-17):

Table 3.7-9. Cultural Resources in the Vicinity of City Hall/Dawson Alternative Sites

Address	Site or Property Name	Build Date	APN
18030 Bothell Way NE	n/a <u>Retail trade</u>	1947	9457200050
18603 Bothell Way NE	<i>W.A. Anderson School</i>	1931	0626059052
18305 101st Ave NE	n/a <u>City Hall (Public-City of Bothell)</u>	1939	0967000290
9929 NE 180th St	Park at Bothell Landing	Various	9457200093

Amend page 3.7-28, Table 3.7-11 to read as follows (Response to Pierce-17):

Table 3.7-11. Cultural Resources in the Vicinity of the NE 185th Street Improvements

Address	Site or Property Name	Build Date	APN
18504 Bothell Way NE	<u>Office building</u>	1954	0726059180
40140 NE 185th St		n.d.	0970000055
18322 Bothell Way NE	<u>Medical building</u>	1954	0726059191
10017 NE 185th St	<u>House-City of Bothell</u>	1956	0967000265
10023 NE 185th St	<i>Renchy Residence</i>	1920	0967000270
18500 101st Ave NE	<u>Medical/Dental office</u>	1954	0970000035
10116 NE 185th St	<i>Odd Fellows Hall</i>	1910	9568800050
10120 NE 185th St	4920s -House	c1920	9568800045
10202 NE 185th St	<i>Hagen Residence</i>	1924	9568800015
10212 NE 185th St	<i>M. H. Baker Residence</i>	1912	9568800010
10216 NE 185th St	<i>L. G. Stickney Residence</i>	1914	9568800005
10304 NE 185th St	<i>Arthur Dakers Residence</i>	1900	9567800030
10309 NE 185th St	<u>Office building</u>	1912	0967000385
10313 NE 185th St	<i>Rachel Keener Residence</i>	1931	0967000390
18417 103rd Ave NE	<i>L. E. Wissinger Residence</i>	1920	0967000395
10332 NE 185th St	4938 -House	1938	9567800010
10336 NE 185th St	4939 -House	1939	9567800005
18421 104th Ave NE	4939 -House	1939	0967000435
10419 Pine St	<u>House</u>	1934	0826059018
40515 Ross Rd		2005	0526059074

Amend page 3.7-28 last mitigation measure paragraph since design guidelines already are part of the Proposed Alternative, as follows (City staff proposed clarification):

Non-site-specific mitigation could involve finding other opportunities in the community for mitigation measures that are not specific to the affected site(s). Some of the options for non-site-specific mitigation include developing an educational program, interpretive displays, ~~design guidelines that focus on compatible materials,~~ and professional publications.

Amend Appendix H as shown in this Final EIS to show current and historic building names, where available (Response to Pierce-17).

3.3.8. Public Services

Amend page 3.8-17, first full paragraph, as follows (Response to NSD-6):

The Proposed Alternative also has the potential to shift demand between schools due to the greater population density expected in the study area. For example, NSD is currently targeting Fernwood Elementary and Canyon Creek Elementary for growth-related construction projects. Under the Proposed Alternative, however, the more rapid growth of the study area could possibly shift demand from these and other schools to those directly serving downtown. Depending on how rapidly redevelopment occurs in the area, these schools may find themselves above capacity sooner than currently projected. The higher demand could potentially shift students and increase pressure on schools not identified currently in the NSD Capital Facilities Plan.

Amend page 3.8-17 to add a mitigation measure to “Applicable Regulations and Commitments” (consultant proposed amendment):

City Hall

The Bothell City Hall Site Evaluation Study (Rice Fergus Miller 2008) documents possible city hall sites and concept plans, including the site selected by the City Council for detailed planning (expansion or reconstruction at the present city hall site).

Amend page 3.8-19, “Other Potential Mitigation Measures,” under “Schools,” as follows (Response to NSD-6):

Schools

As NSD grows, residential development will create additional pressure on particular schools, though overall projections predict short-term declines. To meet the needs arising from that growth, NSD has the option of moving relocatable classrooms, making boundary changes for school attendance, engaging in new construction, and modernizing its facilities. NSD is currently taking many of these steps.

NSD ~~also has the option of collecting~~ may collect impact fees under Washington State’s Growth Management Act with an enabling City ordinance for growth-related capital projects, and may consider voluntary mitigation fees paid pursuant to the State Environmental Policy Act (in areas outside of the planned action) as well as a school bond or the option of securing state funding. If capacity expansion is required, this could be addressed in a 2014 bond. Coordination between the City and NSD is necessary.

3.3.9. Utilities

Amend page 3.9-1, first paragraph, as follows (Response to PSE-6):

This section addresses the impacts of the alternatives on utilities available in the study area, including water, wastewater, and solid waste. As stated in the project’s State Environmental Policy Act (SEPA) checklist (Appendix C), the following utilities have minimal potential for impacts and are not addressed in

this chapter: power, natural gas, and telecommunications; the SEPA Checklist results and recommended mitigation measures, including notification of service providers as appropriate, are incorporated by reference. Surface water impacts are discussed in Section 3.1, “Natural Environment.”

3.4. Draft EIS Appendix I—Water System Environmental Impact

Replace Figures 4 and 5 in Appendix I as shown in Final EIS Appendix I (consultant proposed clarification). The figures provide additional detail, but do not change the analysis or conclusions.

Chapter 4. Comments and Responses

Chapter 4 of this Final Environmental Impact Statement (Final EIS) contains public comments provided during the comment period on the Draft Environmental Impact Statement (Draft EIS) for the City of Bothell (City) Downtown Subarea Plan and Regulations Planned Action and responses to those comments. The State Environmental Policy Act (SEPA) requires a 30-day comment period. The comment period extended from December 22, 2008, to January 21, 2009, and was extended to allow additional public input to January 30, 2009, for a total 39-day period. Comments specifically directed to the Draft EIS are addressed. In addition, for a complete record of comments on various downtown proposals during the Draft EIS comment period, comments on the *Downtown Subarea Plan and Regulations* (written and public hearing) and City Hall (public hearing) are also presented.

Section 4.1 provides a list of public comments; Section 4.2 provides responses to comments followed by the comment letters. A summary of public meeting comments is also provided.

4.1. Public Comments

Twenty-five comment letters were received during the public comment period: five from government agencies and 22 from citizens or citizen interest groups. In addition, public comments from the City Council hearings on January 6 and 27, 2009, are provided. Table 4-1 contains a list of the public comments received.

Table 4-1. Public Comments Received During the Comment Period

Letter Number	Date of Comment	Author
Draft EIS Comments		
1	1/21/09	Brent Russell – Community Transit
2	1/16/09	Bill Trimm, AICP – City of Mill Creek
3	1/21/09	Karen Walter – Muckleshoot Indian Tribe Fisheries Division
4	1/29/09	Laura Brent, AICP – On behalf of Northshore School District
5	1/30/09	Angela Wingate – Puget Sound Energy
6	1/30/09	Ann Aagaard
7	1/30/09	David Cox
8	1/30/09	Mary Farley
9	1/29/09	Jeff Guinn
10	1/27/09	Sarah Larsen
11	1/28/09	Sarah Larsen
12	1/30/09	Andrea Perry
13	1/26/09	Pat Pierce
14	1/28/09	Walter Wojcik
Downtown Subarea Plan and Regulations Comments		
15	1/27/09	Ann Aumann
16	1/29/09	Ann Aumann
17	1/27/09	Gina Blum
18	1/28/09	Lillian Bradburn
19	1/26/09	Leona Brandes and Garry Smith
20	1/27/09	Jeanette Clark
21	1/21/09	Marilyn Gipson
22	1/26/09	Ray Hayes
23	1/27/09	Eric Hoierman
24	1/30/09	Sarah Larsen
25	1/18/09	Chris Maxfield
26	1/27/09	Karen Pelton
27	1/24/09	Sharon Ricketts
Public Hearing Comments		
EIS Hearing	1/6/09	Multiple speakers
City Hall Hearing	1/6/09	One speaker

Letter Number	Date of Comment	Author
Downtown Plan and Regulations	1/27/09	Multiple speakers

Responses to comments are provided in Section 4.2.

4.2. Responses to Comments

This section provides responses to the comments received followed by copies of the comment letters. Table 4-2 contains responses to comments; the numbering of the comments corresponds to the numbering added to the actual comment letters following the table.

Comments that state an opinion or preference are acknowledged with a response that indicates that the comment is noted and forwarded to the appropriate decision makers. Comments that ask questions, request clarifications or corrections, or are related to the Bothell Downtown Subarea Plan and Regulations Planned Action or Draft EIS are provided a response that explains the approach, offers corrections, or provides other appropriate information.

Table 4-2. Responses to Comments

Comment Number	Response
Letter 1: Brent L. Russell – Community Transit	
CT-1	Transit Facility Placement. Comment noted. Please see Figure 5-1 in Draft EIS Appendix G for proposed transit facility locations.
CT-2	Transit Facility Placement. Comment noted. Please see Figure 5-1 in Draft EIS Appendix G for proposed transit facility locations.
CT-3	Zoning Standards. Comment noted and forwarded to City decision makers.
CT-4	State Route (SR) 527 Boulevard. Comment noted and forwarded to City decision makers.
CT-5	Transit Service. The Draft EIS text is corrected to reflect four Community Transit routes connecting the study area to Everett and Lynnwood. See Final EIS Chapter 3.
CT-6	185th Street Park-and-Ride. The City also prefers on-street transit facilities. Major bus transfers are proposed to occur at the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus. The City developed recommendations for the bus routing on NE 185th based on an advisory group including transit agencies.

Comment Number	Response
CT-7	<p>Transit Mitigation Measures. The comments are noted regarding coordinated scheduling. The mitigation measure regarding developing a level of service (LOS) standard is based on a Community Transit comment letter received during the City's EIS scoping period. The comment letter is excerpted below, followed by how it was addressed in the Draft EIS.</p> <p>Community Transit Suggested Level of Service Measure, August 18, 2008, based on Community Transit's recently completed 6-Year Transit Development Plan:</p> <p style="padding-left: 40px;">Work with the Transit agencies to achieve or maintain a LOS standard for transit. 1) the percent of people living within a 0.25 mile of a bus stop, 2) 95% of residents living within 1.5 miles of a park-and-ride lot, and 3) Community Transit bus frequencies being 30 minutes during the peak and 60-minutes off peak.</p> <p>Draft EIS potential mitigation measure, page 3.5-35:</p> <p style="padding-left: 40px;">Coordinate with transit agencies to develop LOS standards that include the percentage of residents living within a prescribed distance of a transit route and establishing the appropriate bus frequencies.</p> <p>The mitigation measure is modified in Final EIS Chapter 3 to reference percentages of residents in proximity to a transit route or park-and-ride facility.</p>
CT-8	<p>Transit Employer Outreach. Comment noted and forwarded to City decision makers.</p>
CT-9	<p>Community Transit Service on SR 522. Comments noted. There is no transit lane on the Bothell Crossroads segment, only on the SR 522 Wayne Curve project. Other regional transit service providers may continue westbound from NE 185th/98th to SR 522. The description of the Wayne Curve projects is based on the City's adopted capital facilities plan.</p>
Letter 2: Bill Trimm, FAICP – City of Mill Creek	
Mill Creek-1	<p>Commend Public Process and Plan for Mixed Land Uses. Comment noted and forwarded to City decision makers.</p>
Letter 3: Karen Walter – Muckleshoot Indian Tribe Fisheries Division	
Muckleshoot-1	<p>Daylighting of Horse Creek. The Draft EIS describes potential impacts on Horse Creek due to roadway or other projects in the Downtown and the potential federal and state permits that could be required. The City is reviewing its legal obligations and will comply as appropriate.</p>
Muckleshoot-2	<p>State Water Quality Standards. The City fully supports the State Water Quality Standards and does not believe that the proposed plan would impair the recovery of water quality in the Sammamish River and its tributaries. Currently, North Creek has total maximum daily loads (TMDLs) for fecal and dissolved oxygen, but the Sammamish River has no TMDLs. A mitigation measure identifies that the City will “[s]upport development of TMDL plans for North Creek, and comply with TMDL provisions there and for the Sammamish River.”</p>

Comment Number	Response
Muckleshoot-3	<p>Cumulative Wetland Buffer Impacts. Both primary alternatives have the potential to allow for development in the same study area boundary extent and have a similar likelihood of impacts to water bodies and wetlands, which in both cases is small. Neither alternative would have an impact on water bodies, and, with the exception of one project already undergoing environmental review, neither alternative would have an impact on buffers, as defined by City code. As indicated on Draft EIS page 3.1-25, in terms of land use impacts, there are likely no direct impacts because of the limited distribution of that habitat, and if there were unforeseen potential impacts, they would be addressed by the City's critical areas ordinance. In terms of capital facilities, the Draft EIS identifies the wetland buffer impact of the Bothell Crossroads project on pages 3.1-29 and 3.1-30. Additions have been made to Draft EIS section 3.1 text in Final EIS Chapter 3 to clarify that stream and wetland habitats are largely associated with publicly owned open space and parks.</p>
Muckleshoot-4	<p>Water Temperatures and Dissolved Oxygen Levels. Neither alternative would affect riparian shading or channel geometry in the Sammamish River or its tributaries; thus, there is no potential to affect water temperatures via mechanisms that entail altered sensible radiant energy flux or altered radiant thermal energy exchange. Neither alternative would materially alter points or volumes of stormwater or other discharges to the Sammamish River or its tributaries; thus, there is no potential to affect water temperatures by mechanisms that rely on mixing. For the same reasons, neither alternative has the potential to affect biomass, photosynthesis, or respiration rates of aquatic vegetation in the Sammamish River, and thus cannot affect dissolved oxygen concentrations by those mechanisms. Adoption of improved stormwater treatment standards may slightly decrease the loading of nutrients and other constituents comprising biochemical oxygen demand in the Sammamish River and its tributaries; however, the effect is likely immeasurably small in North Creek, because the creek would be virtually unaffected under either alternative, and the effect is similarly small in the Sammamish River, because the stream is very large relative to the contribution to flow and water quality originating within the study area. Measurable effects could occur in Horse Creek, but in the absence of baseline data for the creek, such an outcome is speculative.</p>
Muckleshoot -5	<p>Stormwater Impacts. See response to Muckleshoot-4. The Draft EIS discusses potential increases in pollutant loading on pages 3.1-30 and 3.1-31. In addition, a mitigation measure is included that supports TMDL plans and requires City monitoring of copper levels.</p>
Muckleshoot -6	<p>Additional Potential Mitigation. Proposed mitigation measures for Low Impact Development (LID) and stormwater treatment are described on pages 3.1-32 through 3.1-34. No residual impacts were identified.</p>

Comment Number	Response
Letter 4: Laura Brent, AICP – On behalf of Northshore School District	
NSD-1	Pop Keeney Facility Description. Final EIS Chapter 3, “Clarifications and Corrections,” contains Draft EIS Chapter 2 text amended to describe NSD’s efforts to upgrade the facility while maintaining current capacity and parking, as well as its focus on NSD sports and physical education programs.
NSD-2	Pop Keeney/NSD Recreation District. Regulations for the Pop Keeney Recreation district are being refined as part of the Proposed Alternative Modifications, in consultation with NSD.
NSD-3	NSD Site Cleanup. Final EIS Chapter 3, “Clarifications and Corrections,” contains Draft EIS Chapter 3.1 text amended to describe NSD’s involvement with the Washington State Department of Ecology.
NSD-4	Relocation of Horse Creek. Please refer to the response to comment Muckleshoot-1. The City will work with NSD to determine what, if any improvements or relocation of the piped portion of Horse Creek will be required in conjunction with any joint development of the NSD property.
NSD-5	NSD Pool Facility. Final EIS Chapter 3, “Clarifications and Corrections,” contains Draft EIS Chapter 3.3 text amended to describe the pool facility.
NSD-6	NSD Capital Facilities Plan. Final EIS Chapter 3, “Clarifications and Corrections,” contains Draft EIS Chapter 3.8 text amended to indicate that increased demand may be placed on schools not identified in the NSD Capital Facilities Plan. Reference is also made to the potential for a bond measure in the Other Potential Mitigation Measures.
NSD-7	Plan Regulations for Pop Keeney area. Regulations for the Pop Keeney Recreation district are being refined as part of the Proposed Alternative Modifications, in consultation with NSD.
NSD-8	Pop Keeney Mixed-Use Zoning. The regulations for the Pop Keeney Recreation district being refined as part of the Proposed Alternative Modifications will recognize the surrounding districts within the Downtown Subarea as a mixed-use district, not subject to the lighting regulations for adjacent residential zones.
NSD-9	Future Zoning Flexibility. The regulations for the Pop Keeney Recreation district being refined as part of the Proposed Alternative Modifications are crafted with the current and proposed future uses of this property in mind. A future decision to redevelop the property with a different mix of uses would require an amendment to the <i>Downtown Subarea Plan and Regulations</i> and redesignation of this area with one or more of the proposed Downtown districts.
NSD-10	Appreciate DEIS and Opportunity to Comment. The comment is noted and forwarded to City decision makers.

Comment Number	Response
Letter 5: Angela Wingate – Puget Sound Energy (PSE)	
PSE-1	Responsibility for Undergrounding of Infrastructure. The City is conducting a Utility Master Plan due for completion in 2009. The City and PSE have been coordinating on infrastructure issues and will continue to do so as noted in the comment.
PSE-2	Undergrounding of Utilities for New Development. Final EIS Chapter 3, “Clarifications and Corrections,” contains Draft EIS Chapter 3.4 text amended to indicate that all new development will be required to pay for undergrounding its electrical service as a condition of development, if the lines in the street are underground.
PSE-3	Greenhouse Gas Emission (GHG) for Space Heating. Final EIS Chapter 3, “Clarifications and Corrections,” contains Draft EIS Chapter 3.2 text amended to include this information.
PSE-4	Vegetation and Overhead Infrastructure. Comment noted. A reference to PSE’s Energy Landscaping literature has been added to the text. Please see Final EIS Chapter 3.
PSE-5	Emissions from Acquired Electricity. Comment noted, and the text has been amended to include this information in Final EIS Chapter 3.
PSE-6	<p>Provision of Future Service. The SEPA Checklist is incorporated by reference into the EIS per Draft EIS Chapter 2, page 2-36 , including a recommended mitigation measure in Section B.17:</p> <p>“...According to initial studies towards a Downtown Utilities Master Plan, the franchise utility companies have indicated that there are no capacity issues with the existing infrastructure that services the Downtown Bothell area. The utilities will meet the expected demand associated with the development intensity for the downtown redevelopment project.PSE has indicated that they should be notified of potential customers that might require a larger than normal demand. (KPF Consulting Engineers 2008)</p> <p>It is recommended that the Planned Action Ordinance mitigation measures incorporate the PSE notification provision.”</p> <p>Reference to this mitigation measure is added into Draft EIS Chapter 3.9 See Final EIS Chapter 3.</p>
PSE-7	High Energy Demand Development. Comment noted. Please see the Planned Action Ordinance in Final EIS Appendix A which includes mitigation measures, including those referenced in the SEPA Checklist.
PSE-8	Undergrounding of Utilities in Downtown. See responses to PSE-1 and 2.
PSE-9	Future Updates. Comment noted and forwarded to City decision makers. PSE continues to be included on the EIS distribution list in Chapter 5.

Comment Number	Response
Letter 6: Ann Aagaard	
Aagaard-1	<p>EIS Requirements and Adequacy. The <i>Norway Hill</i> case cited by the commenter was an early SEPA decision (1976) that dealt with whether or not an EIS was required, not whether or not a prepared EIS was adequate. In the <i>Norway Hill</i> case, an EIS had not been prepared, so the court's decision discusses what should have occurred. The City has prepared an EIS, is considering environmental values, and the EIS identifies and evaluates impacts. As such, the intent of the major holding of <i>Norway Hill</i> has been satisfied.</p>
Aagaard-2	<p>Alternatives Comparison and Cumulative Impacts. The EIS identifies existing environmental conditions and how those conditions may change if alternatives are implemented. The alternatives compare the sub-area plan and regulations (Proposed Alternative) to existing plans and zoning (No Action Alternative), since a comparison only to existing uses would be hypothetical and unreasonable, because development in the downtown will occur with or without implementation of the sub-area plan and regulations.</p> <p>Impacts to stormwater are analyzed on Draft EIS pages 3.1-23 through 3.1-25 under the heading <i>Water Resources</i> and on page 3.1-31. Impacts to parking under the No Action Alternative are discussed on Draft EIS page 3.5-24. Parking impacts under the Proposed Alternative are discussed on Draft EIS pages 3.5-31 through 3.5-33. The plan does not propose any reduction in public open space and in fact introduces a parks/open space zone and requirements to provide additional public open space. Potential increases in demand for parks and open space citywide are discussed on Draft EIS pages 3.8-13 and 3.8-16.</p> <p>The EIS analyzes impacts cumulatively for the 529-acre study area and also identifies particular impacts associated with land uses and capital improvements identified in the Description of the Alternatives. Impacts are based on the total development levels (e.g., total dwellings and square feet) and the geographic locations of the development and capital improvements.</p>
Aagaard-3	<p>Supplemental Draft EIS. Whether a supplemental EIS is required depends on whether the Council's decision involves an alternative that causes new environmental impacts, beyond what is addressed in the Draft and Final EISs. It is expected that the City will make a determination in the range of the primary alternatives, and thus a Supplemental EIS would not be required. For example, Planning Commission Recommendations and Proposed Alternative Modifications are in the range of the primary alternatives. The City may hold additional public meetings on its final proposals.</p>

Comment Number	Response
<p>Aagaard-4</p>	<p>Stormwater Mitigation Measures. As described in the Washington State Department of Ecology’s (Ecology’s) SEPA Handbook, “mitigation required under existing local, state, and federal rules may be sufficient to eliminate any adverse impacts.” Thus current requirements and commitments are listed in the EIS, as well as self-mitigating features of the alternatives (incorporated plan features) and other mitigation measures. The Draft EIS mitigation measures as amended in this Final EIS are listed in Final EIS Chapter 3 and the Planned Action Ordinance in Appendix A. To ensure appropriate application to planned actions, the measures are written to be more directive and implementable.</p>
<p>Aagaard-5</p>	<p>Quantitative Stormwater Data. Nothing in the SEPA rules or case law requires that all impacts must be quantified. The test for adequacy of an EIS is whether it provides a “reasonably thorough discussion of the significant aspects of probable environmental consequences...The EIS is not a compendium of every conceivable effect or alternative.” (<i>Leschi Improvement Council v. Washington State Highway Commission (84 Wn.2d 280, at 344)</i>). A Planned Action EIS is subject to the same rule of reason; there is no separate or different requirement for contents, range of impacts, or level of detail.</p> <p>The EIS describes potential impacts to stormwater quantity and quality and compares impacts due to different growth levels and capital proposals featured in each alternative. As described in the Draft EIS, nearly all of the study area has already been developed, assuming that the remaining high amenity value parks, wetlands, and streams remain free of development. Developed portions of the study area have impervious surface area approaching 100%. Stormwater from most of this area is collected and conveyed, without treatment or detention, to the Sammamish River and its tributaries. Projected growth in the study area is unlikely to result in increased stormwater runoff volumes, but is likely to result in increased pollutant loading to a water quality-limited water body, the Sammamish River. Pollutant loadings can be decreased if stormwater runoff is reduced. Thus, significant changes in stormwater runoff volumes are not anticipated unless LID measures are implemented, in which case stormwater runoff and its impacts would diminish. Additionally as described in the Draft EIS, future development will be required to adhere to a higher standard for stormwater treatment than is currently the case, and the plans for the SR 527 Multiway Boulevard call for significant improvements in treating stormwater runoff.</p>

Comment Number	Response
Aagaard-6	<p>Downtown Parking. Chapter 2 describes cash-in-lieu parking may be built in conjunction with civic projects such as a new City Hall or with other partners, such as NSD for shared use with Pop Keeney Stadium. Such structures will be subject to the same form-based requirements as any other type of building. The sizing will be determined in accordance with demand and number of participants in the cash-in-lieu program. Cumulative parking demand is described for both alternatives. Impacts to parking under the No Action Alternative are discussed on Draft EIS page 3.5-24. Parking impacts under the Proposed Alternative are discussed on Draft EIS pages 3.5-31 through 3.5-33. Establishment of a cash-in-lieu program is an implementation action and will be developed after plan adoption. Initial studies have indicated that there are a number of smaller parcels that would benefit from the availability of a cash-in-lieu option for parking, and that a number of options for providing parking for these parcels exist.</p>
Aagaard-7	<p>Downtown Open Space. Downtown Core and Downtown Neighborhood land uses are shown on the remainder property after the SR 522 realignment in the inset on Figure 12.64.100 (page 24) of the draft Downtown Subarea Plan and Regulations. For clarity, this inset has been added to maps reproduced for the Final EIS, and figures reproduced for the Final EIS show the proposed realignment. The Planned Action EIS addresses mixed use in this location assuming the proposed development standards. On March 24, City Council directed that property south of the realigned SR 522 be zoned Park & Public Open Space. Also the separate National Environmental Protection Act (NEPA) process for the Crossroads project is also underway. No further environmental review is anticipated. See also Response to Aagaard-3.</p>
Aagaard-8	<p>Planned Action Land Uses. Section 3.D(1) of the draft Planned Action Ordinance (see Appendix A) lists the uses allowed to be considered under the Planned Action. While shifting of development is allowed between categories, individual uses must comply with the allowed use regulations for the district in which they are located. These regulations are contained in Sections 12.64.101-107 of the <i>Downtown Subarea Plan and Regulations</i>.</p>
Aagaard-9	<p>LEED Standards. Table 3.2-7 does not list requirements; it lists potential techniques and their relative benefits. Applicants will be required to identify GHG-reduction measures included and those not included (with rationales). Per the proposed Planned Action Ordinance in Final EIS Appendix A, the City may condition a planned action to incorporate reduction measures determined feasible and appropriate for site conditions.</p>

Comment Number	Response
<p>Aagaard-10</p>	<p>Monitoring. The City will monitor the type and amount of development of projects which qualify as planned actions per the Development Thresholds identified in the Planned Action Ordinance, which is attached to this Final EIS as Appendix A. The proposed ordinance identifies mitigation measures that are public agency actions. Such public agency actions are identified together with the responsible department and approximate timeline for implementation. Other mitigation measures are to be applied as conditions of planned action development applications per Appendix A. The Planned Action Ordinance will be reviewed no later than 5 years from its effective date.</p>
<p>Letter 7: David Cox</p>	
<p>Cox-1</p>	<p>Alternatives Comparison. Table 1-1 is a summary table only and is intended to highlight key points. Detailed analysis of the alternatives is contained in Draft EIS Chapter 3.</p> <p>When comparing the two alternatives, the No Action Alternative can be assumed to have similar outcomes to existing and recent development completed under its plans and regulations, while the Proposed Alternative has not been implemented; it must be judged, at least partially, on its intended and predicted outcome.</p>
<p>Cox-2</p>	<p>Comprehensive Plan Consistency. As stated in Table 1-1, the Proposed Alternative is “generally” consistent with the Comprehensive Plan. Table 1-1 also notes that “Some plan and code amendments are needed to integrate the proposed <i>Downtown Subarea Plan and Regulations</i>.” Mitigation measures for inconsistencies with adopted land use plans and policies are listed on page 1-7. A detailed consistency analysis begins on Draft EIS page 3.3-30 under the heading, <i>Relationship to Plans and Policies</i> with mitigation measures fully detailed on pages 3.3-48 to 3.3-50.</p>
<p>Cox-3</p>	<p>Planning Commission Recommendation. As described in Section 2.3.2, the Planning Commission Recommendation is essentially a hybrid of the two primary alternatives, and an extended description of the Planning Commission Recommendations is located in Draft EIS Section 2.3.4. A direct comparison between this alternative and the Proposed Alternative is contained in Draft EIS Table 2-7. The greatest differences between them are related to land use and aesthetics. Impacts to these resource areas are summarized in Draft EIS Table 1-2 and more fully described in Draft EIS Sections 3.3 and 3.4.</p>
<p>Cox-4</p>	<p>Planning Commission Recommendation. The text of Table 1-2 is only a summary of a more detailed discussion on page 3.3-45. It reflects the fact that the Planning Commission Recommendations and the Proposed Alternative are very similar, differing only in relatively few ways.</p>

Comment Number	Response
Cox-5	<p>Beardslee Boulevard Rezoning. The cited conclusion refers to the study area as a whole. The specific issue of the rezoning of these parcels is discussed on Draft EIS page 3.3-28 and Draft EIS page 3.3-44 (Proposed Alternative versus Planning Commission Recommendations). The rezoning issue is also called out on Table 1-2.</p> <p>To mitigate transitional conflicts, height restrictions detailed in Section 12.64.203 of the Downtown Subarea Regulations would apply. Although the Proposed Alternative includes some transitional height mitigation, the City is considering additional options to ameliorate transitional issues, such as the Planning Commission Recommendations and the Proposed Alternative Modifications. With either of these two alternatives, height limits would be reduced for the General Downtown Corridor. The Planning Commission Recommendations would remove General Downtown Core designation along the residential zone boundary with Beardslee Boulevard. Proposed Alternative Modifications would place stricter height and setback standards adjacent to single family zones as well as alter land use and landscaping allowances. Council has already determined that the single-family zoned area along the south side of Beardslee Boulevard should remain single-family.</p> <p>The City Council will determine the appropriate combination of zoning designations and transitional development standards to achieve the overall vision of the Downtown.</p>
Cox-6	<p>Protection of Residential Neighborhoods. See Response Cox-5. In addition, potential conflicts of scale at the edges of the study area are documented in the analysis in the Aesthetics section, specifically on Draft EIS page 3.4-27. A recommendation to lower height limits in these areas is included in the mitigation measures listed on Draft EIS page 3.4-31.</p>
Cox-7	<p>Comparison of Alternatives. Please see response to comment Cox-3.</p>
Cox-8	<p>Horse Creek. The City is assessing options for improving the piped portions of Horse Creek as part of the Downtown Storm Pipe Project. Please also see response to comments submitted by the Muckleshoot Indian Tribe.</p>
Cox-9	<p>Preservation of Single-Family Neighborhoods. Please see Response to Cox-5. The Sunrise/Valley View areas are largely preserved under the Proposed Alternative and Proposed Alternative Modifications and continue to have the lowest maximum height limit of the entire study area (30 feet).</p>
Cox-10	<p>Sunrise/Valley View. Rezoning of the parcels on the south side of Beardslee Boulevard between 104th Avenue and 106th Avenue is being considered because these properties have frontage on an arterial. Please also see responses to comments Cox-4 through Cox-6.</p>

Comment Number	Response
Cox-11	Proposed Alternative Description. On page 3.3-36, the sentence immediately previous to the one quoted by the commenter paraphrases Policy 1 from the <i>existing</i> Downtown Subarea Plan, which specifies a “vibrant mix of development.” As such, the use of the word “vibrant” originates with adopted City policy language and does not represent an attempt to introduce bias. This section of the Draft EIS provides an analysis of whether the Proposed Alternative would meet the requirement for vibrant development set forth in existing City policies.
Cox-12	Visual Simulations. Figure 3.4-5 shows the maximum allowed building envelope, as based on existing and proposed zoning regulations. The geographic area depicted was chosen due to the high intensity of the uses proposed, which increased the potential for impacts. Section 12.64.203 of the proposed Downtown Subarea Regulations contains illustrations of special height limits for buildings constructed adjacent to existing single-family homes.
Cox-13	Sunrise/Valley View Zoning. Comment noted. This request is within the range of alternatives and has been forwarded to the City Council for consideration.
Cox-14	January 27 City Council Testimony. The Final EIS contains all written comments received during the comment period. The January 27, 2009 public hearing testimony summary is also included.
Cox-15	Hybrid Alternative. The purpose of an EIS is to capture a range of alternatives. The City is free to adopt a hybrid alternative, as long as it is within in the range of the alternatives analyzed in the EIS. The City may hold additional meetings prior to selecting an alternative or modifying one in the range.
Cox-16	Maximum Height Calculations. Chapter 2 of the Final EIS contains a summary of Proposed Alternative Modifications, including new special height and setback limits. Proposed code amendments are part of the City Council agenda packets available at: www.ci.bothell.wa.us .
Cox-17	Equal Treatment of Alternatives. Comment noted and forwarded to City decision makers. Please also see Final EIS Chapter 2 for a comparison of alternatives.
Letter 8: Mary Farley	
Farley-1	R-2,800/OP Zoning. The EIS analyzes the Planning Commission Recommendations.
Farley-2	Buildable Lands. Buildable Lands analysis is required by the Growth Management Act for comprehensive planning, and the data is used in the EIS as an indicator where development or redevelopment may occur. The analysis is only intended to identify properties that have a potential to be redeveloped and does not guarantee that redevelopment will take place.

Comment Number	Response
Farley-3	Traffic Noise. Table 3.6-1 is a summary of actual noise levels from a variety of example sources, not allowable levels. Permissible noise levels are listed in Table 3.6-2 on page 3.6-3. As noted on page 3.6-4, traffic noise is exempted from City standards.
Farley-4	Noise Vibration. Noise analysis for the Draft EIS was conducted using industry standard techniques based upon the most recent traffic modeling information available. We are unaware of any guidance or case studies that indicate an increase in heights would exacerbate the issue described by the commenter.
Farley-5	General Comment EIS Adequacy. See responses to comments below.
Farley-6	Vibration from Heavy Equipment. See response to comment Farley-4. Vibrations from heavy equipment will undoubtedly be accompanied by noise, and existing noise regulations will be enforced.
Farley-7	Boundary Landscaping. Chapter 12.18 of the current Bothell Municipal Code contains provisions for retention of existing vegetation and required landscaping. Any future development under the Planned Action would be required to adhere to these standards. If individual contractors do not comply with these regulations, a complaint may be lodged with City of Bothell Code Enforcement staff.
Farley-8	Parking. Analysis of parking demand is presented on Draft EIS pages 3.5-24 and 3.5-31. Mitigation measures include the implementation of a parking management plan for the study area that provides for additional regulations or mitigation in the event that parking demand exceeds supply. See also Final EIS Appendix A.
Farley-9	City Hall Site. At the time of publication of the Draft EIS, all three sites were still under consideration. Please see Chapter 2 of the Final EIS for a description of the Proposed Alternative Modifications which include the selection of the current City Hall site based on a siting study and process.
Farley-10	Additional Property Purchase. Comment noted and forwarded to City decision makers.
Farley-11	Wetland Impacts. The area affected by the Bothell Crossroads project is classified as a wetland buffer, not a wetland. The Draft EIS identifies the wetland buffer impact of the SR 522 Crossroads project on pages 3.1-29 and 30.
Farley-12	Expansion of Park at Bothell Landing. The Draft EIS identifies the additional demand for parks. The City Council will determine appropriate locations for additional parks and open space throughout the City. As part of the Proposed Alternative Modifications, the Beta Bothell site, which had been considered as a possible location for the new City Hall, would instead be designated as part of the Park and Public Open Space district, and would be covered under a special Park at Bothell Landing Overlay to allow parking and recreation-related retail uses. Comments regarding the Park and Bothell Landing are noted and forwarded to City decision makers.

Comment Number	Response
Letter 9: Jeff Guinn	
Guinn-1	Party of Record. Written comments have been included in the Final EIS, and the commenter has been added to the distribution list contained in Final EIS Chapter 5.
Guinn-2	Use of Previous EIS Documents. Prior environmental documents were reviewed for relevant background information. However, the EIS transportation analysis was prepared specifically for the <i>Downtown Subarea Plan and Regulations</i> and is contained in Draft EIS Appendices F and G.
Guinn-3	Transportation Projects. The different transportation assumptions for each alternative are identified in Draft EIS, Appendix G; see for example page 6. The T-Model referenced for the No Action Alternative was developed to prepare the City's current Comprehensive Plan Transportation Element. The Transportation Element is the source of the proposed projects assumed in the No Action Alternative. The proposed improvements for the Proposed Alternative (Downtown Revitalization) assume an additional connector at NE 185th Street/98th Avenue NE, and a different implementation of improvements on SR 527 to be more of a boulevard than solely a 5-lane arterial improvement. Draft EIS Chapter 2 also includes a list of the capital project assumptions for each alternative (Table 2-3).
Guinn-4	Source of Transportation Project Funding. Funding for the City's proposed transportation projects are included in the City's adopted Capital Facility Plan and 6-Year Transportation Improvement Plan; funding is also discussed in the City's Transportation Element. The EIS is not required to address fiscal and funding matters per WAC 197-11-448.
Guinn-5	Past Transportation Projects. Please see responses to Guinn-3 and Guinn-4.
Guinn-6	Specificity of Mitigation Measures. The Draft EIS mitigation measures as amended in this Final EIS are listed in the Planned Action Ordinance in Final EIS Appendix A. To ensure appropriate application to planned actions, the measures are written to be more directive and implementable.
Guinn-7	Cost of Mitigation Measures. The EIS is not required to address fiscal and funding matters per WAC 197-11-448. The City Council may consider funding and fiscal matters in the planning process as another source of information apart from the EIS.

Comment Number	Response
Guinn-8	<p>Proper and Clear Notice. The Draft EIS was prepared following a scoping notice (see Draft EIS Chapter 2 and Appendix B) that was mailed, emailed and published allowing citizens, property owners and agencies a chance to comment on the EIS scope and alternatives.</p> <p>At the time the Draft EIS was published a notice of availability was sent to agencies and citizens via mail, email, and/or newspaper notice. See Draft EIS and Final EIS Chapter 6. The City extended the Draft EIS Comment period to allow for more time to comment beyond minimum SEPA requirements. Notification of the extended comment period was made by mail, email, and press release. The City held a hearing on the Draft EIS. The City has met EIS notification in WAC 197-11-510.</p>
Guinn-9	<p>Plan Policies. Chapter 3.3 identifies potential effects to Land Use Patterns/Plans and Policies. Mitigation measures identify portions of the City's adopted plans and regulations that would require amendment in association with the Draft Subarea Plan and Regulations. A detailed consistency analysis begins on Draft EIS page 3.3-30 under the heading, "Relationship to Plans and Policies" with mitigation measures fully detailed on pages 3.3-48 to 3.3-50.</p> <p>Documents identifying specific code language for the Proposed Alternative, Proposed Alternative Modifications, and Planning Commission Recommendations are provided at the City's website, www.ci.bothell.wa.us, Downtown Revitalization page. Notices of the meetings and hearings have been published and an extensive email list of stakeholders has been maintained allowing the City to provide extensive notice of meetings and documents available. The level of notice given has exceeded the City's code requirements for legislative actions.</p>
Guinn-10	<p>Noticing to Public. Please see Response Guinn-8. The EIS addresses the Planning Commission Recommendations. The Planning Commission received copies of the Draft EIS.</p> <p>The Draft EIS Notice of Availability was sent to all Planning Commissioners on December 22, 2008, along with a CD containing the Draft EIS. The notice was also transmitted via email. A copy of this Final EIS is also being provided to the Planning Commission.</p>
Guinn-11	<p>Traffic Impacts. The increases in traffic for both alternatives are shown Draft EIS Section 3.5 and Appendices F and G. The increase in traffic volumes and effect on intersections is shown in Section 3.5.2 in various figures and tables. For example, see Tables 3.5-6 through 9 and 3.5-11 through 14. As noted in the impact analysis, both alternatives would meet City concurrency requirements. However, the Proposed Alternative results in improved levels of service on the SR 522 concurrency corridor over the No Action Alternative.</p>

Comment Number	Response
<p>Guinn-12</p>	<p>Improving Unavoidable Impacts. Traffic is expected to increase under the No Action and Proposed Alternatives; however, the City’s concurrency LOS is met under both. The Proposed Alternative results better levels of service on SR 522 compared to the No Action Alternative. The Proposed Alternative reduces neighborhood traffic volumes compared to existing volumes in more locations than the No Action Alternative; in other locations both alternatives would increase volumes.</p>
<p>Guinn-13</p>	<p>Puget Sound Regional Council (PSRC) Population Assumptions. The PSRC model addresses the whole city (and region) and does include population increases. Consistent with the objectives of the <i>Downtown Subarea Plan and Regulations</i>, the consultants used the PSRC model to test the redirection of growth to the study area consistent with downtown projections.</p>
<p>Guinn-14</p>	<p>Model Networks, Neighborhood Traffic, Application of LOS Standards. See Response to Guinn-3 regarding the model assumptions.</p> <p>The City has established through its Comprehensive Plan a policy for concurrency management. As described in Draft EIS Section 3.5 and listed in the commenter’s letter, under the City’s concurrency management system, seven specific corridors have been identified for evaluation. The average delay is calculated at each of the selected intersections within the corridor; these delays values are then averaged for the entire corridor. The corridor LOS is determined based on this average; the LOS standard is E. Only one of the corridors that the City evaluates for concurrency—SR 522 from 91st Avenue NE through the Kaysner Way intersection—is completely contained in the study area. For this reason, it was selected for concurrency analysis in the Draft EIS. Under the Proposed Alternative, SR 522 would operate at LOS C. LOS C meets the concurrency requirements and is a two-grade improvement over the No Action Alternative (at LOS E). SR 522 meets the City’s concurrency requirements under either alternative.</p> <p>Concurrency requirements will continue to apply to future planned actions in the study area. The Proposed Planned Action Ordinance includes section B(4) “The determination of transportation impacts shall continue to be based on the City of Bothell concurrency requirements in Chapter 17.03 BMC.” Each planned action will need to submit a SEPA checklist and comply with Planned Action Ordinance standards in order to be considered a planned action.</p> <p>The City does not apply a LOS standard to local streets and intersections, though for planning purposes such information is provided in the EIS. Mitigation measures are not required on local streets to meet City LOS standards. However, the Draft EIS does include the neighborhood street analysis showing that while there will be an increase under either alternative on future traffic volumes in some locations, ADT volumes on neighborhoods streets would be lower under the Proposed Alternative than under the No Action Alternative. The improvement under the Planned Action is due to the diversion of neighborhood traffic to the improved 98th Avenue/185th Street corridor. As noted in the Draft EIS and Appendix G “Further reduction of neighborhood traffic is dependent on providing additional arterial capacity by widening SR 527 north of the study area to SE 228th Street.”</p>

Comment Number	Response
	<p>The Proposed Alternative would not increase neighborhood traffic volumes any more than what is expected under the current Comprehensive Plan, and in fact, it would reduce neighborhood traffic in some cases. The Neighborhood Traffic Calming Program would remain applicable to surrounding neighborhood streets and for existing and future infrastructure planned in the study area of the Proposed Alternative. In the downtown area, one of the goals of City's SR-527 Multiway Boulevard and the Main Street Enhancement projects is to provide for pedestrian safety and create a friendly environment for non-motorized users with the inclusion of bike facilities. The projects will include traffic calming on the side access lanes of the Multiway Boulevard and develop additional pedestrian crossings of SR-527 and SR-522. The Downtown Subarea Plan and Regulations recommend incorporating traffic calming measures suggested in the City's adopted Traffic Calming Program to enhance pedestrian safety as well as minimize vehicular travel speeds.</p>
<p>Guinn-15</p>	<p>Consistency with Neighborhood Protection Policies. Section 3.3 of the Draft EIS addresses consistency with representative transportation policies, two of which mention neighborhood traffic calming and restricting through traffic, Policies TR-P2 and TR-P7, and some of which mention pedestrian connections, Policies TR-P31 and TR-P39. These policy topics are similar to the policies in the comment letter. Analysis of policy consistency is found on Draft EIS pages 3.3-34 and 35. Based on the analysis of Section 3.5 it was found that the enhanced connected street system downtown that would be created through extension of Main Street and realignment of SR 522, would not encourage cut-through traffic in residential neighborhoods. See also response to Guinn-14 above regarding predicted volumes.</p> <p>Due to an interest in managing and limiting neighborhood traffic volumes, the City Council has directed modifications to the Proposed Alternative to limit street connections to 188th Street. Proposed Alternative Modifications are described in Chapter 2 of this Final EIS.</p> <p>Both the No Action Alternative and Proposed Alternative promote pedestrian and bicycle access. It is noted though, that the Proposed Alternative's simplified land use code, which includes street and building design standards, would go further in promoting bicycle and pedestrian access to downtown (Draft EIS page 3.3-35).</p> <p>Traffic calming would continue to be applied as needed. None of the planned Downtown infrastructure improvements would encourage cut-through or fast traffic. Pedestrian amenities including medians, pedestrian scale landscaping and lighting, and traffic control will be incorporated into the infrastructure improvements to protect existing and future neighborhoods.</p>

Comment Number	Response
Guinn-16	Consistency with Comprehensive Plan Transportation Policies. The cited policies address interjurisdictional coordination with PSRC and Washington State Department of Transportation (WSDOT) as well as neighborhood traffic and city LOS standards. The City's downtown traffic analysis used in part the PSRC model to achieve consistency in terms of regional traffic predictions, and the EIS was coordinated with the NEPA process for SR 522 and SR 527. Preliminary environmental analysis of the corridors was made available to the consultant team to provide for consistency. The horizon year for both environmental processes was made consistent. LOS standards are addressed in Response to Guinn-14 and neighborhood traffic is addressed in Responses to Guinn-15 and 16.

Letter 10: Sarah Larsen

Larsen 1-1	Perteet Transportation Report. The final transportation report is Appendix G of the Draft EIS. It is also available at the following URL: http://seach.ci.bothell.wa.us/documents/cm/dwntwnPlan/EIS/Appendix_G_Trans_Needs_Reports.pdf .
Larsen 1-2	Planned Action Process. Once the Planned Action EIS is finalized, it is adopted through the Planned Action Ordinance. When the comment period ends, staff and consultants respond to the comments and issue a Final EIS. Council will review that and take action through the Planned Action Ordinance, including deciding which mitigation measures identified in the Final EIS to adopt. When the Planned Action Ordinance is adopted, developers would still submit a SEPA checklist for the City to review for compliance with the Plan and Regulations. If it is determined to be consistent, there would be no further SEPA review, though projects would still have to comply with the building codes, critical areas regulations, stormwater regulations, etc. The standard comment period for a Planned Action EIS is 30 days, but the City extended that period by 9 days for this project.
Larsen 1-3	Park at Bothell Landing Master Plan. The City recently advertised for consultants to work on the Park at Bothell Landing Master Plan. Statements of Qualifications were submitted the week of January 26, 2009, and the selection process is ongoing.

Letter 11: Sarah Larsen

Larsen 2-1	Comment Period and Mitigation Language. Please see response to comment Larsen 1-2 for an overview of the planned action process. The Planned Action Ordinance will solidify mitigation measures and make the language more specific. See Final EIS Appendix A.
Larsen 2-2	Council Actions to be Taken. Please refer to page 3 of the Fact Sheet in this Final EIS for a list of required approvals. Please also see the list of Public Agency Actions in the Planned Action Ordinance, Final EIS Appendix A.
Larsen 2-3	Mitigation Language. Please refer to the Planned Action Ordinance in Appendix A to this Final EIS for specific mitigation measures and language.

Comment Number	Response
Larsen 2-4	<p>Comparison of Alternatives. The EIS identifies existing conditions and how each alternative could alter existing conditions; the EIS also compares alternatives to each other. Please see Response to Aagaard-2.</p> <p>Under the Planned Action Ordinance, new development proposals in the downtown area would be reviewed for consistency with the Downtown Subarea Plan and Regulations and the Planned Action Ordinance. Please see the response to comment Larsen 1-2 for further explanation of this review process.</p> <p>The No Action Alternative consists of current plans and regulations that were analyzed in prior SEPA documents; major documents are listed in Draft EIS Section 2.4.2. Similar to the Proposed Alternative, new development under the No Action Alternative would likewise be required to comply with applicable development regulations. If the City Council continued with the No Action Alternative, development could make use of the <i>Downtown Subarea Plan and Regulation EIS</i> and the City may condition proposals.</p>
Larsen 2-5	<p>Prior Environmental Documentation. Prior environmental documentation is listed in Section 2.4.2 of the Draft EIS (and Chapter 3 of the Final EIS). These documents are available from the City for reference, but the current EIS is designed as a standalone document that addresses both the No Action Alternative and Proposed Alternative. Chapter 1 provides a summary of the current document by EIS topic.</p>
Larsen 2-6	<p>Parking Analysis. The parking analyses contained on pages 3.5-24 and 3.5-31 for each alternative cite professional literature on the subject and represent industry standard analysis methods. In addition the requirement for a parking management plan has been included in the mitigation measures, in the event that demand exceeds supply.</p>
Larsen 2-7	<p>Stormwater Analysis. Regarding the stormwater analysis level of detail, please see Response to Aagaard-5. Regarding SR 522 and SR 527 projects, WSDOT stormwater requirements apply and are equivalent to the Ecology standards. Thus that is the reason for calling out an exception from the Ecology requirements for these projects.</p>

Comment Number	Response
Larsen 2-8	<p>Redevelopable Land. The map of buildable lands is based on a process required under the Growth Management Act that addresses the capacity of land citywide to absorb future growth targets. The parcels generally include vacant properties, properties not developed to their full zoning potential (e.g., one home on a property that can be further subdivided), and parcels where the land value exceeds the improvement value. Though properties may initially be consistent with these categories, the property is further discounted in the analysis in terms of critical areas, land needed for public improvements, and market factors (not all property owners would change their land uses). A buildable lands analysis provides an initial screen of property that may develop or redevelop, but is not a guarantee that it would change.</p> <p>The buildable lands process is described in more detail at: http://www.metrokc.gov/budget/buildland/bldlnd07.htm. King County coordinates the analysis and each jurisdiction contributes information to the analysis</p>
Larsen 2-9	<p>Coyotes. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Larsen 2-10	<p>SR 522 Realignment. All Draft EIS figures reproduced for this Final EIS (e.g., Chapter 2) have been amended to show the new SR 522 alignment.</p>
Larsen 2-11	<p>Mitigation Language. Please refer to the Planned Action Ordinance in Final EIS Appendix A for finalized mitigation measures and language.</p>
Letter 12: Andrea Perry	
Perry-1	<p>City Hall Site. Chapter 2 of this Final EIS contains an updated description of the alternatives, including the City's recent decision regarding the future City Hall location based on the siting study and process.</p>
Perry-2	<p>Mitigation Measures. Finalized mitigation measures and language are included in the Final EIS Planned Action Ordinance. Please see Appendix A.</p>
Perry-3	<p>Ross Road. The development of the ultimate configuration for Ross Road is subject to further improvements and commercial development between Ross Road and 112th Avenue NE. Currently, Ross Road is partially one way eastbound from just west of 112th Avenue NE to its intersection with 112th Avenue NE. West of the one-way barricade, Ross Road remains as a two-way roadway. Completion of the planned Ross Road cul-de-sac and 112th Avenue Realignment as approved by City Council is subject to future development.</p>

Comment Number	Response
Perry-4	<p>Review Horizon. Per WAC 197-11-164(3), Planned Actions may, but are not required, to include a sunset provision. The time horizon of the plan is not necessarily the same as the period for which the EIS is adequate. While there is no established rule for determining the period of validity for an EIS, as this is dependent on the changing conditions in the study area, ten years is a general rule of thumb. Thus the Planned Action ordinance includes a provision that: "This Planned Action Ordinance shall be reviewed no later than five years from its effective date by the SEPA Responsible Official to determine the continuing relevance of its assumptions and findings with respect to environmental conditions in the Planned Action Subarea, the impacts of development, and required mitigation measures. Further monitoring would occur with each application for a planned action per Response to Aagaard-10.</p>
Letter 13: Pat Pierce	
Pierce-1	Sunset Date. See Response to Perry-4.
Pierce-2	General Inaccuracies. See responses to comments below.
Pierce-3	Mitigation Measure Language. Finalized mitigation measures and language are included in the Final EIS Planned Action Ordinance.
Pierce-4	Mitigation Measures. See response to Pierce-3.
Pierce-5	W.A. Anderson Building. The City is actively investigating options for adaptive re-use of the Anderson Building and has a strong preference to retain it a part of the downtown redevelopment.
Pierce-6	Expansion of Park at Bothell Landing. The City recently advertised for consultants to work on the Park at Bothell Landing Master Plan. Statements of Qualifications were submitted the week of January 26, 2009, and the selection process is ongoing. Expansion of the park will be considered as part of this process.
Pierce-7	Planning Commission Recommendations. The statement in the EIS text is correct as written. The final Planning Commission Recommendations did not request inclusion of the R-2,800 zones in form-based zoning.
Pierce-8	Proposed Alternative Sub-Options. As the Planned Action Draft EIS is designed to analyze the range of possible alternatives, this language was included to ensure that the scenario of maximum impact was analyzed and that the Planning Commission Recommendation fell within this range.
Pierce-9	Figure Accuracy. Existing land use and redevelopable lands maps were based upon the most recent data available from the King County Assessor and King County Buildable Lands project. Development that occurs during the time between data collection by King County and publication cannot always be accurately accounted for, and ground-truthing of every parcel in a study area of this size is not feasible. The comment has been forwarded to the City Department of Community Development for future reference as databases are updated.
Pierce-10	Figure Accuracy. See response to Pierce-9.

Comment Number	Response
<p>Pierce-11</p>	<p>Existing Land Use Map. Please see response to comment Pierce-9 for discussion of data availability.</p> <p>With regard to the specific sites mentioned:</p> <p>The Department of Licensing office is located on a parcel that was in private ownership until it was recently purchased by the City. As the site consists of one parcel with a number of uses present, existing land use is determined by evaluating the predominant land use on the site. While the Department of Licensing office is not a commercial use by itself, it and the other establishments on the site reside in rented office space, and thus the parcel is determined to be commercial in nature.</p> <p>The northern portion of the City Hall site is currently occupied by a parking lot and is marked as such on the existing land use map.</p> <p>It is difficult to determine the precise location of the third parcel in question from the information contained in the commenter's description. Figure 3.3-1 indicates vacant land across adjacent to the east side of the Park at Bothell Landing parking lot and across NE 180th Street to the south. Both of these sites are wooded and currently unoccupied.</p>
<p>Pierce-12</p>	<p>Downtown Transition District. The Downtown Transition district would act as a buffer in that it separates higher-intensity uses from single family neighborhoods. The potential impacts to neighborhood character are analyzed in the Aesthetics chapter of the Draft EIS on pages 3.4-19 through 3.4-27. While the aesthetic impacts in this district under the Proposed Alternative would be greater than under the No Action Alternative or the Planning Commission Recommendations, this fact is documented in the Draft EIS and a mitigation measure to reduce height and scale impacts is included. Further, the Final EIS evaluates Proposed Alternative Modifications which would reduce heights and apply stricter transitional height and setbacks standard.</p>
<p>Pierce-13</p>	<p>Parking Map. Figure 3.5-5 is based upon a Transportation Report prepared for the City in 2005 to document existing conditions (Draft EIS, Appendix F). The City will monitor and update information as needed over time.</p>
<p>Pierce-14</p>	<p>Bicycle Racks. See Response to Pierce-13.</p>

Comment Number	Response
Pierce-15	<p>NE 185th Improvements. A comparison of the different alternatives is contained in Section 2.3.2, including a list of proposed improvements under the heading <i>Capital Improvements</i> on page 2-18. NE 185th related projects include:</p> <ul style="list-style-type: none"> ▪ NE 185th Street/98th Avenue NE Connector. This project, extension of NE 185th Street to connect to 98th Avenue NE, would provide a strong east-west connection between SR 522, new development on the NSD site, and the east side of downtown including the UWB/CCC campus. This connection could also serve as the primary transit route. Where possible, park-and-ride facilities along this route would be used to support other community needs or redevelopment. ▪ NE 185th Street Transit-Oriented Street. This project includes widening of NE 185th Street from SR 527 to Beardslee Boulevard with wider sidewalks and enhanced transit passenger amenities at key stop locations. Transit signal priority may be appropriate at traffic control signals along the route. ▪ NE 185th Street Downtown Transit Facilities and Park-and-Ride Facility. Some funding is available for transit facilities on NE 185th Street or elsewhere in the study area during the planning period. This center could include one or more new park-and-ride facilities with capacity for up to 250 to 300 parking spaces. This EIS assumes that this project would be located on NE 185th Street.
Pierce-16	<p>Noise Complaints. The mitigation measures proposed on page 3.6-11 of the Draft EIS allow the City to require the preparation of a noise control plan, which may impose additional mitigation. Final mitigation measures are included in the Planned Action Ordinance, Final EIS Appendix A.</p>
Pierce-17	<p>Changes to Historic Register Properties. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Pierce-18	<p>Historic Register Properties Count. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Pierce-19	<p>Historic Inventory Updates. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Pierce-20	<p>Criteria for Listing. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Pierce-21	<p>Historic Inventory Updates. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Pierce-22	<p>Bothell Schoolhouse and Beckstrom Cabin. The text is amended in response to the comment. Please see Final EIS Chapter 3.</p>
Pierce-23	<p>Replacement of Parking at the Park at Bothell Landing. As the current parking for the Park at Bothell Landing was purchased using County Open Space Bonds, the City is obligated to replace it. The SR 522 realignment project is undergoing a separate NEPA process, which will determine specific mitigation measures for that action.</p>

Comment Number	Response
Pierce-24	Skateboard Park and Triangle Park. Neither park is located within the footprint of the SR 522 realignment project, though the City is currently in the process of relocating them.
Pierce-25	Expansion of the Park at Bothell Landing. The Proposed Alternative Modifications, described in Chapter 2 of this Final EIS, would designate this area as part of the Park and Public Open Space district, with a special park at Bothell Landing Overlay, which would allow this area to be developed for park uses in the future. This area includes the portion of the Beta Bothell site that will remain after completion of the Bothell Crossroads realignment.
Pierce-26	Expansion of the Park at Bothell Landing. Please see response to comment Pierce-6.
Letter 14: Walter Wojcik	
Wojcik-1	Buildable Lands. See response to Larsen 2-8.
Wojcik-2	New UW-Bothell Access to SR 522. All maps reproduced for the Final EIS have been updated to show the new campus access. See Chapter 2 of the Final EIS.
Wojcik-3	Maximum Heights. These figures show the maximum heights that were under consideration as of publication. Planning Commission Recommendations are in the range of the No Action and Proposed Alternative. Other height reduction options are under consideration. A description of the Proposed Alternative Modifications is included in Chapter 2 of this Final EIS. These amendments are available online at www.ci.bothell.wa.us .
Wojcik-4	Existing Sewer System. There is a number of existing sewer mains that are not shown on Figure 3.9-2. The mains shown on the figure are existing sewer mains that were modeled. The 8-inch main on 181st Lane was left out to simplify the model. This main, as well as several others in the area, were deemed unnecessary for the analysis because they are outside the identified sewer service area (SSA) as discussed in the text. However, the flows from those mains were taken into account to identify downstream impacts to the downtown revitalization area.
Wojcik-5	Transit Center Air Quality. A carbon monoxide hot spot analysis showed no issues with air quality resulting from increased bus emissions. Noise analysis was conducted using the traffic data available at the time, and noise impacts specifically related to increased bus and car traffic are discussed on pages Draft EIS pages 3.6-6 through 3.6-9. The “transit center” will not include bus layovers—this function will continue to occur at the UWB/CCC campus.
Wojcik-6	NSD Site Cleanup. See response to comment NSD-3. Information on NSD’s involvement in site remediation has been added to the text per Final EIS Chapter 3.

Comment Number	Response
Wojcik-7	Reduced Downtown Parking and Shuttle Service. As described on page 3.5-33, developers under the Proposed Alternative would be allowed to contribute to a cash-in-lieu of parking program that would help the City fund the construction of parking facilities in the downtown, and the SR 527 Multiway Boulevard project would provide supplemental, on-street parking. Additionally, mitigation measures include the development of a parking management plan to monitor parking supply and implement additional mitigation or regulations if demand exceeds supply.
Letter 15: Ann Aumann	
Aumann 1-1	2800 Density Transition Zones. See Chapter 2 of this Final EIS for updated descriptions of the analyzed alternatives, including Proposed Alternative Modifications, which would have stricter height and setback controls for greater compatibility.
Aumann 1-2	Downtown Core Height. Comment noted and forwarded to City decision makers.
Letter 16: Ann Aumann	
Aumann 2-1	Upper Level Building Setbacks. Comment noted. See response from City staff in the email exchange.
Aumann 2-2	Building Heights. Comment noted. See response from City staff in the email exchange.
Aumann 2-3	Building Height on Main Street. Comment noted. See response from City staff in the email exchange.
Aumann 2-4	Building Scale in Downtown. Comment noted. See response from City staff in the email exchange.
Letter 17: Gina Blum	
Blum-1	<p>Special Height Regulations. The revised text of Section 12.64.203 should be interpreted to state that new development adjacent to residential-only zones has a base height of 3 stories above finished grade, as measured on the side of the building facing the adjacent residential-only zone. New development may exceed three floors in height, but additional stories are subject to an upper-level setback. For example, a fourth story would be required to set back from the façade facing the adjacent single-family residential parcel.</p> <p>Under the Proposed Alternative Modifications, the three-story limit would apply to most areas adjacent to residential zones, and would also state that development adjacent to a residential-only zone would have a maximum height of 35 feet. Any floors above the third would be required to be set back at a minimum of 90 feet from the zone boundary (25-foot ground-level setback plus a 65-foot upper-story setback). A complete description of the Proposed Alternative Modifications is contained in Chapter 2 of this Final EIS. For a graphical representation, please refer to Attachment 1 of the City Council Packet for the 3/24/09 meeting at www.ci.bothell.wa.us.</p>

Comment Number	Response
Blum-2	Protection of Residential Neighborhoods. Comment noted and forwarded to City decision makers. Please also see Proposed Alternative Modifications in Final EIS Chapter 2.
Letter 18: Lillian Bradburn	
Bradburn-1	R-2800/OP Zone Preservation. Comment noted and forwarded to City decision makers.
Letter 19: Leona Brandes and Garry Smith	
Brandes-1	R-2800 Zone Preservation. Comment noted and forwarded to City decision makers.
Brandes-2	Expansion of Park at Bothell Landing. Comment noted. The City recently advertised for consultants to work on the Park at Bothell Landing Master Plan. Statements of Qualifications were submitted the week of January 26, 2009, and the selection process is ongoing. Expansion of the park will be considered as part of this process.
Letter 20: Jeanette Clark	
Clark-1	Plan Impacts on Quality of Life. Comment noted and forwarded to City decision-makers.
Clark-2	Building Heights in Downtown Core and Transition Zone. Comment noted and forwarded to City decision makers. Please note height reductions under the Proposed Alternative Modifications described in Chapter 2 of the Final EIS.
Clark-3	Preservation of Existing Transition Area Conditions. Comment noted and forwarded to City decision makers. Please also note the Planning Commission Recommendations, described in Chapter 2, which call for the preservation of existing zoning in portions of the Downtown Transition district.
Clark-4	Protection of Neighborhoods and Quality of Life. Comment noted and forwarded to City decision makers.
Letter 21: Marilyn Gipson	
Gipson-1	Downtown Height Limits. Comment noted and forwarded to City decision makers.
Gipson-2	City Hall Siting. The City announced their decision to rebuild City Hall at its current site on January 6, 2009. As of the publication of this Final EIS, the Park at Bothell Landing site is no longer under consideration.
Gipson-3	Daylighting of Horse Creek. Please see response to comment Muckleshoot-1.
Letter 22: Ray Hayes	
Hayes-1	Community Gardens. Comment noted and forwarded to City decision makers.

Comment Number	Response
Letter 23: Eric Hoierman	
Hoierman-1	Extent of Downtown Core District. Comment noted and forwarded to City decision makers.
Hoierman-2	R2800/OP Zone Preservation. Comment noted and forwarded to City decision makers.
Hoierman-3	Multifamily Residence Protection. Comment noted and forwarded to City decision makers.
Hoierman-4	Special Height Limit Exemptions. Comment noted and forwarded to City decision makers. It should be noted that the additional 5 feet for partially submerged basements or podiums would not come into play in most, if not all, of the transition area situations, as the adjacent residential zones are typically on the uphill side. The additional 10 feet for dormers, mechanical rooms, gazebos, etc. is significantly more restrictive than the current code, which has no limit for roof elements.
Hoierman-5	Overall Downtown Height. Comment noted and forwarded to City decision makers.
Hoierman-6	Evolutionary Downtown Plan. Comment noted and forwarded to City decision makers.
Hoierman-7	Transition Areas. Comment noted and forwarded to City decision makers. Transition areas are identified through an analysis of a number of factors that indicate likelihood for redevelopment in the near future. This does not guarantee that redevelopment will occur on any specific timeline or even that it will take place at all.
Hoierman-8	Acknowledgements. Comment noted and forwarded to City decision makers.
Letter 24: Sarah Larsen	
Larsen 3-1	Open Space. Comment noted and forwarded to City decision makers.
Letter 25: Chris Maxfield	
Maxfield-1	Historic Safeway. Comment noted and forwarded to City decision makers. The City's Title 22 will continue to address eligibility and protection of historic resources and mitigation measures should such buildings be considered for removal. To date, the Safeway building has not been placed on historic registers.
Maxfield-2	W.A. Anderson Building. Comment noted and forwarded to City decision makers. Potential impacts to the W.A. Anderson Building and other cultural resources in the Downtown Subarea, as well as mitigation measures, are discussed in Section 3.7 of the Draft EIS. The property is also being considered under a separate NEPA process for the SR 527 expansion.

Comment Number	Response
Letter 26: Karen Pelton	
Pelton-1	Height Limits. Comment noted and forwarded to City decision makers. Please refer to Chapter 2 of the Final EIS for Proposed Alternative Modifications, as well as Section 12.64.203 of the proposed Downtown Subarea Regulations for Special Height Requirements for new development adjacent to residential zones.
Letter 27: Sharon Ricketts	
Ricketts-1	Small Town Bothell. Comment noted and forwarded to City decision makers.
Public Hearing Comments – EIS: January 6, 2009	
PH Aagaard-1	Site clean-up at NSD property-need more discussion. Draft EIS Section 3.1 identified current state regulations, described current clean-up activities at NSD, and incorporated by reference the <i>Report on Tax Parcel History through 1972</i> (Environmental Coalition of South Seattle 2008). Since the NSD site is undergoing cleanup in accordance with state law and additional information is being collected and made available to the public consistent with Ecology guidelines, further discussion is not warranted in the Planned Action EIS.
PH Aagaard-2	More specific mitigation – surface water. See Response to Aagaard-2, Letter 6.
PH Aagaard-3	Reduction of greenhouse gas – TOD and LEED are important. Please see response to Aagaard-9.
PH Aagaard-5	<p>Riverfront Special Overlay—no specific mitigation or detail on height. The Draft EIS indicates in Section 3.3 that “The City should consider adding to the proposed <i>Downtown Subarea Plan and Regulations</i> the existing Riverfront Special district regulations (contained in BMC 12.64.070 through 12.64.090) and Lazy Wheels Mobile Home Park Overlay regulations (contained in BMC 12.64.100).” These existing code sections are available at www.mrsc.org or on the City’s website, www.ci.bothell.wa.us.</p> <p>The Planning Commission Recommendations include a Park and Public Open Space district that would recognize passive parks and active recreation areas such as Pop Keeney Stadium. The regulations provide for standard and special building heights and architectural regulations for a consistent and compatible development form. The proposed height here is 35 feet or equal to the tallest structure on the public open space, whichever is taller (addresses Pop Keeney). These recommendations are described in Final EIS Chapter 2.</p> <p>The City is currently considering final proposed plan and regulatory changes including the regulations applicable to parks.</p>
PH Aagaard-6	Parking – how will cash-in-lieu be activated? See Response to Aagaard-6, Letter 6.
PH-Brent-1	NSD site – no specific guidelines. Please see the responses to NSD in Letter 4.

Comment Number	Response
Public Hearing Comments—City Hall: January 6, 2009	
CH Aagaard-1	<p>Insufficient EIS Analysis of Beta Bothell Site. The Beta Bothell site is discussed in multiple sections of the EIS, including, but not limited to, Section 3.1 of the Draft EIS (page 3.1-26), under Impacts Common to All Alternatives, regarding soil conditions and impacts caused by construction at this location. The site is also discussed as part of the analysis for Aesthetics (page 3.4-12) and Parks and Recreation (page 3.8-16).</p> <p>Please note that the City Council has selected the current City Hall location for construction of the new City Hall. The Beta Bothell site will be designated as Parks and Public Open Space, with a special park at Bothell Landing Overlay. See Proposed Alternative Modifications in Chapter 2 of this Final EIS.</p>
Public Hearing Comments—Downtown Plan and Regulations: January 27, 2009	
PH Cox-1	<p>Keep area along the south side of Beardslee single family, in Sunrise/Valley View district. Comment noted and forwarded to City decision makers.</p>
PH-Hoierman-1	<p>Presented letter. Please see responses to Letter 21.</p>
PH-Falley-1	<p>Sent photos to staff. The photos and accompanying comments have been made part of the project record as City Council Exhibit 15.</p>
PH-Blum-1	<p>Presented letter. Please see responses to Letter 17.</p>
PH-Zornes-1	<p>Protect history, community and home in Sunrise/Valley View. Comment noted and forwarded to City decision makers.</p>
PH-Pierce-1	<p>NSD image and cover rendering are great, regulations are not; read and submitted comments from Jeanette Clark. Comment noted and forwarded to City decision makers. Please also see responses to Letter 20.</p>
PH-Podany-1	<p>Don't extend downtown into Sunrise/Valley View – keep it west of 104th or north of Beardslee Boulevard Concerned about traffic impacts. Comment noted and forwarded to City decision makers. Please also see Section 3.5 of the Draft EIS regarding transportation impacts and mitigation.</p>
PH-White-1	<p>Sunrise/Valley View resident – same comments as Podnay. Please see response PH-Podnay-1.</p>
PH-Zornes-1	<p>University Heights project would build a tower in back yard. With roofs, buildings could be 90 feet tall. Concern about the quality of life? Comment noted and forwarded to City decision makers. The plans submitted are considerably less than 90 feet tall, as calculated by code.</p>
PH-Aumann-1	<p>Presented letter. See responses to Letters 15 and 16.</p>

Comment Number	Response
PH-Ericksen-Berg-1	Owns two parcels along 98th behind Safeway – will they be impacted? The parcels are included in the proposed Downtown Subarea Plan and Regulations. The area along 98th is proposed as Downtown Neighborhood, a mixed use designation. 98th is designated as a potential future transit route, connecting to NE 185th Street. It is not known at this time whether any right-of-way dedications will be needed.
PH-Kelly-1	Sunrise/Valley View resident – does not want this. Comment noted and forwarded to City decision makers.
PH-Larsen-1	Presented letter. See responses to Letters 10, 11, and 22.
PH-Preston-1	Devastated by plan for area adjacent to Sunrise/Valley View. Comment noted and forwarded to City decision makers.
PH-Carey-1	Lives on Valley View Rd. Comment noted and forwarded to City decision makers.
PH-Cox-2	Unfortunate that this continues to come back - supports PC recommendation. Comment noted and forwarded to City decision makers.
PH-Robison-1	Unfortunate that this continues to come back - supports PC recommendation. Comment noted and forwarded to City decision makers.
PH-Perry-1	Will Ross Rd. be dead-ended even if Gateway project isn't built? Make EIS language clear on this. Please see Response to Perry-3, Letter 12.
PH-Paylor-1	University Heights building is 100 feet from property line and 40 feet down the hill. Proposed regulations would be worse than existing project. Comment noted and forwarded to City decision makers.
PH-Pelton-1	Presented letter. See responses to Letter 24.
PH-Wojcik-1	Topography and irregular zone boundaries not considered. Comment noted and forwarded to City decision makers.



Brent Russell - Community Transit

Joyce Eleanor
Chief Executive Officer

David Boyd
Department of Community Development
City of Bothell
9654 NE 182nd Street
Bothell, WA 98011

January 21, 2009

Re: Bothell Downtown Subarea Plan and Regulations Planned Action DEIS

Dear Mr. Boyd:

Community Transit appreciates the opportunity to provide comment to proposed development plans throughout Snohomish County. It is our policy to help ensure that future growth is compatible with public transportation and services offered by community Transit. The document mentioned above has been reviewed by planning staff and comments have been summarized below.

Page Number

1-11 The potential improvement of NE 185th Street and its extension to 98th Avenue NE... Community Transit has been engaged in the design and placement of transit facilities on 185th during the last couple of years. Us stops on 185th and one on SR 527 (north of the project area) have been identified and forwarded to the City of Bothell. Community Transit agrees that eventually all transit routing should be moved to 185th.

CT-1

2-9 Capital Improvements for Proposed Alternative... The multi-way boulevard design is not a good one for locating bus stops and Community Transit intends to remove the CT zone on SR527 south of 185th once boulevard construction begins. Customers traveling to downtown Bothell will still be able to use zones in the 183rd/Main area, and they will still have access to the zone on SR 527 north of 186th. Community Transit currently only operates in the EB direction and any new stops or facilities would need to be sited and constructed in coordination with Community Transit.

CT-2

2-15 Based on the hierarchy of districts... Community Transit supports revised standards that encourage density in areas well served by transit and potential new growth centers located on transit emphasis corridors. Increased access provided by the new standards will help encourage alternative modes of transportation, and provide for increased ridership and transit efficiencies.

CT-3

2-20 SR 527 Multi-way Boulevard Treatments... Under the proposed alternative, the highly improved pedestrian nature of SR 527 will enhance the livability of the urban area of Bothell, and improve transit's appeal.

CT-4

3.5-15 Transit Service...

Two Community Transit bus routes connect the study area to Everett and Lynnwood...

CT-5

Actually, there are four Community Transit routes (105, 106, 120 and 121). Routes 105 and 106 directly serve the Bothell Park and Ride facility while routes 120 and 121 travel near the park and ride on Main Street.

3.5-33

Transit Service and Mobility

The Proposed Alternative would support public transportation...

Depending on the routing, Community Transit would generally prefer that buses stay on 185th instead of pulling into the site. This makes for more efficient operations in a place where there are plenty of safe opportunities to cross the street. Either way, Community Transit would work with the City to establish layover space in the vicinity for routes terminating at the new P&R (a likely change for routes 105/106). On-street layover would also require the use of streets for turning coaches around, so intersections must be designed so that 40-foot coaches can make turns safely.

CT-6

3.5-35 Other Potential Mitigation Measures

Transit

A number of additional transit measures could be incorporated to increase transit ridership...

Coordinated scheduling and routing is a good way to maximize the efficiency and encourage acceptance of transit in the downtown area. Community Transit has not actively been pursuing projects which set a "percentage of residents living within a prescribed distance" as referred to as an LOS standard.

CT-7

Coordinate with transit agencies to implement employer outreach programs...

Community Transit supports employer outreach program with its Transportation Demand Management staff. Alternative forms of transportation are further supported through bus bike racks, participation in bicycle and pedestrian promotional groups and bike/ped facility improvements through the Development Review Program.

CT-8

3.7-19 SR 522 Wayne Curve and East of Wayne Curve Improvement

Aside from the Bothell Crossroads project, other state route improvements...

Community Transit future plans intend to keep service off SR 522 in Bothell. The transit lane will serve Metro and Sound Transit, while Community Transit service would be limited to the Beardslee/185th corridor.

CT-9

Thank you for including Community Transit in your review process.

Sincerely,

Brent L. Russell
Transportation System Planner
Community Transit
brent.russell@commtrans.org
(425) 348-7189

Cc: Roland Behee, Supervisor, Community Transit
Sara Hayden, Service Planning, Community Transit



2
Dave
RECEIVED

JAN 20 2009

City of Bothell-CD/PW
For: *Bill Wiselogle*
By: _____

Bill Trimm, AICP - City of Mill Creek

January 16, 2009

Mr. William R. Wiselogle, Director
Department of Community Development
City of Bothell
9654 Northeast 182 Street
Bothell, Washington 98011

SUBJECT: BOTHELL DOWNTOWN SUBAREA PLAN AND PLANNED ACTION DEIS

Dear ^{*Bill*} ~~Mr.~~ Wiselogle:

Thank you for the opportunity to provide comments on the City of Bothell Downtown Subarea Plan and Regulations Planned Action Draft Environmental Impact Statement (DEIS). Our staff has reviewed the DEIS and the City of Mill Creek supports the Proposed Alternative based on the proposal's consistency with the Growth Management Act by:

- Offering extensive citizen involvement and participation during the development of the plan;
- Planning consistently with Bothell's Comprehensive Plan goals, policies and actions;
- Encouraging economic growth and revitalization of the historic downtown and surrounding residential neighborhoods;
- Increasing density and encouraging development within Bothell's Urban Growth Area;
- Providing efficient multimodal transportation systems that are coordinated with local and state systems;
- Creating a pedestrian friendly living, working and gathering place that is connected to the surrounding neighborhoods;
- Preserving the character of downtown Bothell's historic properties; and
- Incorporating open spaces and preserving significant environmental features.

**Mill
Creek-1**

We commend the City of Bothell for being pro-active and pursuing the planning efforts required for improving the downtown corridor by integrating efficient mixed land uses surrounded by

SUBJECT: BOTHELL DOWNTOWN SUBAREA PLAN AND PLANNED ACTION DEIS

residential uses that will benefit your community. We look forward to the advancement of the planning process and the revitalization and redevelopment of your historic downtown corridor.

Mill
Creek-1
cont.

Best Regards,



Bill Trimm, FAICP
Director of Community Development

Copy To: Mill Creek City Council
Tim Burns, City Manager

Karen Walter DEIS comments, received via email Jan. 21, 2009

Mr. Boyd,
The Muckleshoot Indian Tribe Fisheries Division has reviewed the above referenced document. We offer the following comments in the interest of protecting and restoring the Tribe's treaty protected fisheries resources.

1. The Plan and the associated regulations should include a provision to daylight the currently piped sections of Horse Creek (see Figure 2-6). In addition, the remaining sections of Horse Creek should be enhanced, including but not limited the replacement of any culvert that is currently a fish passage barrier as required under the State's Hydraulic Code. This stream likely supported coho and potentially other salmonids historically and it should be restored as projects redevelop.

Muckleshoot-1

2. Please note that the City's intent to adopt the 2005 Western Washington Stormwater Manual is a good first step; it may not be sufficient to manage stormwater such that the receiving water body meets State Water Quality Standards, which should be the goal of the plan.

Muckleshoot-2

3. On page 3.1-25, the DEIS fails to quantify and discuss the potential cumulative impact that the Proposed Alternative or the No-Action alternative may have on wetlands, streams, rivers and their buffers. There may be differences between the two alternatives such that more variances or buffer reductions would be required with the Proposed Alternative compared to the No-Action Alternative. These issues need to be fully discussed in the FEIS.

Muckleshoot-3

4. The DEIS fails to evaluate the potential for each alternative to affect water temperatures and dissolved oxygen levels in the Sammamish River and any affected tributaries as we requested in our scoping comments.

Muckleshoot-4

5. The DEIS also fails to evaluate the potential stormwater impacts associated with each alternative. These impacts, include, but are not limited to, increases in water temperature; potential decreases in dissolved oxygen; potential increases in stormwater discharges that lead to increases in water velocities and subsequent reductions in rearing area for juvenile salmonids; and potential increases in metal and pesticide pollutant loadings as a result of stormwater discharges.

Muckleshoot-5

6. The DEIS should identify potential mitigation measures for any impacts identified in the previous comments above including but not limited to, low impact development techniques to be applied as properties develop or develop. Stormwater retrofitting, culvert repair; Sammamish River riparian restoration, etc.

Muckleshoot-6

We appreciate the opportunity to comment on this proposal. If you have any questions, please let me know.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader
Muckleshoot Indian Tribe Fisheries Division
39015 172nd Ave SE
Auburn, WA 98092

SHOCKEY BRENT, INC.

Land Use • Environmental Analysis

Permitting • Public Policy



2716 Colby Avenue, Everett, WA 98201 425.258.9308 fax: 425.259.4448 shockeybrent@shockeybrent.com

January 29, 2009

Laura Brent, AICP - On behalf of
Northshore School District

William R. Wiselogle, Director
Department of Community Development
City of Bothell
9654 NE 182nd Street
Bothell, WA 98011

Re: Bothell Downtown Subarea and Regulations Planned Action
Comment on the Draft Environmental Impact Statement (DEIS)

Dear Mr. Wiselogle,

This letter represents comments and questions submitted on behalf of the Northshore School District (NSD) related to the DEIS for the Bothell Downtown Subarea and Regulations Planned Action. NSD appreciates the opportunity to provide input into the process and the material provided for public review. As a property owner within the Subarea planning area, NSD understands the importance of this process and the work to date. The intent of the feedback is to provide additional information or comments to further this key planning effort.

Under Fact Sheet, there is a description of Pop Keeney Stadium that makes reference that the stadium would be revised and updated. For clarification, NSD is currently in a master planning process for the Pop Keeney facility. As part of this process, NSD is reviewing options for upgrading the facility while maintaining the 4,500-seat capacity and the standard for parking of 500 vehicles. The scope and timing for improvements is not known at this time. On page 2.20, there is a bullet identified under Pop Keeney Stadium that describes the unique and dynamic downtown opportunity the facility provides. NSD supports the vision of the opportunities that Pop Keeney provides for the community. However, the facility does support numerous sports and physical education programs for NSD. This is the main emphasis for NSD. The Pop Keeney facility will continue to provide community opportunities consistent with current and established guidelines for the use of the facility.

NSD-1

The Planning Commission has recommended a distinct classification for the Pop Keeney Stadium property, identified as the Pop Keeney/NSD Recreation District. It is unclear if the Recreation District is a district within the Parks and Open Space District or a new distinct district. This is confusing as described on page 3.3-29 under Parks and Public Space District where the Pop Keeney Stadium is referenced. The identification and implementation of a Pop Keeney/NSD Recreation District should outline the specifics of this district and the City should work with NSD to ensure that any requirements or code revisions would not impact the ability of NSD to implement any future master plan for Pop Keeney.

NSD-2

On page 3.1-27 under Water Resources, there is a description of the proposed cleanup of the NSD site. For clarification, NSD submitted a Voluntary Cleanup Program application to the Washington State Department of Ecology (Ecology) on January 25, 2007. NSD has been actively working with Ecology and has provided information to the Environmental Protection Agency (EPA) as part of the on-going monitoring process for the site. NSD will continue these monitoring activities consistent with future agreements with the City or until the cleanup work is completed. NSD is not anticipating the relocation of any portion of the piped section of Horse Creek that exists within the Pop Keeney site.

NSD-3

NSD-4

On page 3.3-6 under Redevelopment Opportunities, there is a description of structures on the NSD site. The description does not mention the existing pool building. There are numerous references of structures on the NSD site throughout the document that do not include the pool building. The pool building was built by King County with Forward Thrust bond monies in the early-1970s. NSD granted a 40-year ground lease to the County with an option to potentially renew the lease. Approximately six years ago, the County assigned the rights under the lease to the Northwest Center for the Retarded (NWC). Information on this structure should be provided in the EIS.

NSD-5

The DEIS does identify potential impacts to schools with the Proposed Alternative. On page 3.8-16, it is stated that this alternative could have a slightly higher demand for educational services due to the greater projected population and housing growth. This higher demand could potentially shift student populations and put increased pressure on schools not identified in the NSD Capital Facilities Plan. The current NSD Capital Facilities Plan, adopted by the City, has not addressed these potential higher numbers or any shift in facilities demand. Current plans do not include any funding in the 2010 Bond for capacity expansion. Funding to address capacity would most likely be considered with a 2014 Bond and if approved could not be addressed for an additional two years. It is recommended the City work with NSD to address these potential impacts.

NSD-6

NSD has comments regarding the Downtown Subarea Plan Regulations as it relates to the Pop Keeney facility. This includes the Pop Keeney Stadium and the area retained by NSD as outlined in the Memorandum of Understanding with the City. It is not known at this time if the Pop Keeney/NSD Recreation District would have regulations directly addressing this district. Any regulations outlined in this district or part of the Park and Public Open Space designation should recognize the existing nature, operations and structures of the Pop Keeney site. This would include considerations for setbacks, height, parking and the level of activity that currently exists at this facility.

NSD-7

Pop Keeney Stadium has exterior lighting fixtures that allow sport-related activities to occur on the field during evening hours. These outdoor lights have been in place for many decades and are appropriate in scale, intensity and height to the stadium uses that they serve. It is our understanding that the City's current performance standards for exterior lighting (BMC

William R. Wiselogle, Director
Department of Community Development
City of Bothell
January 29, 2009
Page 3

8.64.030) establish a maximum level of permitted light to occur, as measured as it crosses a property line in a residential zone. It is further our understanding that the current mixed-use zoning for the Pop Keeney Stadium and the adjoining school property is in a mixed-use zone that does not constitute a residential zone for purposes of these standards.

NSD-7
cont.

The Subarea Plan for the Pop Keeney site and the adjoining school property should also include mixed-use zoning that would not constitute a residential zone for purposes of the City's performance standards for exterior lighting. If those standards were to apply to the Pop Keeney Stadium parcel, then additional disclosure, analysis and consideration must occur regarding the environmental impacts upon this stadium use that would likely result from implementation of the proposed Subarea Plan and related zoning. Because this disclosure, analysis and consideration has not occurred to date, NSD assumes that the City does not intend its Plan will create or lead to the implementation of a residential zone for purposes of BMC 8.64.030.

NSD-8

Any proposed zoning requirements for Pop Keeney should address the existing conditions as well as provide the flexibility necessary for future improvements to the facility. The Planning Commission recommendation was provided to ensure flexibility of the redevelopment of this area. There is also a concern that should NSD decide to surplus the Pop Keeney site in the future that the future development should be allowed consistent with the surrounding uses and zoning. This issue should be evaluated in any zoning designation that is presently being considered for the site, and the zoning designation should include a mix of uses and not just those related to recreation. NSD will continue to work with the City as it develops regulations related to the Pop Keeney/NSD Recreation District.

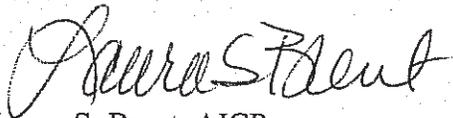
NSD-9

Our review of the DEIS has been provided mainly as an overview of comments. The document is well done and provides the vision and direction for future development of the downtown area. NSD appreciates the opportunity to comment on the DEIS and further the dialogue with the City on NSD facilities.

NSD-10

Sincerely,

SHOCKEY BRENT, INC.



Laura S. Brent, AICP
Principal

C: Dan Vaught, Northshore School District

Angela Wingate / PSE comments, received via email Jan. 30, 2009

City of Bothell Community Development
Attn: Bill Wiselogle, Director
9654 NE 182nd Street
Bothell WA 98011

Dear Mr. Wiselogle,

Puget Sound Energy (PSE) appreciates the opportunity to provide the following comments to the City of Bothell's Downtown Subarea Plan and Regulations Planned Action (Downtown Plan) Draft Environmental Impact Statement (EIS). PSE is Washington State's oldest and largest energy utility with a 6,000-square-mile service area stretching across 11 counties and serves more than 1 million electric customers and 735,000 natural gas customers, primarily in western Washington.

PSE strives to maintain a positive, professional and productive relationship with all the customers we serve and the relationship we have with the City of Bothell is extremely important to PSE. We view our partnership as critical to our ability in providing safe, reliable, efficient and cost-effective electric and natural gas services to our customers in and around the Bothell area.

As part of PSE's service obligation, we are required to maintain and reinforce our electric and natural gas systems as the need arises. New growth places increased demand for electric and natural gas services and the associated utility infrastructure. All of this requires PSE to be particularly responsive to all service needs. PSE must have the ability to access and maintain safe, immediate and reliable service to our customers. This work requires us to utilize the City's Right-of-Way, including the WSDOT highway system, to reach our customers.

We have reviewed your Downtown Plan Draft EIS and respectfully request the following revisions to be taken into consideration:

Ø The City and PSE will work together to determine the appropriateness of whether electric utility infrastructure (i.e.: switches, transformers and vaults) should be installed aboveground or placed underground. If the electric facilities are determined to be undergrounded, this work is covered under PSE's Schedule 73 and 74 Tariffs, on file with the Washington Utilities and Transportation Commission (WUTC), which among other conditions includes details regarding the City's and/or private property owners financial responsibility. Decisions will need to be made as to where acceptable locations will be in the downtown area for the infrastructure to make sure they don't impede sidewalks and open space. Whenever feasible, locate and/or screen utility meters, electrical conduit, and other public and private utilities equipment and apparatus so as not to be visible from the street or adjacent properties.

PSE-1

Ø Include a statement that all new development will be required to pay for undergrounding their electrical service, as a condition of development.

PSE-2

Ø On Page 3.2-16 under "Energy": Clarify that space heating includes natural gas in addition to electric. Natural gas does have greenhouse gas emissions.

PSE-3

Ø On Page 3.2-21 under Table 3.2-7 "Plant trees and vegetation near structures to shade buildings": The type and location of trees and vegetation need to be designed so as to avoid conflicts with underground and overhead electric and natural gas facilities (i.e.: switches, transformers, vaults). Could reference PSE's Energy Landscaping brochure as a guide, as can be referenced on-line at:

PSE-4

http://www.pse.com/SiteCollectionDocuments/safetyReliability/1225_energy_landscaping_WEB_2.pdf .

Ø On Page 3.2-21 under footnote 2 "Examples include emissions associated with purchased or acquired electricity": Add natural gas to this statement.

PSE-5

Ø On Page 3.9-1 under Section 3.9 "Utilities" we have concerns with the following statement: "As stated in the project's State Environmental Policy Act (SEPA) checklist (Appendix C), the following utilities have minimal potential for impacts and are not addressed in this chapter: power, natural gas, and telecommunications." Depending on changes to roadways, building uses, creation of open spaces, etc., this could dramatically affect PSE's infrastructure. We feel confident in being able to provide service, but there may be impacts with which we will need to work closely with the City.

PSE-6

Ø On Page 8 of Appendix A under item 6 "Energy and natural resources" part "a" and on page 14 of Appendix A under item 17 "Utilities": Rephrase the sentence "PSE has indicated that they should be notified of potential customers that might require a larger than normal demand" by stating as the City becomes aware of anticipated new loads PSE needs to be contacted and made aware to prepare for appropriate utilities to be in place in preparation for new development. PSE may need to completely rebuild the infrastructure system to serve new high use customers (i.e.: technology centers have the need for higher electrical use).

PSE-7

Ø On Page 11 of Appendix A under item 11 "Aesthetics" include a statement regarding the City seeking to underground the electrical utility infrastructure within the downtown area. Undergrounding is covered under the Schedule 74 Tariff, which includes details regarding the City's financial responsibility.

PSE-8

Ø Please include PSE as a "Party of Record" for your Downtown Plan, so that we are able to receive future updates.

PSE-9

As you continue to develop your Downtown Plan, we strongly urge you to carefully consider the complexities associated with significant use of the City's Right-of-Way by PSE. The City of Bothell should place a high priority on assisting PSE to provide continuity and uninterrupted service to our customers in and around the Bothell area.

Thank you for the opportunity to comment. If you have any questions concerning these comments please feel free to contact me at 425.462.3351 or angela.wingate@pse.com .

Sincerely,
Angela Wingate
Municipal Liaison Manager
PUGET SOUND ENERGY
425.462.3351 tel
425.213.2315 cell
355 110th Ave NE EST-11W
Bellevue, WA 98004
www.PSE.com <<http://www.pse.com/>>

Bill Wiselogle, Director
Department of Community Development
9654 NE 182nd St.
Bothell, WA. 98011

RE: Downtown Subarea Plan and Regulations Planned Action Draft Environmental Impact Statement (DEIS)

Dear Mr. Wiselogle , Bothell City Council, and staff:

“The clear mandate of SEPA, and the purpose behind the environmental impact statement requirement , is consideration of environmental values based on full information before a decision is made...with or without imposition of conditions.”
Norway Hill v. King County Council 87 Wn2d 267,552 P.2d 674.

This landmark decision on the purpose and value of SEPA continues

“ One of the purposes of this complete information requirement is to help the agency decide what protective conditions are needed”

Aagaard-1

The court also noted in their 1976 decision that:

“ in defining the term “ significantly” it includes *at least* two relevant factors:
(1) the extent to which the action will cause adverse environmental effect in excess of those created by existing uses in the area, and (2) the absolute quantitative adverse environmental effects of the action itself, including the cumulative harm that results from its contribution to existing adverse conditions or uses in the affected area.”

This Planned Action EIS – while clearly examining the “ bookends” of the Subarea Plan and Regulations, has failed to meet the basic requirements of the EIS requirements. The document does not encompass the full information. Decisions are being made before the full information is before the decision makers. The document does not examine the adverse environmental effects in excess of those created by existing uses in the area, and it does not include an analysis of the cumulative harm from its contribution to adverse conditions(for example storm water impacts, parking requirements, reduction of open space).

Aagaard-2

There are many things yet to be determined regarding the Subarea Plan and Regulations. At the January 27th meeting, over 20 different items remained to for consideration on the Council Agenda. While the Final Environmental Impact Statement may be issued prior to the Council’s final decision, the public has been able to respond only to the “recommendations” . I request that a Supplemental Environmental Impact Statement be issued when the Council completes their Planned Action Subarea Plan with an opportunity for agency and public comment.

Aagaard-3

One of the purposes of an EIS is to help the decision maker decide what protective conditions are needed. In this DEIS the conditions (Mitigations) has been described in

Aagaard-4

terms such as “ already addressed in Federal and State requirements” How they “ could be addressed” or “ possibly” might be mitigated.

Mitigation measures are a basic component of the Planned Action Review Criteria determination. The DEIS process is not complete. Yet, on January 27th, the Council majority voted to not consider the stormwater mitigation. A decision has been made and the mayor determined that stormwater would not be revisited. This is inconsistent with the SEPA determination process. What does this decision mean? Does it mean that no stormwater mitigation will be considered? Does it mean that the loop hole words in the mitigation section 3.1-33 will be the mitigation measure? “ the City will encourage new development in the study area to reduce stormwater runoff by utilizing LID techniques? What specific application measures will be considered if the project is not a “ new development””? How will the City require utilization of LID techniques when there are no LID requirements for the downtown area?

Aagaard-4
cont.

Where is the quantitative data on the current stormwater impacts, and the data for the increase in impacts from the additional traffic, commercial, office, and residential development? Why has this not been provided?

Aagaard-5

Examples of impacts that will be in excess of those created by existing uses – and which are not addressed are parking requirements and open space / recreation requirements. Population and housing is expected to more than double under the proposed alternative. Parking will be eliminated at the Park at Bothell Landing, and the park /open space use will receive greater useage – and that in addition to significantly greater retail/ office development. Section 2.21 states that Additional public parking lots or garages may be warranted if a downtown cash-in-lieu-of-parking is implemented. What is the factor that will require additional parking, or implement a cash-in-lieu-of-parking requirement ? When will this occur and where will the garage / parking be located?

Aagaard-6

Open Space/ parks and recreation is already at a premium for downtown residents. The public made known their interest in expanding the Park at Bothell Landing when they signed the petition in opposition to locating the City Hall near the Park. There is no discussion as to what landuse will occur in the area left to the north after SR522 is relocated. A Supplemental DEIS should be issued to cover SR522 /SR527 development and the land use changes that will occur to the area to the north after SR522 is relocated. Will a SDEIS be required?

Aagaard-7

The 12/15/08 Review Draft Ordinance implementing the Planned Action gives the various new land use amounts: Office 248,500 sq.ft. Retail 397,000 sq.ft. and Residential 2,736 units. And the draft Ordinance states that “ Shifting the total build out between categories of uses may be permitted so long as the total build-out does not exceed the aggregate amount of development....and mitigated consistent with Exhibit B. The Ordinance only contains Proposed Alternative Heights for the different districts. It does not specify what uses may occur in the different districts. Does this mean that any of the uses can occur in any district consistent with the shifting of total build out ...as long as the aggregate is not exceeded”?

Aagaard-8

Section 3.1.3 Mitigation measures discusses the Transit Oriented Development (TOD) as able to reduce associated greenhouse gas emissions and applies LEED standards as mitigation measures as well. However, the LEED ordinance is not yet adopted, and if it includes, as considered, a provision to further increase the height requirements, then the LEED standard cannot serve as a Mitigation measure. What is the justification for including LEED standards as a mitigation measure when the LEED standards are unknown and not adopted?

Aagaard-9

The Draft Ordinance contains a provision for Monitoring, consistent with the required Planned Action Review Criteria of RCW 43.21C.030. Yet, there are no specifics regarding what will be monitored, or when, and there are no benchmarks. When will the specific monitoring provision of the Draft Ordinance be addressed? (These are not on the current list of issues to be addressed—so will it be addressed?) Monitoring should include details on what will be monitored. When will what is monitored be covered? Will benchmarks be established? Will Transit Oriented Development—the main component of the downtown revitalization plan be monitored? Will Greenhouse Gas Emissions be considered? Will the various land use categories and their buildout be quantified and monitored? What benchmarks are appropriate? A Supplemental DEIS would be appropriate to discuss this important requirement in detail.

Aagaard-10

The citizens of Bothell have financed the studies, and consultants that produced this document, and will pay for supplemental documents, monitoring to determine the success of the Plan, the capital infrastructure for the development to occur, and purchasing the Northshore School District Property. We want our money spent wisely and prudently to support this important revitalization for the future health and welfare of current and future Bothell citizens.

Ann Aagaard
16524 104th Ave. N.E.
Bothell, WA. 98011

ann_aagaard@verizon.net

Dave Cox comments, received via email Jan. 30, 2009

>>> Dave Cox <cox.davidm@gmail.com> 1/30/2009 4:44 PM >>>
I have reviewed the Draft EIS, plans, and regulations for the downtown subarea. I applaud the city for undertaking proactive measures to guide future development and create a more unified area. I have some concerns, objections, and recommendations that are discussed below. To understand my perspective, I reside on Sunrise Drive, immediately adjacent to the parcels along Beardslee that would, should the Proposed Alternative be selected, be rezoned from residential to downtown corridor.

Table 1-1 should be significantly revised to adequately reflect the differences between all three alternatives (no action, Proposed Alternative, *and the alternative proposed by the Planning Commission (Commission)*. In places, Table 1-1 falls short of its intended goal by making an apples to oranges comparison. For example, the following is from Table 1-1 on page 1-6:

Proposed Alternative

No Action Alternative

A significant goal of the Proposed Alternative and form-based zoning in general, is to create compatibility between adjacent developments, adding value. SR 522 Corridor would experience an improvement in building and streetscape design under Proposed Alternative due to introduction of a form-based code.

Existing zoning allows a wider range of physical layouts, which can result in a less cohesive development pattern.

In this example, the summary of the Proposed Alternative focuses on the goal of the alternative, not the outcome or effect. In contrast, the summary of the No Action Alternative is based on the outcome or effect. I presume the original regulations also came from beneficial goals. This is an example of how, throughout the text, the action alternatives are being pre-sold.

Additionally, the DEIS has also concluded, as presented in Table 1-1, that "The Proposed Alternative is generally consistent with the City's Comprehensive Plan goals and policies related to Downtown Bothell. The newly created districts are generally consistent with the existing Comprehensive Plan land use designations applied to land use within downtown". This is weak, not committal language. By throwing "generally" into the statement, it is clear that there may be some inconsistency. What are those inconsistencies? The purpose of this analysis should be to adequately document and disclose the effects of the alternatives. Additionally, I dispute that the Proposed Alternative is consistent with the goals and policies.

Overall, the DEIS does not adequately describe the Commission's modified action and disclose the difference between the Proposed Alternative and the planning commissions modified action to promote public understanding and disclosure and informed decision making. While I was able to put the

Cox-1

Cox-2

Cox-3

planning commissions alternative together from discussions scattered throughout the text and tables, it should have been better presented all together in one place. Differences should be specifically identified by location up front in the document.

Cox-3
cont.

· The following text from Table 1-2 understates the differences between the Proposed Alternative and the Commission's Alternative:

"There is a somewhat stronger emphasis on the preservation of and/or transition to existing residential neighborhoods consistent with land use and housing goals and policies. In terms of economic development and urban design goals, the Planning Commission Recommendations would not realize the benefits of the form-based code as widely."

Cox-4

From the perspective of a resident and home owner in the affected residential areas, this is a critical difference. The word "somewhat" should be removed. Again, this statement appears to be pre-selling the Proposed Alternative. Based on the testimonies at the January 27 public meeting, this opinion is widely shared by residents.

· The DEIS concludes on page1-19 that "Changes to the study area, under the Proposed Alternative and Planning Commission Recommendations, could have impacts on land use compatibility, but these impacts could be mitigated with implementation of the form-based code and other existing city codes that would be retained." This statement is untrue in suggesting that the mitigation measures would resolve land use compatibility issues. The proposed rezoning of the parcels south of Beardslee east of 104th could result in drastic changes to the character of neighboring residential homes, decreasing the privacy and enjoyment of the residents, lowering property values, and potentially driving away residents who appreciate the current, small neighborhood feel of the Sunrise/Valley View neighborhood. Again, based on the testimonies at the January 27 public meeting, this opinion is widely shared by residents.

Cox-5

· The Proposed Alternative does not meet the community's intention of protecting "the character of residential neighborhoods at the edges of downtown." (DEIS, p. 2-5). Conclusions presented throughout the text that both of the action alternatives meet this objective are patently false. While the character may be maintained with respect to some, or even most, of the lots within the neighborhoods, it is undisputable that there would be a significant negative effect on some residents whose properties are adjacent to proposed changes. This effect is not adequately presented in the DEIS, thus failing to disclose the full effects to residents and potentially misinforming decision makers.

Cox-6

· Section 2.3.4 should be expanded and written more clearly. It is very difficult to discern specific differences between the Proposed Alternative and the Commission's Alternative. Each alternative should be given equal weight in representation. It was difficult to understand the differences between the Proposed Alternative and the commission's alternative. Some of the best text as it relates to zoning changes along Beardslee east of 104th is found on page 3.3-44; this clear explanation is a

Cox-7

good example of what should be included for all differences in Section 2.3.4.

Cox-7
cont.

· Horse Creek: I am disappointed about the lack of attention to Horse Creek. As recently as January 7, 2009, it was reported that:

"Horse Creek currently is enclosed in a pipe that runs through downtown and intersects with what is known as the Crossroads project, the plan to realign the three-way intersection of state routes 522 and 527 along with Main Street.

Boyd said city officials currently are in the process of looking at what portions of the pipe containing Horse Creek might need replacing or upgrading. But he added "daylighting" the creek probably will prove cost prohibitive. Boyd also said that, after consultation with various experts, local officials believe they may be able to get more environmental bang for their bucks by addressing problems with other waterways, such as North Creek. (http://www.pnwlocalnews.com/north_king/bkn/news/37118424.html)

If this is an option the city has considered and eliminated, it should have been included in section 2.3.6.

Cox-8

As it stands, there is inadequate discussion of Horse Creek. The DIES is unclear as to whether or not Horse Creek is a Type F stream and does not disclose why it is undetermined. The DEIS should indicate whether or not resident fish occur above the buried creek.

On page 3.1-27, the DEIS states that "Plans for the NSD redevelopment project could entail relocation of a piped portion of Horse Creek." This is an opportunity to evaluate the benefits and costs of restoring Horse Creek in places.

On page 3.1-28, the DEIS states that "Proposed work on both SR 522 and SR 527 would potentially affect the pipe that conveys Horse Creek beneath those roadways. Construction of the Bothell Crossroads project would likely bridge a short, currently open part of the Horse Creek channel." This again brings Horse Creek into this analysis but ignores the cumulative effect of the continued impairment of Horse Creek.

The results of each alternative and capitol improvement project should be reviewed for consistency with NE-P1 and NE-P14, including consideration of Horse Creek. The discussion on page 3.3-33 does not consider Horse Creek.

· Only a small portion of the subarea consists of housing (153 single family units) (DEIS, p 3.3-1). As such, I urge the City to preserve the existing characteristic of the neighborhoods that host single family units. Not only would the Proposed Alternative change the existing zoning, thus prohibiting single family units where some currently exist, it would negatively impact bordering single family properties. This impact is downplayed throughout the document.

Cox-9

· The Proposed Alternative, and much of the DEIS, inappropriate defines the Sunrise/Valley View neighborhood to exclude properties that

Cox-10

would be rezoned. This definition is convenient for an analysis that supports the Proposed Alternative and is another example of pre-selling, or favoring, the Proposed Alternative. In other words, it appears that the neighborhood was defined to fit the Proposed Alternative, rather than the other way around. This results in an imaginary line between neighbors that does not exist in the community.

· With respect to the Sunrise/Valley view neighborhood, the Proposed Alternative is not consistent with the following goals and policies (contrary to the conclusions in the DEIS):

o *LU-P5. *Promote the integration of housing and commercial development in locations where combining such uses would be mutually beneficial.

o *LU-P6. *Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses. Infill development in established neighborhoods should be sensitive to and incorporate to the maximum extent possible those features which impart to each neighborhood a unique identity and sense of coherence.

o *ED-G1. *To develop and maintain a strong, diversified and sustainable economy, while respecting the natural and cultural environment and preserving or enhancing the quality of life in the community.

o *ED-G2. *To improve the quality of life and create places where people can live, work, learn, shop and play.

· On page 3.3-20, the DIES incorrectly concludes that "under all alternatives: the single-family residential character of the Sunrise and Valley View neighborhoods would be protected." This fails to disclose the significant differences between the three alternatives in their effect on border properties. It is an inappropriate comparison as the neighborhood is defined differently between the alternatives.

This incorrect conclusion is restated elsewhere, such as on page 3.3-28/29:

"*Sunrise/Valley View Neighborhood District. *The Sunrise/Valley View Neighborhood District is composed of two enclaves of single-family residential development currently zoned either R-8,400 or R-9,600. This district is not expected to substantially change under the Proposed Alternative."

· As noted above, the following conclusion is incorrect and does not consider the significant, negative impacts of border properties within the neighborhood. Further, it is based on an arbitrary definition of the neighborhood that is inconsistent between the alternatives. It occurs in multiple locations, including 3.3-36 and 3.3-37.

"The Proposed Alternative preserves the character of small, single-family neighborhoods in the study area through the Sunrise/Valley View Neighborhood District. This district's R-8,400 and R-9,600 overlay would protect the intensity and character of development in these neighborhoods."

Cox-10
cont.

· On page 3.3-36, it is stated that "The Proposed Alternative promotes a *vibrant* mix of uses within the study area through similar policies and through a simplified set of land use districts, each with a single purpose statement, and a form-based development code to implement them."

The use of colorful, complimentary adjectives to describe the Proposed Alternative, while not treating other alternatives consistently, is another example of pre-selling, or favoring, the Proposed Alternative. The word "vibrant" is unnecessary beyond steering the reviewer or decision maker towards the Proposed Alternative; it should be removed. Please review the entire text for similar problems.

Cox-11

· The FEIS should include accurate visual simulations of what developments would look like. It was brought up in the January 27 City Council meeting that the images that have been shared with residents thus far, such as post card mailers, may not accurately show what the maximum build out would look like. Please include a variety of visual simulation, including from photo points within neighborhoods where the effect would be greatest, such as the from Sunrise Drive looking north and from west-most Sunrise/Valley View homes looking west, towards maximum build out developments at the corner of 104th and Beardslee. Please also include side profile elevations that would show how transitional buildings would be built next to and down slope of single family homes west of downtown.

Cox-12

· At the corner of Beardslee and Sunrise Drive, the Proposed Alternative splits a currently occupied residential lot across two zones. Please retain residential zoning for the small lot at the corner that is my neighbor's side yard, as well as the other homes along the south side of Beardslee.

I believe interior block of multifamily zoning between Sunrise and Valley View, across from the cemetery, should be returned to single family residential zoning. This would not alter the existing use, but would prevent future redevelopment outside of the character of the surrounding neighborhood. As the Proposed Alternative freely changes existing use of single family homes along Beardslee to meet someone's long term vision, this option should also be considered feasible for consideration.

Cox-13

Further, many testimonies at the January 27 City Council meeting were directly related to this EIS. As such, the entire meeting (packet, PowerPoint presentation, testimonies, submittals, and discussion should be incorporated into the EIS record.

Cox-14

During the January 27 City Council meeting, it was clear that the alternatives are still in development. A hybrid version, falling within the range between the Commission's Alternative and the Proposed Alternative, was discussed. It is difficult to comment on the merits of a plan that being changed even as the DEIS comment period closes.

Cox-15

I also heard at the January 27 meeting that the way maximum height is calculated may be different between residential zones and transition/general corridor zones. This difference should be clearly explained in the EIS for the reviewer to understand the implications.

Cox-16

I urge the City to revise the EIS to treat the alternatives evenly, clearly described specific differences between the alternatives upfront, add new alternatives under development or at least discuss what is ongoing as of the printing of the EIS, and honor the desire of its residents to truly protect the single family character of existing neighborhoods. I strongly support the form based concept, as it can be applied without unnecessary harm to existing residential neighborhoods. I support a modified plan that reaps the benefits of the form based code, yet better protects neighborhoods. I believe a better hybrid plan can meet the vision described in the EIS and not have such a significant adverse impact on residents. There has been a lot of talk about the form based code adding predictability, let's not forget how many homeowners are asking the city for the same thing. I purchased my home assuming the residential character would be maintained based on the current codes.

Cox-17

Thank you for your time and consideration,

David Cox

10516 Sunrise Drive
Bothell, WA 98011

Mary Farley comments, received via email Jan. 30, 2009

I want to thank you for your patience and attention during the citizen comment sections of the council meetings and during the Planning Commission meetings.

I am disappointed and distressed that the Planning Commission recommendation of 'No Action' at the present time has been changed for my neighborhood.

Farley-1

I request that you adhere to the Planning Commission recommendations regarding building height limits of 35 feet and retention of the R2,800 OP zoning in my neighborhood. (The area adjacent to the east side of R527 between 186th and 190th street.)

Neither I, nor my neighbors regard our homes as redevelopable, as described in Tables 3.7-1 and 3.7-3 of this document and illustrated in Fig.. 2.8 as Buildable Lands. Nor are we 'opportunity sites'. We are indeed 'cultural resources" with older homes that we have occupied for generations. My family has owned this home for 57 years, my neighbor has resided in his for over 45 years and a close neighbor has also owned her home for over 40 years. We have resisted very generous prices to sell our homes in the past because we value our homes.

Farley-2

We are already impacted by Light and Glare and traffic noise, which often exceeds the allowed level in your Table 3.6-1 on page 3.6-2. Increasing building heights would exacerbate this problem.

Farley-3

I know your consultants want mirror image forms on both sides of the 527 but, once again they ignore topography. We have a hill on the east side of the street. Our homes ,constructed with substantial beams of old growth timber, shake with the noise vibration waves from boom box teenagers and trucks idling in the turn zone in front of our homes. Increasing the building heights would amplify this phenomenon.

Farley-4

I disagree with the statement in 1.2 that your E.I.S. adequately addresses the significant impacts of the Proposed Alternative.

Farley-5

Mitigation:

I have several comments about the mitigation measures during construction and upon the completed projects.

Farley-6

During construction you have addressed noise, light and glare after 10pm. No one has addressed the effects of vibration from heavy equipment. My house is 20 feet from the property line of the adjoining property that was developed in 1998. For several weeks our house shook like it was in the middle of an earthquake, several cracks in the lathe and plaster walls appeared and a valuable gilt frame on a painting was cracked when it fell off the wall. We received no respite when we asked that they try to control the damage and certainly never received an apology or remuneration for the damage.

Boundary line trees and landscaping are not addressed. In two separate instances, my family owned property that was adjacent to land being developed. The properties were not adjacent and there were two different developers. The contractors simply mowed down valuable trees that were well within our property. These actions had significant consequences in loss of privacy, loss of wildlife habitat and a period where we grieved for something we valued that we could not regain. Bothell has lost so many trees recently. The Bothell Municipal Code listed on pg 3.3-43 and the mitigation section should address this issue as related to contractors. Washington State Law is very generous in allowing for compensation for the trees, but it does not replace a tree which will not be seen again in a lifetime.

Farley-7

Parking is still a concern to me in this document. Your mitigation measures on pg1-10 section 3.5 seem less than forceful. I would like to believe that reducing the number of available parking spaces in the municipal code would increase public transportation use and van pools. I hope you are correct. I urge you to keep lots and codes in place to provide surface parking if that doesn't work out. There is a lot of abuse of parking regulations now and population increases will not make the problem any easier to manage.

Farley-8

City Hall Siting: Remove the no longer relevant discussions about city hall sites at the Anderson Building and at the Park at Bothell Landing.

Farley-9

Purchase Additional Properties As part of the discussion of building a new city hall on the present location include a plan to buy the rest of the commercial properties between R 527 and 101st. As plans for mitigation proceed include clean up of those sites. Do it all at once. It will save money in the long run and you need that property for parking and public transportation access to ADA, van pools etc.

Farley-10

Parks and Recreation mitigation are addressed as a problem. The realignment of 522 will surely result in loss of wetlands and disruption of available parking that will need to be mitigated.

Farley-11

I would like Sec. 3.8 Public Services to include expansion of the park at Bothell Landing. Your document indicated that Bothell will need 79.2 acres of additional park space if no action is taken about development and even more if the proposed plan is adapted. p1-13. The Parks and Recreation Plan recommends the acquisition of 59.8 acres of parkland by 2035 to reduce the park deficit. The expansion of the Park at Bothell Landing fills a significant piece of that deficit and you can do it while you are realigning 522 and save construction costs. Disruption of the existing park would not occur more than once which would be a public relations coupe for the city. Mothers and families don't like bundling kids and strollers and picnic items to a park that is closed for construction over and over again.

Farley-12

Furthermore, in spite of our current economic situation vacant land is not going to get more available to purchase for parkland. Food prices and environmental concerns as well as food safety issues are going to make local production of food more attractive. Land is not going to get more available for parking structures either.)

Thank you for the incredible number of hours that you spend on the concerns of the city. Thank you for your respectful attention to my concerns and those of my neighbors.

Mary P. Farley RN, MN, ARNP
18832 Bothell Way NE
Bothell, WA 98011 1933

Date: January 29, 2009

To:
William R. Wiselogle, Director
Department of Community Development
City of Bothell
9654 NE 182 Street
Bothell, WA 98011

David.boyd@ci.bothell.wa.us

From:
Jeff Guinn
19010 88th Place NE
Bothell, WA 98011

Re: Bothell Downtown Subarea Plan and Regulations Planned Action
Draft Environmental Impact Statement December 2008 (DEIS)
529 acres of land in the center of the southern portion of the City of Bothell
Planned Action Ordinance
Downtown Subarea Plan & Regulations Public Review Draft April 2008 and the Planning
Commission recommendations

Please make this letter part of the record for the above-referenced DEIS, Downtown Subarea Plan & Regulations, Planned Action Ordinance – Bothell Downtown Subarea Plan and Regulations Planned Action.

Please make me a party of record for the above-referenced DEIS, Downtown Subarea Plan & Regulations, Planned Action Ordinance – Bothell Downtown Subarea Plan and Regulations Planned Action.

The DEIS states in part on the first page under letter dated December 22, 2008 from City of Bothell, “The Draft EIS studies two primary alternatives: the Proposed Alternative and the No Action Alternative. The Proposed Alternative would amend the City’s Comprehensive Plan and development regulations through the adoption of the Downtown Subarea Plan and Regulations and corresponding Planned Action Ordinance. If so designated in the ordinance, further environmental review on future development within the designated Planned Action area would not be necessary if the proposed development is consistent with the development levels of the adopted Planned Action Ordinance. The No Action Alternative is a continuation of the City’s current Comprehensive Plan and subarea plans applicable to downtown without amendment, and the standard project by project environmental review process would remain.”

Page 3 of the DEIS states, “ The basic steps in designating planned action projects are to prepare an environmental impact statement (EIS), designate the planned action projects by ordinance, and review permit applications for consistency with the designated planned action. The intent is

Guinn-1

to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review state.

The Planned Action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, will not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in a Planned Action Ordinance. Although future proposals that qualify as Planned Actions would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements.”

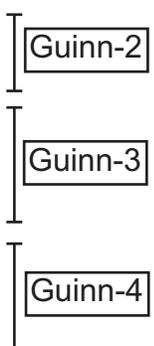
Page 5 of the DEIS states, “Prior environmental review was conducted for the City’s Comprehensive Plan and subsequent amendments, including the following EISs.

- Final Environmental Impact Statement for the City of Bothell Proposed Comprehensive Plan 1993,
- 2001 Selected Amendments to the Imagine Bothell...Comprehensive Plan and Bothell Municipal Code, an integrated SEPA/GMA document incorporating a Final environmental Impact Statement, addressed proposed changes in downtown building heights.
- Imagine Bothell...2004-2005 Comprehensive Plan and Code Update Final Environmental Impact Statement, addressed citywide policies, critical areas regulations, and land use changes in and outside of downtown. Subsequent Supplemental EISs were replared for plan amendments in 2005, 2006, and 2007.
- SR 522, University of Washington, Bothell/Cascadia Community College south access project: environmental assessment. 2002. U.S. Department of Transportation, Federal Highway Administration and Washington State Department of Transportation.

Where appropriate, relevant information found in prior environmental documents is also considered in this Draft EIS.”

The DEIS is unclear in several areas:

1. DEIS uses past EISs as a basis, where “appropriate”, but does not identify in the DEIS when this is being used. Are past EIS used in Transportation analysis and mitigation?
2. Past EIS have basic assumptions that certain identified transportation projects will be completed within a certain time frames. Have these certain identified projects in past EISs been completed? If not, would this change the traffic numbers listed in the EIS? Has this been incorporated into the analysis of the current DEIS?
3. Do any of the current and past transportation projects listed in the current DEIS and prior previously issued and incorporated Environmental Impact Statements require funding from the State? Are the current and past transportation projects listed in the State’s six



- year transportation planning plan? If not, has the City addressed how these projects will be funded? Is this identified in the DEIS?
4. Are past transportation projects listed/incorporated in past EIS (EISs referenced on page 5 of current DEIS) that have not been completed listed in the City's current Capital Improvement Plan?
5. Many of the mitigation measures include "should". A should is not a shall. It is not clear or easily understood what mitigation, if any, is required.
6. Has the cost of the mitigation been identified? Has the City identified how they will pay for the mitigation? It is not clear if the City has enough money to pay for the mitigation. It is not clear if the cost of the mitigation will make redevelopment too prohibitive for the developer.
7. Has proper and clear notice been given to the public? Is the City in compliance with RCW requirements?
8. Has proper and clear notice been given to the public as to what Comprehensive Plan and SubArea Plan policies are being changed? Specifically, what Comprehensive Plan and SubArea Plan policies are in conflict with the DEIS?
9. How long have the documents referenced in the DEIS been available to the public? Were they available to the public and the Planning Commission meetings on the Downtown Master Planning? Has there been notice to the public of when and where the documents (not available for review) referenced in the Planning Commission meetings and City Council meetings would be available and how to obtain them? Is availability of these documents to citizens in compliance with RCW requirements?
10. Under many of the mitigation sections of the DEIS, it is stated "under either alternative is considered a significant unavoidable adverse impact." The unavoidable impacts have not been quantified or qualified in the DEIS. How can citizens comment? It is not clear what the unavoidable adverse impacts are to comment on. E.g. page 3.5-36. "Although the effects of additional vehicles on traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increase in traffic under either alternative is considered a significant unavoidable adverse impact." What roads will receive the actual increase in traffic that is unavoidable adverse impact? Arterials? Local roads? Is the actual increase being directed to roads in compliance with existing comprehensive plan and subarea plan policies?
11. What has not been considered under the DEIS is a 2nd alternative – how to improve the unavoidable adverse impacts under the No alternative
12. City of Bothell Downtown Transportation Needs Analysis Downtown Revitalization Transportation Plan states "The VISUM travel demand model is based on the Puget Sound Regional Council (PSRC) estimates of population and employment for the years 2030 and 2040 throughout the entire region and also on a refinement of the City of Bothell T-Model/2 travel demand model which was developed for the Comprehensive Plan for overall development in the City. The results were interpolated to the horizon year 2035." Does the PSRC population incorporate the increased population of the Downtown Master Plan?
13. Does the PSRC VISUM travel demand model incorporate the City's current TIP and CIP projects? If not, how did the City incorporate the projects in traffic analysis? It is not clear (not identified in the DEIS) what mitigation is required on local residential streets and how this will be coordinated with the neighborhood traffic calming program. As this is a Planned Action ordinance, does the DEIS address what happens if a new development project would cause the level of service to decline below the adopted standard?

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cont.

Guinn-5

Guinn-6

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Guinn-8

Guinn-9

Guinn-10

Guinn-11

Guinn-12

Guinn-13

Guinn-14

Comprehensive Plan Transportation Element – Streets and Highway Policies:

TR-P2 Maintain or achieve LOS E (based on the highest peak hour) on the following corridors:

1. SR-524 (208th Street SE/Maltby Road) between 9th Ave. SE and 39th Ave. SE;
2. 228th Street SW/SE between 4th Avenue W and 39th Avenue SE;
3. SR-522 (NE Bothell Way) between 96th Avenue NE and Kaysner Way;
4. Beardslee Boulevard/NE 195th Street between NE 185th St. and 120th Ave. NE;
5. SR-527 between SR-524 and SR-522;
6. 39th/35th Ave. SE/120th Ave. NE/NE 180th St. between SR-524 and 132nd Ave. NE;
7. NE 145th St./Juanita-Woodinville Way/NE 160th St. between 100th and 124th Ave. NE.

Future improvements to these designated corridors should focus on the construction of all feasible improvements in the corridor with special attention to the intersections operating at the worst level of service within the corridor.

The City shall require new development to mitigate site-specific impacts to the transportation system as required under the State Environmental Policy Act (SEPA). Mitigation may be required on local residential streets and will be coordinated with the Neighborhood Traffic Calming Program (refer to the Neighborhood Protection Policies and Actions).

In accordance with the concurrency requirements of the Growth Management Act (GMA), the City will monitor LOS within these designated corridors and will withhold development approvals for projects which would cause the level of service to decline below the adopted standard, unless improvements or strategies are implemented which maintain the standard. This provision does not apply to the SR-522 corridor since concurrency requirements do not apply to Highways of Statewide Significance. However, the corridor standard of LOS E should be used as a guideline for future improvements on the designated SR-522 corridor.

14. How are the following Neighborhood Protection Policies and Actions being complied with/or not complied with. Example, :
- “TR-P16 Improvements to the existing street network shall be planned to restrict through traffic to arterials and to reduce the amount of through traffic on neighborhood streets.” However, it was stated by staff that there has been no analysis of street connections.

Neighborhood Protection Policies

TR-P14 Due to the difficult topography within Bothell's neighborhoods and the reality that a grid system within Bothell's residential neighborhoods encourages cut-through traffic, it is the policy of the City of Bothell that the residential street pattern shall not emphasize a grid or connected network of streets that would promote neighborhood cut-through traffic but should accommodate non-motorized connections and emergency life safety access.

TR-P15 Promote traffic and pedestrian safety in residential neighborhoods.

TR-P16 Improvements to the existing street network shall be planned to restrict through traffic to arterials and to reduce the amount of through traffic on neighborhood streets.

TR-P17 Perform extensive notification and focused outreach on any proposed street connections or roadway reclassifications that may potentially affect neighborhoods.

TR-P18 Require new development to evaluate and mitigate impacts on neighborhood streets in accordance with the Neighborhood Traffic Calming Program.

Guinn-14
cont.

Guinn-15

Neighborhood Protection Actions

TR-A21 Pursue traffic calming measures in residential neighborhoods to reduce traffic speeds and to improve safety without diverting traffic into other residential neighborhoods. Traffic calming measures include but may not be limited to speed limit reduction, speed bumps, traffic circles, signage, access management, and increased enforcement.

TR-A22 Install landscaped medians, painted speed bumps, and other neighborhood traffic control devices at the entrance of neighborhoods to reinforce the residential character of the neighborhood and to discourage cut through traffic.

TR-A23 Regularly monitor traffic levels through residential neighborhoods in order to identify and implement traffic calming measures as early as possible.

TR-A24 Develop new codes or amend existing codes to provide more extensive notification to affected property owners and residents on proposed capital improvement projects, including any new street connections.

TR-A28 Use neighborhood traffic control devices where necessary to divert through traffic to arterials classified and designed for that purpose.

TR-A29 Provide regular funding in the City's budget to construct the improvements that are necessary to implement the neighborhood protection policies identified in this Element. Such funding can be used as a matching source to leverage additional funding that is available for these improvements through various grant programs.

TR-A30 Establish a procedure to review complaints and to propose remedies to neighborhood traffic and parking problems.

TR-A31 Develop and implement City Council approved criteria for evaluating traffic impacts on neighborhood streets. Such criteria will include considerations of traffic volumes, speed, and safety.

15. How does the DEIS comply with the following City of Bothell Comprehensive Plan Transportation Policies, Goals and Actions:

TR-G2 Minimize adverse traffic impacts to neighborhoods.

TR-G7 Plan and develop a transportation system through intergovernmental coordination consistent within the context of Bothell's regional and local comprehensive planning goals

TR-A6 Work with the Puget Sound Regional Council to ensure that the City's projects and policies are incorporated into regional transportation plans, including the Metropolitan Transportation Plan and the Regional Transportation Improvement Program.

TR-A8 Work with the Washington State Department of Transportation to ensure that the City's projects and policies are incorporated into state transportation plans, including the Washington Transportation Plan, the State Transportation Improvement Program, and State Route Studies.

Guinn-15
cont.

Guinn-16

TR-A12 Enforce regulations which prohibit development approval if the proposed development causes the LOS on the City's designated corridors to decline below the adopted LOS, unless improvements or strategies to accommodate the impacts of development are made concurrent with the development. "Concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

Guinn-16
cont.

Kevin Gifford

From: Lisa Grueter
Sent: Monday, February 02, 2009 7:02 AM
To: Kevin Gifford
Subject: FW: Procedural Questions

This counts too I think for DEIS comments.

-----Original Message-----
From: David Boyd [mailto:David.Boyd@ci.bothell.wa.us]
Sent: Wednesday, January 28, 2009 9:08 AM
To: Sarah and Hans
Cc: Joyce Goedeke; Pat Parkhurst
Subject: Re: Procedural Questions

Hi Sarah, please see my answers below. I'm also ccing Pat Parkhurst, who is leading the Park at Bothell Landing Master Plan project and Joyce Goedeke, our Public Information Officer.
Dave

Dave Boyd, Senior Planner
City of Bothell, Dept. of Community Development
9654 NE 182nd St.
Bothell WA 98011
425 486-8152 x4429

>>> Sarah and Hans <sarahandhans@yahoo.com> 1/27/2009 10:38 PM >>>
Hi David,

After tonight's meeting on the transition zone, I have a few questions for you

1. Where can I find a copy of the Pertteet document covering transportation? Is it on line somewhere in it's entirety or only as the abbreviated appendix in the main plan? The final transportation report is Appendix G in the DEIS. If the link below doesn't work, go to the City main page, click on Downtown Revitalization then the DEIS link.
<http://search.ci.bothell.wa.us/documents/cm/dwntwnPlan/EIS/Appendix G Trans Needs Reports.pdf>

Larsen 1-1

2. What is the process with the DEIS and how does it fit together with a Planned Action Ordinance? After the comment period ends, does the City Council review it and approve it before it is adapted? Will there be other opportunities for comment as the document evolves due to Council decisions? When it is finalized, does this replace the SEPA applications that each developer would make individually? What is driving the schedule for completing the comment period?

Larsen 1-2

Once the Planned Action EIS is finalized, it is adopted through the Planned Action Ordinance. When the comment period ends, staff and consultants respond to the comments and issue a Final EIS. Council will review that and take action through the Planned Action Ordinance, including deciding which mitigation measures identified in the FEIS to adopt. When the PAO is adopted, developers would still submit a SEPA checklist for the City to review for compliance w/ the Plan and Regulations - if it is determined to be consistent, there would be no further SEPA review (projects would still have to comply with building code, critical areas regs, stormwater regs, etc.). The standard comment period for a Planned Action EIS is 30 days. We have extended that by 9 days, which I think gives all adequate time to review and comment, and enables us to keep with our current schedule (already extended) of adopting the Plan and PAO by the end of the 1st qtr.

3. Who would be involved in doing the master plan for the park at Bothell Landing? Is that something that goes through Planning Commission or would it go through the parks and recreation board?

Larsen 1-3

The City just advertized for consultants to work with us on the Park at Bothell Landing Master Plan. Statements of Qualifications were submitted this week, and a consultant team will be selected in the coming weeks.

If any of these questions are better answered by someone else, please feel to forward them on.

Thanks!
Sarah Larsen

"Hence forth I whimper no more, postpone no more, need nothing...
strong and content I travel the open road" -Walt Whitman

Sarah Larsen comments, received via email 1/28/09

Dear City Staff and City Council Members,

After reviewing the Draft Environmental Impact Statement I have a few general comments as well as a couple of specific comments on details.

General Comments:

While city staff extended the EIS by a little more than a week, I am concerned that it is still a very fast turn on a document that as I understand it will replace individual SEPA review processes on all new development in the Downtown Plan Area going forward. I believe the cart is being pulled before the horse for large portions of this document. There are too many things yet to be determined by city council before this document can be approved. The document is full of things like "recommendations". We need to find out if the City plans to follow them or not and then state them as fact. A specific example: "it is recommended that the City apply the following mitigation measure: "(3.1-34) that is not a concrete statement of how the mitigation is going to take place.

Larsen 2-1

I am strongly concerned that there isn't even any marking on the document to identify and list items that council needs to take action on. Place holders are great, but they need to be noted as such. This draft to me is just a template of a draft, and needs to be honed in much more closely to what the final product will be before the public comment period ends. I understand the need to develop it in concurrence with the Downtown Plan, but this is actually several steps ahead of the actual plan. What are you going to provide to Council to help them understand all the details that still need to be decided about the EIS?

Larsen 2-2

My understanding of an EIS document is that it lays out what the impacts are and how they are to be mitigated. This document talks about how they "could" be addressed and "possibly" will be mitigated. As in "the City could implement mitigation measures regarding low impact development and improved stormwater treatment" (3.1-26) Those are loop hole words that mean the opposite is possible to, they could do low impact development, or they could not. It is "possible", but perhaps not probable if it is not stated as a direct requirement. Additionally "the City will encourage new development in the study area to reduce stormwater runoff by utilizing LID techniques" (3.1-33) "Encouragement" is not enough to get compliance. There is no way we will get the results on air and water quality we want if we can't articulate what is needed to be done incrementally to get to a stated goal. It has been stated that all these words will be removed in the final document, but how do we know that some might not slip through? There would be no additional review according to the schedule. I want to see the actual requirements stated definitively before I can say that it is a good document or not. Council might even decide to do something completely different than what is recommended and then there is no review process for these new changes. How are you going to ensure that all aspects of this document get a public review?

Larsen 2-3

In addition to my concern over the EIS before the plan is complete or at least the big items are addressed, I am concerned that the framing of the document comparing the "No Change" option to the "proposed" options as the range of analysis, The document would have us believe that if no zoning changes were to be made, then no developer would need to do anything to mitigate anything. We are only required to mitigate any of the changes above and beyond that with the new plan are incorporated. If I understand it correctly, currently each project is required to go through its own SEPA process, and with this document, the whole downtown area will be covered with it. So in essence council could reject any new plan, do the no action option, and use this EIS to say no mitigation needs to occur for any new project under existing zoning. It also implies that there is already an existing EIS on the downtown area, and this document is only a delta analysis focusing on just the new changes. There may be some reference to other code or documents that I have missed. What can you do to make all relevant existing documents with specific related sections called out more easily accessible to those reading the EIS? I

Larsen 2-4

Larsen 2-5

would suggest perhaps a table that lists each main category i.e. natural environment, air quality etc. and then for each category, list the related document sections that would be relevant to that category.

Larsen 2-5
cont.

Specific Comments

* Parking has always been an issue in downtown. I don't think the impact statement adequately documents the issue either in it's current state. The numbers don't jive with my experience. I suspect a gerrymandering sort of situation where the study area is increased to such an extent that it looks like there is tons of parking on and near main street.

Larsen 2-6

* I am concerned that Storm Water is not being addressed adequately in this document. I would like to see that we are using current technology and science to ensure that the water that enters our rivers is as clean as we can get it in an city environment. If the city needs to put in special filters or retention ponds or things of that nature to mitigate the contaminants, then new development should pay a fee to cover that expense. Are we relying on the storm water treatment from 522/527 WA-DOT requirements to handle our storm water treatment for the whole city? (3.1-29) "the regulations constraining the Bothell Crossroads and SR 527 projects provide assurances that surface water, wetland, and stormwater impacts would be minimized or mitigated as far as practicable."

Larsen 2-7

* Figure 2.8 needs some more commentary about how "redevelopable" land is determined. There are many houses outside the downtown area that fall in that category on the map and it doesn't seem to be related to specific lot sizes. Since this is a study of the downtown area, can properties outside of the not be shown and for the ones that are shown, give an explanation about why they were singled out?

Larsen 2-8

* 3.1-18 under your inventory of wildlife, you can change "perhaps coyotes" to just "coyotes" They are definitely in the area. I had a dead female in my back yard in which I video taped a male come visit and then exit my yard into the downtown study area recently. (My yard is adjacent (18024 94th Ave.) Definitely was not "a dog". Since then I continue to hear them at night.

Larsen 2-9

* Finally I'm concerned that although the DEIS takes the 522 realignment as a given, none of the diagrams graphically show it. I don't want one little inset either, I think most of the pictures should use the new configuration or an overlay of both just to really clarify where things are going and how they are related.

Larsen 2-10

I feel as a citizen that appropriate development is a good thing, however I think that each development needs to take responsible actions to address their impact and not just leave them as externalities to seep over to our neighbors or be left for our children to deal with. This document in conjunction with the Downtown plan are the tools we have available to ensure that development happens in an appropriate manner. If requirements are laid out clearly without room for multiple interpretations developers will appreciate it. Uncertainty is worse than knowing something specific. The type of language I expected goes something like this: "Parking lot water run off mitigation shall consists of either a)creating a water retention pond equivalent to 5% of total paved area or b)install the latest filtering technology on all drains." This document is sufficiently un-specific in mitigation language to ensure that mitigation will be avoided as much as possible, and those developers who don't want to do the legal battle, they will choose to build elsewhere. Neither of these options are desired by the citizens of Bothell. Without an updated draft there is no way of knowing if we are going to get the type of document we want.

Larsen 2-11

Sincerely,
Sarah Larsen
18024 94th Ave. NE

Andrea Perry comments, received via email Jan. 30, 2009

David,

This email is in regards to the Bothell Downtown Subarea Plan and Regulations Planned Action Draft EIS.

1. The Proposed Alternative should be updated to include the new City Hall's specific site (determined in January 2009), rather than the current language that suggests that there are three sites that are still being considered. The decision is final on a specific site and that should be in the Plan.

Perry-1

2. The Proposed Alternative is lacking any real meaningful mitigation measures and what mitigations measures are talked about (see Table 1-1) are described in very passive terms (i.e. Mitigation would be "encouraged"). Mitigation should be meaningful and required....not encouraged.

Perry-2

3. The Proposed Alternative is silent on treatment of Ross Road. Language should be added that specifically ensures that the improvement project planned at Ross Road/Beardslee will be part of any proposal for that area. It needs to be a policy and action item in the Proposed Alternative (as it is in the current comp plan language). Relying only on the 6-year TIP to ensure that this project is completed is not solid enough. The project does not have fully identified funding. The TIP project sheet ties it to the new section of 112th that may or may not happen. I am not certain that section of 112th is addressed in the Proposed Alternative either:

Perry-3

TIP project sheet 6: This project addresses safety and access concerns in the Beardslee/Ross/112th Ave NE area by constructing a new section of 112th Avenue connecting to Beardslee Boulevard between the signalized entrance to the UWB/CCC and the I-405 interchange. Ross Road will be terminated with a cul-de-sac.

4. In summary, I am not supportive of the Planned Action approach. But if the Council agrees to a Planned Action EIS that covers such a large area of the City, then a projected date of 2035 is much too long of a time span between review and update (over 25 years!). Ten to fifteen years out from now is an appropriate time for review and update. Conditions will change. Data will be updated. The Planned Action should be reviewed to make sure that the information and assumptions contained within the Plan are still relevant to the current community needs and vision.

Perry-4

Thank you for the opportunity to comment,

Andrea Perry
P.O. Box 310
Bothell, WA 98041

William R. Wiselogle, Director
Department of Community Development
City of Bothell
9654 NE 182 Street
Bothell, WA 98011

Dear Director Wiselogle,

This letter is in regards to the Bothell Downtown Subarea Plan and Regulations Planned Action Draft EIS. The following comments are divided into general and specific sections. In some cases there will be overlap of these two areas.

General

1. Though the EIS is projected out until 2035, there is no sunset date listed. The comprehensive plan itself will have to be reviewed in 2015. As any number of things, including best available science, can change in the time span of a generation which can effect the basic premises of this document, there should either be a sunset date tied to the mandated review of the comprehensive plan for the area or, at the very least, an update with public review process that is linked to changes in the Downtown Subarea Plan and the assumptions made in the FEIS.

Pierce-1

2. There are several errors, including out of date information, in some of the sections that I concentrated on, and the number of errors call into question the accuracy of the entire document and the validity of its conclusions. The document needs to be checked for accuracy and the figures updated.

Pierce-2

3. The language used when talking about mitigation measures (Table 1-1) is passive, unless referring to local, state and federal regulations. Terms such as “at its discretion”, “may require”, “could”, “should”, “encourage”, “recommend”, “promote”, “possibly” and “may consider” do not speak to the occurrence of mitigation. The language should be active.

Pierce-3

Specific

1. Table 1-1, Sec. 3.4, pg 1-8, mitigating measure #3. Change “could” to “shall”. Also add a mitigating measure regarding the adoption of design standards, as supported on page 3.4-24, which states, “. . . redevelopment under the Proposed Alternative could affect pedestrian comfort in these environments and create temporary conflicts of scale with existing

Pierce-4

development. The Main Street area, which is included in the Downtown Core District, would be especially vulnerable to this. The application of design standards, with special attention to upper story setbacks, would be necessary to minimize conflicts of scale and ensure that new buildings are sensitive to existing development.”

Pierce-4
cont.

2. Sec. 3.7, pg 1-13. Add mitigating measure regarding the reuse/preservation of W.A. Anderson.

Pierce-5

3. Sec. 3.8, pg 1-13. Add mitigating measure concerning the expansion of the Park at Bothell Landing. This will help mitigate the 24 acres of additional parkland that will be needed in the downtown planning area under the Proposed Alternative (3-8.14).

Pierce-6

4. Table 1-2, pg 1-16, Plans and Policies. Under Planning Commission Recommendations, it is stated that, “In terms of economic development and urban design goals, the Planning Commission Recommendations would not realize the benefits of the form-based code as widely.” This statement is erroneous, as the Planning Commission did request that the R2800 zones be put into form-based zoning.

Pierce-7

5. Pg 2-13 and fig. 2-4. The document states that, “There are two sub-options included under the Proposed Alternative (Figure 2-4) . . .”. These options came up during the discussions at the Planning Commission and are not part of the Planned Action and only the one on the west is part of the Planning Commission Recommendation.

Pierce-8

6. Fig. 2-8. This map considers several homes and businesses (and or their parking lots) as either vacant or redevelopable, shows new buildings as vacant land, and seems to preserve the area where Hopelink and the Dawson Building sit.

Pierce-9

7. Fig. 2-9. This map also needs to be updated to reflect what is currently on the ground and in the planning stage (for example the Main Building is shown as an opportunity site on a vacant lot, and the proposed development at the end of Beardslee Boulevard is not shown as an opportunity site).

Pierce-10

8. Fig. 3.3-1. The map needs to be checked for accuracy. For example, the DMV in the Beta Bothell site is not commercial (nor are some of the other uses at the site), the buildings that sit on the northern portion of the City Hall site are offices,

Pierce-11

and the land at the end of and across from the gravel parking lot at the Park at Bothell Landing are not vacant.

Pierce-11
cont.

9. Pg. 3.4-27. In talking about buffers, the DEIS states, “The Downtown Transition District forms a buffer between the Downtown Core and Downtown Neighborhood districts and the lower-density, single-family neighborhoods to the north and west of the study area.” This statement needs to be corrected. The Transition District in the Proposed Alternative does not form a buffer, but rather erodes into the established neighborhoods. The Planning Commission Alternative does form a buffer, as it retains the current R2800 zones.

Pierce-12

10. Fig. 3.5-5. This map needs to be updated (ex. permitted parking on 190th is incorrect).

Pierce-13

11. Fig. 3.5.9. Not all of the bike racks available in the planning area are noted.

Pierce-14

12. Pg. 3.6-11. It is not clear (or I missed it) what is intended for 185th. At one point there is mention of improvements from 104th to Beardslee Blvd. There is also mention of improvements/widening from SR527 to Beardslee Blvd.

Pierce-15

13. Pg. 3.6-11. When discussing noise, the DEIS states that, “Limiting construction activities to between 7:00 a.m. and 10:00 p.m. will avoid sensitive nighttime hours.” This should be subject to complaints from the residential properties that ring the area, If there are complaints, the time should be changed to reflect the input from the public.

Pierce-16

14. Chapter 3.7. The discussion, as well as the tables and maps in 3.7 that consider impacts to cultural resources rely on the current inventory and registers and does not take into consideration the changes that will happen over time to all four of those lists (Pop Keeney Field (3.7-21) is an example).

Pierce-17

15. Pg. 3.7-7. The number of properties on the combined National, State and Local registers is 18, not 19.

Pierce-18

16. Pg. 3.7-7. The document does not make clear that Bothell’s Historic Inventory is updated on a regular basis.

Pierce-19

17. Pg. 3.7-9 “Any building, district, object, site, or structure that is more than 50 years old may be designated for inclusion in the Bothell Register. Properties must be significantly associated with the history, architecture, archaeology,

Pierce-20

engineering, or cultural heritage of the community, and must also possess sufficient physical integrity.” should be rewritten to read, “Any building, district, object, site, or structure that is more than 50 years old may be designated for inclusion in the Bothell Register.—**P, providing said properties must be are** significantly associated with the history, architecture, archaeology, engineering, or cultural heritage of the community, and ~~must~~ also possess sufficient physical integrity.” This would make the statement clearer as to the intent of Title 22, which is similar to the federal guidelines.

Pierce-20
cont.

18.Pg. 3.7-12. As previously stated in number 16 above, although the Bothell Historic Inventory was created in 1988, it is updated on a regular basis.

Pierce-21

19.Pg. 3.7-12. Bothell’s First School House is on the State and National Registers, and the Beckstrom Log Cabin is only on the Local Historic Register.

Pierce-22

20.Chapter 3-8. There is no discussion of the need to replace the current parking at the Park at Bothell Landing (PABL) as part of the mitigation package for moving SR522 to the south.

Pierce-23

21.Pg. 3.8-7. No mention is made under the Proposed Alternative (or for that matter the Planning Commission Alternative) of the fact that the Skateboard Park and Triangle Park will be lost (along with Mary Murphy Memorial Park, which was recently lost).

Pierce-24

22.Pg. 3.8-16. Under the impacts to Parks and Recreation, there is no discussion of the expansion of PABL into the area left to the north after SR522 is moved.

Pierce-25

23.Pg. 3.3-17. Sec. 3.3.3. Under Mitigation Measures for Parks and Recreation, the DEIS states, “The Planning Commission Recommendations, described in Chapter 2, require a 0.5- to 0.75-acre gathering space on the current City Hall block, in addition to the open space on the NSD site required under the Proposed Alternative.” It should be noted, both here and in Chapter 2, that the Planning Commission and the Public were not allowed to discuss the Park at Bothell Landing site because the Council had not decided where the new City Hall would be located. Therefore there was no recommendation forthcoming from the Planning Commission regarding the site. The public, in input to the Council regarding the siting of City Hall, requested that the Park at Bothell Landing be expanded after SR522 is relocated.

Pierce-26

If you have any questions regarding the above, please do not hesitate to ask. Thank you for the extension of the response time.

Sincerely,

Pat Pierce
10001 NE 190th
Bothell, WA 98011
425 483-6236
patmpierce@aol.com

January 28, 2009

Response to Bothell Downtown Subarea Plan and Regulations Planned Action – Draft Environmental Impact Statement of December 2008

The following are comment regarding statements and figures within the body of the DEIS.

- 1. The following Figures should be updated to reflect the recent recommendations and decisions of the City Council, and Planning Commission, as well as, current construction activities.
 - A. Figure 2-8. Buildable Lands – As shown the Figure provides a false and confusing estimate of the lands involved in the subarea subject to redevelopment. The buildable lands outside of the EIS boundaries should be removed. Wojcik-1
 - B. Figures 2-10 & 3.1 et all do not reflect the new UW access off SR522 and its impact on the transportation network within the City. Upgrade/revise the all Figures showing SR522. Wojcik-2
 - C. Figures 3.4-5 and 3.4-7 - Max. Heights do not reflect the recent Planning Commission and City Council decision to keep the height of building in the R2,800 transition zone to 35'. Revise both Figures to show a 35' height. Wojcik-3
 - D. Figure 3.9-2 Existing Sewer System the sewer system as shown is incorrect between 180th and 182nd on NE 94th. Revise the Figure to show the main from 94th to 96th on 181st Lane. Wojcik-4

- 2. Additional comments include.
 - A. Air quality – There appears to be no mention on how the City will control the emissions from buses operated by NSD, Metro & Sound Transit. A transit center will produce large quantities of air and noise pollution. Wojcik-5
 - B. Water resources – Why is the City burdened with cleaning up the NSD site? The NSD should be responsible for cleaning up their site prior to the City taking over or suffer strict penalties. Wojcik-6
 - C. Transportation – The reduced parking in downtown core will penalizes the citizens who live on the periphery, as the proposed bus shuttle service appears not to serve the neighborhoods. Wojcik-7

Thank you for the opportunity to comment on the DEIS.

Cordially,

Walter J. Wojcik

- Keep all current 35 foot height, 2800 density transition zones and protect the quality of life for the single family zones next to them.
- Let's stop selling illusions to the people of Bothell by presenting drawings that are contradicted by the text of the current proposal.
 - Now is an opportunity to correct a past City Council decision for the current 65 feet allowance in downtown core
 - Yes the current codes allow height up to 65 feet BUT with setbacks at the ground level as I understand it. That is likely one reason no one has built to 65 feet on Main Street. The form based codes being proposed eliminates the set back at the ground level.
 - The consultants' presentation tonight had no slides of buildings taller than 2 or 3 stories. Also they demonstrated the importance of maintaining scale of a building's length for some blocks as to when appropriate and inappropriate. **HOWEVER**, they did not address the concern for the scale of a building's height as to when appropriate and in appropriate. 65-feet is way too tall especially on Main Street.
 - Reducing the 65 foot height in the core will help to protect the transition zones supporting a decision to keep the current 35-foot limit with 2800 sq feet density in the transitions zones. Reducing the height to match the drawings still maintain increased density and compaction in the core with types of building being more commercial with a floor or two above.
 - Lowering the height in the core will make it much easier to maintain the essence of downtown Bothell's quality of life from the core through the transition zones into the single family zones.
 - It will better reflect the drawings used to sell this proposal to the people of Bothell for the past couple years at events such as Music in the Park.

Aumann 1-1

Aumann 1-2

Ann Aumann
9318 NE 180th St.
Bothell WA 98011

January 27, 2009

Ann Aumann comments and exchange, via email Jan. 27-29

>> Ann Aumann <annaumann@gmail.com> 1/29/2009 9:21 PM >>
Thank you David, a photo example of upper level set back would be most helpful. Maybe the consultants can provide examples of 5 and 6 story buildings, with and without the upper level set backs, lining a 2-lane road like those of downtown Bothell. I really need visual proof that these heights will work especially with the set backs. I think everyone else needs the proof as well. It's strange that the consultants have not provided examples of such buildings from other communities. Why not???

As for the 2nd photo being an example of stepping down to lower developments is fine as long as the streets are as wide as in the photo. However the streets in that photo are not examples of Bothell's present downtown streets. The future boulevard stretch of 527 will be the only 4-lane street and it is in the core not the step down neighborhoods.

I am concerned that some council members have demonstrated vested interests in the current proposal that are stronger than their responsibility to protect the quality of life for Bothell citizens. Do any City Council members live in these affected neighborhoods with their families? Would they do this to their neighborhoods? I doubt it when one of strongest proponents on the council for the excessive heights lives on large acreage with rather large buffer space around the home within the city limits and definitely all single family homes around.

I look forward to seeing the photos you and the consultants can provide to dissolve my concerns regarding the scale of the heights as well as the length, with and without upper set backs.

I do appreciate your patience and help,

You may share this email with the City Council as part of their considerations of the proposal.

Sincerely,
Ann Aumann
9318 NE 180th St.
Bothell WA 98011

On Thu, Jan 29, 2009 at 5:17 PM, David Boyd <David.Boyd@ci.bothell.wa.us>wrote:

- > Ann, I'll forward your comments to Council.
- >
- > Please note that these are not intended to be indicative of buildings along
- > Main St. The 1st photo w/ the turret is perhaps the kind of building that
- > might be built along the boulevard. the 2nd photo is a building that might
- > be found in the Downtown Neighborhood district, stepping down to lower
- > development along the side street.
- >
- > I'll try to find a good example of a building w/ upper level setbacks that
- > might fit the requirements for Main St. (both in the current and proposed code).
- > Dave

Aumann 2-1

> >>> Ann Aumann <annaumann@gmail.com> 1/29/2009 3:51 PM >>>

> Thank you David for the photos.

>

> I can see how I missed the 5th floor turret in the 1st photo at Tuesday's
> meeting. Just imagine an entire 5th floor in that same photo. That would
> be oppressive on Main Street.

>

> The 2nd photo of a 4-story is lovely with the wide streets going in both
> directions. Imagine again how crowded it would feel on Main Street and
> other downtown streets in the core which are not nearly as wide. The upper
> story set backs *might* help.

>

> Again thanks for your help. And please share these comments with the City
> Council.

>

> Ann Aumann
> 9318 NE 180th St.
> Bothell WA 98011

>

>

> On Wed, Jan 28, 2009 at 3:44 PM, David Boyd <David.Boyd@ci.bothell.wa.us
> >wrote:

>

> > Ann, attached are a couple of examples from last night's presentation, one
> > w/ 4 stories, including tall ground and top floors (top floor could be loft
> > apartments, that might be considered a 5th story), the other w/ 5 stories,
> > including the corner turret (this was one of the top vote getters in the
> > character workshop). The former was also shown as an example of how a taller
> > building could step down adjacent to lower development.

> > Dave

> >

> > >>> Ann Aumann <annaumann@gmail.com> 1/28/2009 12:47 PM >>>

> > Thank you Dave for your explanations.

> >

> > Yes, please send me the slides. I admit that I was not at the most
> > advantageous location in the room to view the screen.

> >

> > The folks who told me about the consultant interviews did not say the
> > consultants wouldn't recommend the taller heights in the preliminary and
> > final drafts but rather the consultants at the time of the interviews
> > didn't believe the taller heights would really work. I cannot quote what was told
> > me except that the interviews are on tape, whatever that means.

> >

> > I do not consider reducing the area where 6-stories is allowed as
> > significant. Reducing the heights of 65-feet would be significant; and
> > significant approaches on 25% and more. Nor do I consider 6-stories
> > reasonable for the core especially Main Street. I find the new building on
> > Main Street as stretching a reasonable height for a two lane road with zero
> > setback. It is a lovely building but a row of like buildings on both sides
> > of Main Street would be oppressive. I'm disappointed that the Planning
> > Commission submitted the draft to City Council allowing the 65 foot height
> > in the core.

> >

Aumann 2-2

Aumann 2-3

> > I cannot agree that the renderings reflect a realistic build-out of the
> > downtown area under the proposed regulations. Please point out one
> > building in the renderings that is above possibly 4-stories. The image in the
> > renderings is what was sold to Bothell Citizens at Country Village and Music
> > in the Park and other events. I recall a banner provided to have citizens
> > sign in support of the renderings. I feel duped signing the banner; I
> > helped to sell the rendering concept to other Bothell citizens. I want to
> > live in a city as depicted in the renderings not what is depicted in the
> > text of the proposal.
> >
> > This is an opportunity to create a downtown unlike any other around Lake
> > Washington and in King County. It is an opportunity to create the image of
> > the renderings which is unique and attractive. It is a rendering of a more
> > condensed environment yet retaining the image of a small town that will
> > attract people to live in downtown Bothell as well attract new businesses.
> > Small towns do not have several story tall buildings.
> >
> > You may share this email with City Council.
> >
> > Thanks again for your response and insights,
> >
> > Ann Aumann
> > 9318 NE 180th Street
> > Bothell WA 98011
> >
> >
> > On Wed, Jan 28, 2009 at 9:49 AM, David Boyd <David.Boyd@ci.bothell.wa.us>
> > wrote:
> >
> > > Ann,
> > > Thank you for your comments. I will enter them into the public record and
> > > make sure they get to all Council Members. I also want to respond to the
> > > questions in your email and a couple of the statements in the attached
> > > comments.
> > >
> > > I don't recall a specific statement by the consultants during the selection
> > > process that they would not recommend taller heights, but from the beginning
> > > they have agreed that the current height limit, which would equate to six
> > > floors in most cases, is reasonable for our downtown. We have proposed to
> > > significantly reduce the area where six story buildings would be allowed,
> > > and provided upper level setbacks, as our current code does, to protect the
> > > scale of existing development in the Main Street area. The Public Review
> > > Draft recommended adding a floor limit to the height limit, to prevent
> > > developers from squeezing in substandard floor heights to get an extra
> > > level. It did allow 76 feet for six story buildings in the Downtown Core
> > > district, to provide flexibility for loft housing or upper level offices,
> > > but we have agreed that reducing the height there to 65 feet and six stories
> > > would be workable.
> > >
> > > The new recommendations to limit building lengths are in response to the
> > > concern to make new development compatible with existing conditions, as are
> > > the new limits on building heights and additional requirements for screening
> > > in the transition zones.

Aumann 2-3
cont.

> > >
> > > The renderings reflect a realistic build-out of the downtown area under the
> > > proposed regulations, taking into account limitations due to lot
> > > configuration, realistic parking assumptions, provisions for lower anchor
> > > retail without upper level residences or offices, as well as building height
> > > limits and other requirements and guidelines designed to mitigate the scale
> > > of new development.
> > >
> > > The current code does not require ground-level setbacks to achieve 65 foot
> > > heights. There is a 5 foot perimeter landscape requirement for all
> > > commercial developments, regardless of height, but there are provisions to
> > > satisfy that with planting strips, street trees, upper level planters and
> > > other measures.
> > >
> > > The consultant's presentation did in fact include several examples of
> > > buildings taller than 2-3 stories. I would be happy to provide copies of
> > > those images, and any other clarifications of the proposal.
> > >
> > > Again, thanks for your continued involvement in the Plan.
> > > Dave
> > >
> > > Dave Boyd, Senior Planner
> > > City of Bothell, Dept. of Community Development
> > > 9654 NE 182nd St.
> > > Bothell WA 98011
> > > 425 486-8152 x4429
> > >
> > > >>> Ann Aumann <annaumann@gmail.com> 1/28/2009 7:17 AM >>>
> > > TO: Bothell City Council
> > >
> > > Attached is a cleaned up copy of my messy handwritten outline I used for my
> > > comments last night at the special City Council meeting.
> > >
> > > One of my continuing expressed concerns has always been the scale of
> > > building heights and was surprised last night to hear the consultants use
> > > scale applied to the length of a building but not to the height. I was
> > > told later last night by a few parties that when the consultants were
> > > interviewed for the contract they commented that the taller heights were not what
> > > they would recommend. Is this true????? Why are they "recommending" taller
> > > heights now????
> > >
> > > I sure hope Bothell City leaders are representing the citizens who live here
> > > and not the contractors and developer who do not live here or the special
> > > interests of a few citizens who do not live in the core, transition zones
> > > or the neighboring single family zones of downtown.
> > >
> > > Please enter this email as another written comment to the City Council
> > >
> > > Ann Aumann
> > > 9318 NE 180th St.
> > > Bothell WA 98011

Aumann 2-4

Gina Blum

Exhibit #: 16 Meeting Date: 1/27/09
 Subject: Downtown Plan
 AB #/SSM: 09-18
 Submitted By: Gina Blum

My name is Gina Blum
 I reside at 10813 NE 182nd Ct.
 Benbrook Estates

I have been trying to wade through all of attachments and I find that I need clarification:

Looking at attachment 9, p-15 of the Development Regulations.
 under 12.64.203 Special Height Regulations section 1, part 2

In red, it reads:

Adjacent to residential-only zones, the height of new development shall not exceed a line originating at a height of 3 floors above finished grade along the new development's applicable side or rear façade

Blum-1

These words both confuse and alarm me. Do you mean to say that a building beginning at grade level on Beardslee can rise to 3 stories above 108th NE at the top of the hill **or** are you saying that it can have a total rise of 3 stories?

If it is the latter, I have no quarrel with you. If it is the former, then I most strenuously object. A commercial building rising 3 stories high in a residential neighborhood, is, in effect, a solid concrete forest without the redeeming qualities of trees, It blocks views, shuts out light, and rises higher than one of the fabled **Hills of Bothell**. The backside of a building adds absolutely nothing to a neighborhood but it takes away a great deal.

I urge you to remember your Vision Statement wherein there is an implied promise that you will protect the character of residential neighborhoods at the edges of downtown.

Blum-2

Thank you

Lillian LaDon Bradburn comments, received via email Jan. 28

Council & Staff, City of Bothell,

I am writing to you in support of the Planning Commission's recommendation to leave the R2800 OP zones alone. I am NOT in favor of having this area considered as a "transition area" for possible "re-development".

I have lived at this address since 1965. That is 45 years and counting. My neighbors to the North of me have been there for 48 and 56 years respectively. Homes that have remained within the families who bought them originally. I am not about to move out at this point in time because someone is casting covetous eyes on my property for retail development. This is the home I bought 45 years ago, have raised my children here, care for my grandsons here, and will continue to live here for many years to come. I do NOT want development around my home, certainly not buildings with heights over the present 30' allowed in this zone. As it is, if the property is allowed to be developed for commercial/professional on my block and across the street from me by Pop Keeney Field, our quality of life will be impacted by the additional glare of lights and noise that would come with that development. I was not at all happy with the neon lights put up by Bothell Appliance Store directly across the street from my house. They are invasive in the evening and nighttime hours. They are on 24 hours a day. Additional retail development across the road from my home would mean more of the same. The football field activities represent sounds of a community enjoying leisure pleasure together for the good of the community. The bands marching and playing are music to my ears, even when they are in the infant stages of learning the tunes early on in the school year before the games begin. Band practice means future musicians for the rest of the world, and the players on the fields for football, baseball, and soccer represent our future in the Olympic games to come. Those activities are in part, the elements of the charm and uniqueness of Bothell. We DON'T want to look like Kirkland and Lake City.....to say nothing of Bellevue.....with the beauty of our city obscured by rows of unattractive structures blocking out the very reason we moved here in the first place.

Please keep in mind that Bothell is a city where it's residents want to raise their families. We do NOT want to become part of "Disappearing America" as is happening all over this country. We do NOT want the sun blocked from our homes and residences by tall buildings and neon lights.....and no place to park!

So, once again I ask you to register my support of the Planning Commission's recommendations to leave the R2800 OP zones alone. The development of the strip mall and QFC across the street from us is sufficient. Single family homes are a good thing. Plowing them down for more development is not.

Thank you.

Respectfully,

Lillian LaDon Bradburn
18812 Bothell Way NE
Bothell WA 98011-1933

425 486-2527

ladon@oz.net

Bradburn-1

Exhibit 12

Leona Brandes and Garry Smith comments, received via email 1/26/09

Dear Council Members and Staff:

As we will not be able to attend the hearing on January 27 for input on the Downtown Subarea Plan, we would like to express our views via this message to all of you. We have been very satisfied and contented with our decision to purchase a home in Bothell in 1993. Bothell has been a special place to live and we have made many good friends and have enjoyed the relationships we have developed with neighbors and other citizens in our community. We are concerned about some of the changes which are being proposed with this plan, especially the proposal to modify the various R2800 zones that ring the downtown area into a "transition zone" with maximum building heights of 54 feet. Also the fact that single family houses will not be permitted in these zones is disturbing to us. We understand that the Planning Commission has recommended that the R2800 zones not be modified or changed in any way. WE CERTAINLY AGREE WITH THIS RECOMMENDATION AND URGE YOU TO ADOPT THE RECOMMENDATIONS OF THE PLANNING COMMISSION WITH RESPECT TO THE R2800 ZONES.

Brandes-1

Bothell has the feel of a small, somewhat intimate community in the midst of a very large urban/suburban sprawl. We hope that you will work to maintain this environment for the citizens of Bothell as we believe that many of us have chosen to live here because of the advantages of living in a city which offers a friendly, family-oriented environment with open spaces and activities for all ages to enjoy. In this regard, we are also concerned about changes you are considering for the PARK AT BOTHELL LANDING. This is a wonderful community asset which needs to be retained. We walk thru the park, bicycle thru it and take our grandchildren to the park on certain occasions. Summer concerts and holiday events at the park are great for community spirit and unity. We hope that you are as concerned as we are about maintaining this wonderful park. In fact, we urge you to consider expanding this park rather than commercializing the area around the park or authorizing more retail businesses at or near the park. In fact, increased parking near the park would be beneficial to those visiting the park.

Brandes-2

Thank you for your consideration of our views and opinions.

Leona Brandes and Garry Smith
17512 - 94th Ave. NE
Bothell, WA 98011

Jeanette Clark

Dear City Council,

January 27, 2009

When my neighbors and I voted for you, you promised to protect our neighborhood and our quality of life. I am very concerned about the Downtown Plan and its impacts on: the historical character and charm of downtown; building heights; density and sweeping changes to the existing transition zone around the edge of downtown.

Clark-1

The character and charm of downtown Bothell is why most Bothell residents moved to our city. When I received the postcard of the Downtown Plan, I looked at the picture and thought "That is just perfect". The picture showed a revitalized downtown that was in keeping with Bothell's historical character and charm. It wasn't too little or too much. It appeared to integrate smoothly into the Single Family (SF) residential areas both in scale and sensitivity. I thought you had done a very good job listening to what the residents of Bothell wanted. That is, until a neighbor told me what was in the Downtown Plan book allowed for 6 and 7 story buildings as tall as 76 feet high and possibly as high as 81 feet.

Clark-2

I think most residents are like me, if the city sends me a picture of something they are going to do I expect the picture to be accurate. Bothell is not Bellevue or Seattle. If Bothell residents wanted tall buildings they would have moved to those areas. Had the city sent residents a correct picture with 6 and 7 story buildings, many more citizens would have come to your meetings to protest the building heights, just as they did when the City Hall site was being considered. Citizens want to be told the truth, even on a postcard. Neighbors in my area are really angry with the City Council and what it's trying to do to our downtown and our neighborhoods.

Besides *destroying the character and charm of downtown by allowing buildings that are out of character and scale for our town*, my neighbor showed me where all the apartment building and office areas that separate downtown from the SF areas (the existing transition zone) are being dramatically changed with 54 foot tall buildings and no limit on how many people will occupy those massive buildings.

I have lived in Bothell most of my life (many decades). I have watched Bothell grow and change. The transition area around downtown has grown with the area, it has evolved compatibly and in harmony with the SF areas next to it. There is a saying "don't fix what isn't broken". The existing transition zone works perfectly with the SF areas surrounding downtown. The residents are happy and enjoy a good quality of life. So why do you want to change it to something that is totally contradictory to the promise you made to protect our quality of life? Why are you consciously destroying our quality of life? Why are you trying to "fix" something that isn't broken?

Clark-3

A better course of action would be to leave the existing transition area alone; hold it in reserve for the future; incentivize developers to make their first

investments in central downtown and the adjacent properties; and, definitely make the Downtown Plan match the perfect picture on the postcard.

Clark-3
cont.

Citizens elect council members based on what they say in their election material. My neighbors and I believed what you told us when you said you would "protect our neighborhood and our quality of life". We expect you to keep your promise to: protect our SF neighborhood and quality of life; the charm of downtown; to blend transitions from one zone to another esthetically and sensitively; and keep changes in balance and scale that respect Bothell's historical identity and character.

Clark-4

Sincerely yours,



Jeanette Clark
18121 – 94th Ave NE
Bothell, WA 98011

Westhill Ladies Group

Marilyn Gipson comments, received via website Jan. 21, 2009

Website Feedback

First Name: marilyn
Last Name: gipson
Address: 18434 92 ave ne
City: bothell
State: wa
Zip: 98011
Phone:
Email: marilynsq@hotmail.com

Comments: I would like you to note that I do not like the heights proposed for the downtown zoning. It will take away the small town "feel" in the downtown area, and create a mini- "canyon" effect around these new taller buildings.

Gipson-1

The proposed city hall siting at Bothell Landing is out of scale and oversized for next to a park. That is a bad location for a new city hall.

Gipson-2

Also, why doesn't Horse Creek get daylighted? Why should we daylight more of North Creek and not Horse? Horse Creek is in the downtown area, and could have volunteers maintain this creek. Once Horse Creek is daylighted both tourists and residents could enjoy this creek more. After all, how many creeks do we have in the downtown area?

Gipson-3

I was told this is the last day to comment for the EIS, so here are my comments.

Exhibit 13

Ray Hayes, Jr., comment, received via email 1/26/09

Re: Community Gardens

David, my wife and I just moved to Village Walk on the top of 101ST AVE which was a good move for us. We relocated to Washington from New Hampshire when the company where I worked was acquired by Microsoft. So far I still have a job. Bothell is right on the river trail so I can bike to work, my wife catches the bus at the P&R and we love the downtown. So I'm not overly familiar yet with all of Bothell. I'd be interested in a plot within walking distance of my house though I'm willing to be flexible. Much depends on the land, the light, availability of water, security, etc. I had a small community garden plot in New Hampshire. The first year it worked out well; the next year a lot of my crops were just pilfered by the homeless. I don't begrudge them the food but it does take away some of the fun of having a garden.

Hayes-1

Ray

To: Bothell City Council
From: Eric T. Hoierman, 9917 NE 190th Street, Bothell, WA 98011 425-402-3043 (hm)
Subject: Downtown Plan – 27 Jan 2009 Public Testimony

Issue 5. (Planning Commission Key Issue 3) – Extent of proposed Downtown Core zoning

- I urge the Council to adopt the PCs recommendation to limit the northern extent of the downtown core. This can be reviewed in another 8-12 years after we assess how our growth has actually occurred.
- Early on in the process, we heard from our consultants that over-extending the downtown core could result in fragmentation and cherry-picking – just the thing that we don't want to do if we want to produce a vibrant downtown.
- The worst possible thing we can do is to imperil our current downtown merchants by diffusing retail across too broad of an area – the PRD even suggests that retail should be moved into transition areas that now contain or abut single and multi-family residences (see Business and Personal Services & Corner Retail).

Hoierman-1

Issue 3 - (Planning Commission Key Issue 1) – Building heights and land uses in transition areas on the periphery of Downtown

- I urge the Council to adopt PCs recommendation of preserving the R2800 & R2800/OP zoning as currently defined.
- If the Council chooses to go with the Form-based approach, I believe the staff/consultant suggested text revisions of Attachment 9 need to be further modified....
- The suggested text revisions of Attachment 9 still allow some form of retail (under “Business & Personal Services”) into what was previously R2800/OP. This would include: Laundromats, tanning booths, etc. This is a much higher intensity of use (traffic, hours of use, loitering, noise, discarded trash, etc.) than has been previously allowed to abut residential-only locations and these uses should be banned from the transition areas that are currently R2800/OP
- I believe there are still places where the PRD (even after the suggested text revisions of Attachment 9) have some additional adjacency protections for ONLY “single-family zoning” – not “residential-only zoning” which really forms much of the surrounding areas. Don’t discriminate against multi-family residences.
- The suggested text revisions of Attachment 9 in regards to special height restrictions still would appear to allow the exemptions discussed elsewhere in the PRD. This would seem to mean that, in addition to the “3-story” special limitation:
 - An additional 5 feet can be added for partially submerged basements or podiums
 - An additional 10 feet for dormers, gazebos, etc.

Hoierman-2

Hoierman-3

Hoierman-4

Issue 4. (Planning Commission Key Issue 2) – Maximum building heights in proposed districts

- When I look at the general PRD height definitions I see:
 - An additional 5 feet can be added for partially submerged basements or podiums
 - An additional 10 feet for dormers, mechanical rooms, gazebos, etc.

Hoierman-5

- So... when we even talk about a 65 foot building, we could actually be talking about 80 feet above finished grade – at least the way I read the PRD. And the PRD’s suggestion for a 76 foot limit takes us up to 91 feet.
- My personal opinion is that 55 feet should be the max for OUR downtown. But I realize that we upwardly adjusted the R-AC area to 65 feet a number of a few years back and that there are developmental economies that must be balanced. Unfortunately, once density/height is increased, many then consider it an absolute “entitlement” – furthering my concern that we don't expand the downtown core over too broad an area until we understand the impacts of our decisions.
- With that said, I believe that an increase in height COULD be considered if the result furthers some of our other goals within the City. Bothell's Housing Strategy Plan and our city's LEED/Green initiatives would both be opportunities to examine how height or density incentives could help our community as a whole.

Hoierman-5
cont.

In General...

- We heard repeatedly from FTB that the Downtown Plan should be evolutionary... that we will need to re-assess in 8-12 years to see if it is doing what we want. Let's make sure that our “true” downtown core is given every chance to develop & stabilize. Only then should we consider expanding retail into transitional areas.
- Reversing an overly broad or ill-considered policy is much more difficult than taking small, well-placed steps. We want our downtown to be the envy of other communities, not a patch-work quilt of random development.
- I hope that Council members have taken the opportunity to walk through many of these “transition areas”. You will see that a great many of them are still highly residential in nature. Please don't condemn these properties as eventual tear-downs through the application of such radical density/height changes. We are as deserving of the same considerations as you are giving other neighborhoods such as West Hill.

Hoierman-6

Hoierman-7

My comments are not intended to minimize the time and effort of all involved. I’d like to thank the following groups for all of their hard work to-date:

- The Planning Commission (PC) for all of the hard work and long hours they put in taking public testimony on this matter. Their FCRs represent a balancing act between the needs of the downtown and the needs of the larger community.
- Likewise, our consultants (FTB, et.al) have done a wonderful job envisioning a way for us to have a growing and vibrant downtown – I was on the original selection committee that recommended bringing in FTB and I have never been disappointed with their vision or professional skills.
- And last but not least, to our fine staff. Each day they have to live and breath this information and bring their best talents to bear in order to craft something that will work for OUR city – while at the same time balancing the various (and often competing) viewpoints from Council and Commission members.

Hoierman-8

Dear City Council Members.

I don't know when the appropriate time is to discuss open space in the new downtown plan according to your schedule so I'm going to introduce the topic to you here. During the planning commission meetings, aside from the unanimous citizen desire to keep 35' as the transition height of buildings adjacent to single family neighborhoods, the other area of a huge amount of public input was on the topic of public open space and the need for it to be consolidated in one large chunk.

As the plan was written, they have developers each contribute their own little chunk of public open space which they can put where ever they want. This is a problem because developers tend to take that space and make it look like private space for the use of those using their building. Those of us who are "the public" feel like we would be trespassing if we were to plunk a blanket down with our kids and have a picnic in the little court yard that you have to go through a gate to get to. I have marked up the concept drawing to show all the little chunks that are not adequate open space and to show you



Larsen 3-1

What I have marked with X's are all the little patches of lawn that will not feel public to me. The area I circled is where we have some beautiful mature Oak trees already in place (I tweaked the plan drawing a bit). It is a location that people currently use to plunk their blankets and lawn chairs on to watch the 4th of July parade. A location that offers a

fabulous focal point to draw you in from pop keeny to town and vice versa. Many people at planning committee meetings (citizens) felt that anything under 2 acres would just be another barely used park just like that teeny one adjacent to the library now. This triangular lot across the street from the new city hall location I estimate to be about 1 ¾ acers, ¼ mile walk around the circumference which would take about 5 minutes (see <http://www.gmap-pedometer.com/?r=2525229> for measurement) it really isn't a big piece of land and now will be our only opportunity to add this asset to the community.

I believe that the opportunity to walk in the sunshine, stop and people watch or have a place to take the sandwich you just bought is enough to get people to continue on past the park to the next business beyond and this is as good as an anchor to draw people along. It also can energize shops all the way around the park.

Please give some consideration to how you envision our downtown open spaces used, is a little piece of green here and there anything more useful than decoration? Take a look at those beautiful healthy old oak trees, trees are expensive and the little ones we plant will take decades to reach that size. Stand on the corner of the double row of oaks and look towards pop keeny and imagine a pedestrian only boulevard drawing you towards it. This park can happen just as easily as the connector road from 185th, you just need to define it as part of the plan. The city is purchasing the NSD site, we have it in our hands. This would be one of the worlds cheapest parks to build, just a little more grass and some walkways and a sign to start with. It's already a great space.

Thank You for taking the time to read my letter and thank you for your service to our community.

Sincerely,
Sarah Larsen
18024 94th Ave. NE

Larsen 3-1
cont.

Exhibit 11

Chris Maxfield comment, received via email 1/18/09

Hi David -

I was just looked at the postcard on the City meetings and see that there is time until Jan 21st for public comment.

I heard from a downtown merchant that there is some talk of the historic group in Bothell trying to claim that the Safeway should be saved as an 'historic building' and my comment would be the same as trying to save that ugly building in Ballard that formerly housed a Denny's. Safeway is as about unaesthetically pleasing as you can get, not 'historic' in any way, and a REAL eyesore at the entrance to Bothell. In other words, it's a dump! I hope that when Safeway moves that the building will be razed and not turn into another thrift store type of deal.

Maxfield-1

I am concerned that the Anderson Building be saved and turned into something like a Wallingford Center or Queen Anne High School complex. That is a beautiful old building and to build around it in a tasteful manner would really add the the area.

Maxfield-2

I know this comment is not on the downtown core issue, but what is the point of having yet one more strip mall up by Country Village? There is ample shopping at Canyon Park and a few blocks up at Thrashers Corner. The Bot-Evt highway is getting too congested with not forward thinking ever yet more big box houses. Can someone in the planning department think ahead more than a few years and get some creative people on the team so we don't keep building more strip malls and McMansions?

Thanks - looking forward to the town square coming - hopefully sooner than later.

Chris Maxfield

Exhibit 14

Karen Pelton comments, received via email 1/27/09

My husband and I and our six children have lived in our home in the neighborhood for 23 years this April. During that time we have seen the redevelopment of Main Street once already on the west side of our neighborhood as well as the rezoning to allow a large apartment complex with it's parking lots on Valley View. Now on the east side of our entire neighborhood, is the U of W/ Cascadia Campus, which is a lovely complex with lots of CONCRETE, tall buildings and parking lots. It has the wetlands for all to enjoy ... on the other side of the CONCRETE next to one of our state's busiest freeways. Now under construction on the south side of us (directly in our backyard) is the state's highest retaining wall ...made of CONCRETE! And the expansion of SR 522 with it's bridges and new lanes of CONCRETE. You are now proposing to turn the north side of our little housing neighborhood into four story high CONCRETE buildings and parking lots right up next to single family dwellings with established height limits. The city has effectively surrounded us and is strangling our neighborhood in hardscape that will last forever!! Will you please restrict the height of the new construction so it will allow our homes to stay a part of a small town, family neighborhood which is why we moved here in the first place.
Your loyal citizen,
Karen Pelton



Pelton-1

10919 Circle Dr.
425.486.3956

Sharon Ricketts comments, received via email Jan. 24, 2009

I hope that the idea of keeping the illusion that Bothell is "small town America" will not get lost in all the new construction. I think this a draw for outsiders to come to a town and relive nostalgic memories. I know there is talk of an anchor store. Rather than have some big box entity how about having destination stores? Like Paul Richards and Keeners. I had a vision of Bothell having a "cheese cellar" where Alexanders used to be. Have a cheese master put together an eating experience of exotic cheeses and wines. This is the type of business that would keep Bothell's ambiance. Also I am concerned that all this construction will be too high in rental for a small business. Instead we will just get the big name stuff that is common everywhere. I want Bothell to be "small town America" not "every town America". I know I presented the idea of having first floor apartments with large frontrooms so that a small business could survive with just one rental check but it was shot down because there wasn't enough money in it for the developers. I still think it is a good idea and I hope that we don't go crazy over the "stack-a-shack" building. Kirkland and Lake City have certainly gone overboard in this area.

Ricketts-1

Sharon Kay Ricketts
8804 N E 186th Pl
Bothell, WA 98011

Chapter 5. References Cited

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Chapter 6. Distribution List

A notice of availability, or a compact disk, or a copy of the Final EIS was sent to the following agencies, organizations, or individuals. A notice of availability was also published in the City of Bothell's newspaper of record, and emailed to a Downtown stakeholder list.

6.1. Federal Agencies

U.S. Army Corps of Engineers

U.S. Department of Commerce

U.S. Department of Housing and Urban
Development

U.S. Environmental Protection Agency,
Region 10

U.S. Fish and Wildlife Service

6.2. Tribal, State and Regional Agencies

Department of Community, Trade and
Economic Development
Growth Management Services

Department of Corrections

Department of Ecology
Environmental Review Section and
SEPA/GMA Coordinator

Department of Fish and Wildlife

Department of Social and Health Services

Department of Transportation (Olympia
and Seattle)

Interagency Committee on Outdoor
Recreation

Muckleshoot Indian Tribe

Office of Archaeology and Historic
Preservation

Parks and Recreation Commission

Department of Health
Environmental Health Division

Department of Natural Resources
GMA/SMA Planning & State Harbors
Areas

Puget Sound Partnership

Puget Sound Regional Council

6.3. Cities and Neighboring Planning Departments

City of Brier
Planning Department

City of Kenmore
Planning Department

City of Kirkland
Planning Department

City of Lynnwood
Planning Department

City of Mill Creek
Planning Department

City of Woodinville
Planning Department

King County Department of Development
and Environmental Services

Snohomish County
Planning and Development Services

6.4. Public Services, Transportation, and Utilities

Alderwood Water & Sewer District

Bothell Fire & EMS

Bothell Regional Library

Community Transit

King County Department of
Transportation, Road Services Division,
Engineering Services Section,
Environmental Unit

King County Wastewater Treatment
Division

Northshore Fire Department

Northshore School District

Northshore Utility District

Puget Sound Energy

Snohomish County PUD No. 1

Snohomish County Public Works

Sound Transit, ST Express

Verizon Northwest, Inc.

Woodinville Water and Sewer District

6.5. Individuals and Companies

Ann Aagaard

Doris Liston

Jeff Guinn

Pat Pierce

Heidi Jones

The Public Advocate

Carrell Jones-Tysver

Individuals listed in Final EIS Chapter 4

6.6. City Officials, Commissions, and Departments

City Council

Landmark Preservation Board

City Department Directors

Shorelines Board

City Hall

Parks and Recreation Board

Dawson Building

Planning Commission

Appendix A

Draft Planned Action Ordinance

ORDINANCE NO. _____ (2009)

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, DESIGNATING THE DOWNTOWN SUBAREA AS A PLANNED ACTION PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT

WHEREAS, the State Environmental policy Act (“SEPA”) and implementing rules provide for the integration of environmental review with land use planning and project review through designation of “Planned Actions” by jurisdictions planning under the Growth Management Act (“GMA”); and

WHEREAS, the City has adopted a Comprehensive Plan complying with the GMA, and in _____ 2009 adopted a Downtown Subarea Plan and Regulations which contemplates designating the Downtown as a “Planned Action”; and

WHEREAS, designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a Planned Action environmental impact statement (“EIS”), and thereby encourages desired growth and economic development; and

WHEREAS, the Downtown Subarea Planned Action EIS identifies impacts and mitigation measures associated with planned development in the Downtown Subarea; and

WHEREAS, the City has adopted development regulations which will help protect the environment, and is adopting zoning regulations specific to the Downtown Subarea which will guide the amount, location, form, and quality of desired development.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BOTHELL, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. PURPOSE. The City Council declares that the purpose of this ordinance is to:

A. Combine analysis of environmental impacts with the City’s development of plans and regulations;

B. Designate the Downtown Subarea Plan and Regulations as a Planned Action for purposes of environmental review of subsequent, implementing projects pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C.031;

C. Establish criteria and procedures, consistent with state law, that will determine whether subsequent projects qualify as Planned Actions;

D. Provide the public with information about Planned Actions and how the City will process implementing projects;

E. Streamline and expedite the land use review and approval process by relying on the environmental impact statement (EIS) completed for the planned action; and

F. Apply the City's development regulations together with the mitigation measures described in the EIS and this ordinance to address the impacts of future development contemplated by the Planned Action.

Section 2. FINDINGS. The City Council finds as follows:

A. The City is subject to the requirements of the Growth Management Act, RCW 36.70A, and is located within an Urban Growth Area;

B. The City has adopted a Comprehensive Plan complying with the GMA, and is amending the Comprehensive Plan to incorporate a Subarea element specific to Downtown Bothell;

C. The City is adopting development regulations concurrent with the Downtown Subarea Plan to implement said Plan;

D. The City has prepared an Environmental Impact Statement (EIS) for the area designated as a Planned Action ("Planned Action EIS") and finds that it adequately addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Subarea;

E. The mitigation measures identified in the Planned Action EIS and attached to this ordinance as Exhibit B, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Planned Action Subarea;

F. The Subarea Plan and Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action;

G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development;

H. The City has provided numerous opportunities for meaningful public involvement in the proposed Planned Action; has considered all comments

received; and, as appropriate, has modified the proposal or mitigation measures in response to comments;

I. The Downtown Subarea Plan is not an essential public facility as defined by BMC 11.02.006E; improvements to state roads defined as essential public facilities in RCW 47.06.140, and state education facilities located within the Subarea are excluded from the Planned Action and not eligible for review or permitting as Planned Actions;

J. The Planned Action Subarea applies to a defined area that is smaller than the overall City boundaries; and

K. Public services and facilities are adequate to serve the proposed Planned Action.

Section 3. PROCEDURES AND CRITERIA FOR EVALUATING AND DETERMINING PROJECTS AS PLANNED ACTIONS.

A. Planned Action Area. The Planned Action designation shall apply to the approximately 529-acre Downtown Subarea, shown in Exhibit A, generally bounded on the north by segments of Ross Road, NE 186th Street, and commercially zoned property along SR 527; on the east by the east boundary of the University of Washington Bothell/Cascadia Community College campus; on the south by the Sammamish River corridor; and on the west by property lines and zoning boundaries generally dividing the upper and lower slopes of Westhill. State roads and state education facilities located within the Planned Action Subarea and addressed in the Downtown Subarea Plan are essential public facilities and are not eligible for future review as Planned Actions.

B. Environmental Document. A Planned Action determination for a site-specific implementing project application shall be based on the environmental analysis contained in the Draft EIS issued by the City on December 22, 2008 and the Final EIS published on April 24, 2009. The mitigation measures contained in Exhibit B are based upon the findings of the Draft and Final EISs and shall, along with adopted City regulations, provide the framework that the City will use to impose appropriate conditions on qualifying Planned Action projects. The Draft and Final EISs shall comprise the Planned Action EIS.

C. Planned Action Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in subsection 3.D and the mitigation measures contained in Exhibit B, are designated Planned Actions or Planned Action Projects pursuant to RCW 43.21C.031. A development application for a site-specific Planned Action project located within the Downtown Subarea shall be designated a Planned Action if it meets the criteria set forth in subsection 3.D of this ordinance and applicable laws, codes, development regulations and standards of the City.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Downtown Subarea is contemplated by the Planned Action and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Land Use. The following general categories/types of land uses, which are permitted or conditionally permitted in zoning districts applicable to the Downtown Subarea, are considered Planned Actions:

- (a) Retail activities, including those categorized as department, drug and grocery stores; eating and drinking establishments; specialty goods/foods; entertainment and recreation; convenience stores; services; and commercial goods;
- (b) Civic and cultural uses, including but not limited to libraries, museums, community center, stadium, performing arts facility, City Hall and other public facilities which are not defined as essential public facilities;
- (c) Office uses, including but not limited to business and professional offices such as medical or dental, educational and institutional offices, research and development;
- (d) Lodging, such as hotels and motels; and
- (e) Residential dwelling units, including single family attached and detached and multi family, residential care facilities, nursing homes and senior housing.

Individual land uses considered as Planned Actions shall include those uses specifically listed in development regulations applicable to the Downtown, contained in BMC 12.64.

(2) Development Thresholds.

(a) The following amount of various new land uses are contemplated by the Planned Action:

Land Use	Development Amount
Office	248,500 square feet
Retail	397,000 square feet
Residential	2,736 units

(b) If future development proposals in the Downtown Planned Action Subarea exceed the development thresholds specified in this ordinance, further environmental review may be required pursuant to WAC 197-11-172. Further, if proposed development would alter the assumptions and analysis in the Planned Action EIS, further environmental review may be required. Shifting the total build-out between categories of uses may be permitted so long as the total build-out does not exceed the aggregate amount of development, trip generation and parking thresholds reviewed in the EIS, and so long as the impacts of that development have been identified in the Planned Action EIS and are mitigated consistent with Exhibit B.

(3) Building Height: Building height shall not exceed those listed below, measured consistent with the applicable definitions and standards of the Bothell Municipal Code at 12.64.202 Building Height (Downtown-Specific Definition):

Proposed Alternative Heights
Downtown Core -6 floors; 65 feet
Downtown Neighborhood -5 floors; 55 feet
Downtown Transition -4 floors; 45 feet (3 floors and 35 feet adjacent to residential-only zones)
SR 522 Corridor -4 floors; 45 feet (3 floors and 35 feet adjacent to residential-only zones)
General Downtown Corridor -4 floors; 45 feet (3 floors and 35 feet adjacent to residential-only zones)
Sunrise / Valley View Neighborhood - 30 feet
Height exceptions for theaters maximum 80 feet in first block west of SR-527

(4) Transportation.

(a) The determination of transportation impacts shall continue to be based on the City of Bothell concurrency requirements in Chapter 17.03 BMC.

(b) Director Discretion. The Director of Public Works shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City Engineer at his sole discretion, for each project permit application proposed under this Planned Action.

(5) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of impacts to any of the elements of the environment analyzed in the Planned Action EIS, would not qualify as a Planned Action.

(6) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City’s SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Review Criteria.

(1) The City’s SEPA Responsible Official may designate as “planned actions”, pursuant to RCW 43.21C.030, applications that meet all of the following conditions:

(a) the proposal is located within the Planned Action Subarea identified in Exhibit A of this ordinance;

(b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Section 3.D of this ordinance;

(c) the proposal is within the Planned Action thresholds and other criteria of Section 3.D of this ordinance;

(d) the proposal is consistent with the City of Bothell Comprehensive Plan and the Downtown Subarea Plan;

(e) the proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) the proposal's significant impacts of the proposal have been mitigated by application of the measures identified in Exhibit B, and other applicable city regulations, together with any modifications or variances or special permits that may be required;

(g) the proposal complies with all applicable local, state and/or federal laws and regulations, and the Responsible Official determines that these constitute adequate mitigation; and

(h) the proposal is not an essential public facility as defined by BMC 11.02.006 E.

(2) The City shall base its decision on review of a SEPA checklist, or an alternative form approved by the Department of Ecology, and review of the application and supporting documentation.

(3) A proposal that meets the criteria of this section shall be considered to qualify and be designated as a planned action, consistent with the requirements or RCW 43.21C.030, WAC 197-11-164 et seq, and this ordinance.

F. Effect of Planned Action

(1) Designation as a planned action project means that a qualifying proposal has been reviewed in accordance with this ordinance and found to be consistent with its development parameters and thresholds, and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the proposal meets the criteria of Section 3.D and qualifies as a planned action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

G. Planned Action Permit Process. Applications for planned actions shall be reviewed pursuant to the following process.

(1) Development applications shall meet all applicable requirements of the Bothell Municipal Code (BMC). Applications for planned actions shall be made on forms provided by the City and shall include a SEPA checklist, or an approved Planned Action checklist.

(2) The City's Community Development Director shall determine whether the application is complete as provided in BMC 11.06.003.

(3) If the application is for a project within the Downtown Subarea defined in Exhibit A, the application will be reviewed to determine if it is consistent with the criteria of this ordinance and thereby qualifies as a Planned Action project. The SEPA Responsible Official shall notify the applicant of his/her decision. If the project is determined to qualify as a Planned Action, it shall proceed in accordance with the applicable permit review procedures specified in BMC 11.04, except that no SEPA threshold determination, EIS or additional SEPA review shall be required. The decision of the SEPA Responsible Official regarding qualification as a Planned Action shall be final.

(4) Public notice and review for projects that qualify as Planned Actions shall be tied to the underlying permit. If notice is otherwise required by the provisions of BMC 11.19 for the underlying permit, the notice shall state that the project has qualified as a Planned Action. If notice is not otherwise required for the underlying permit, no special notice is required by this ordinance. The review process for the underlying permit shall be as provided in BMC11.04.

(5) Development Agreement. To provide additional certainty about applicable requirements, the City or an applicant may request consideration and execution of a development agreement for a Planned Action project. The development agreement may address review procedures applicable to a planned action project, permitted uses, mitigation measures, payment of impact fees or provision of improvements through other methods, design standards, phasing, vesting of development rights, and/or any other topic that may properly be considered in a development agreement consistent with RCW 36.70B.170 et seq.

(6) If a project is determined to not qualify as a Planned Action, the SEPA Responsible Official shall so notify the applicant and prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.

(7) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

Section 4. MONITORING AND REVIEW.

A. The City shall monitor the progress of development in the designated Planned Action Subarea to ensure that it is consistent with the assumptions of this ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Downtown Subarea.

B. This Planned Action Ordinance shall be reviewed no later than five years from its effective date by the SEPA Responsible Official to determine the continuing relevance of its assumptions and findings with respect to environmental conditions in the Planned Action Subarea, the impacts of development, and required mitigation measures. Based upon this review, the City may propose amendments to this ordinance and/or may supplement or revise the Planned Action EIS.

Section 5. CONFLICT. In the event of a conflict between this ordinance or any mitigation measure imposed thereto, and any ordinance or regulation of the City, the provisions of this ordinance shall control.

Section 6. SEVERABILITY. If any section, sentence, clause or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such invalidity or unconstitutionality of any section, sentence, clause or phrase of this ordinance.

Section 7. EFFECTIVE DATE. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after its passage and publication of an approved summary thereof consisting of the title.

Section 8. CORRECTIONS. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

APPROVED

MARK LAMB
MAYOR

ATTEST/AUTHENTICATED:

JOANNE TRUDEL
CITY CLERK

APPROVED AS TO FORM:

JOSEPH BECK
CITY ATTORNEY

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____ (2009)

SUMMARY OF ORDINANCE NO. _____(2009)

City of Bothell, Washington

On the ____ day of _____, _____, the City Council of the City of Bothell passed Ordinance No. _____(2009). A summary of the content of said Ordinance, consisting of the title, is provided as follows:

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON, DESIGNATING THE DOWNTOWN SUBAREA AS A PLANNED ACTION PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT

The full text of this Ordinance will be mailed upon request.

JOANN TRUDEL
CITY CLERK

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____(2009)

EXHIBIT A

PLANNED ACTION AREA



Source: City of Bothell (2008); King County (2008); NAIP (2006)

-  Planned Action Area
-  Parcel
-  Water Feature
-  Piped Stream

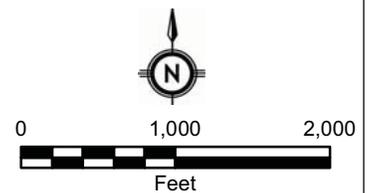


EXHIBIT B
PLANNED ACTION EIS MITIGATION MEASURES

Exhibit B: Planned Action EIS Mitigation Measures City of Bothell Downtown Subarea Plan and Regulations

Introduction and Purpose

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet SEPA requirements, the City of Bothell issued the *Draft Environmental Impact Statement for the Bothell Downtown Subarea Plan and Regulations Planned Action* on December 22, 2008, and the *Final Environmental Impact Statement* on April 24, 2009. The Draft Environmental Impact Statement and the Final Supplemental Environmental Impact Statement are referenced collectively herein as the “EIS”. The EIS has identified significant impacts that are anticipated to occur with the future development of the Planned Action area, together with a number of possible measures to mitigate those significant impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures, based upon significant impacts identified in the EIS. The mitigation measures shall apply to future development proposals which are consistent with the Planned Action scenarios reviewed in the EIS, and which are located within the Planned Action area (see Exhibit A).

SEPA Terms

As used in this document, the words action, planned action, or proposal are defined as described below.

- “Action” means projects or programs financed, licensed, regulated, conducted or approved by a governmental Agency. “Project actions” involve decisions on a specific project such as a construction or management activity for a defined geographic area. “Non-project” actions involve decisions about policies, plans or programs. (see WAC 197-11-704)
- “Planned Action” refers to types of project actions that are designated by ordinance for a specific geographic area and addressed in an EIS, in conjunction with a comprehensive plan or subarea plan, a fully contained community, a master planned resort, a master planned development or phased project. (see WAC 197-11-164)
- “Proposal” means a proposed action that may be an action and regulatory decision of an agency, or any action proposed by applicants. (see WAC 197-11-784)

General Interpretation

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in project plans is mandatory in order to qualify a project as a Planned Action. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action.

Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Summary of the Proposal

The Proposal would amend the City's Comprehensive Plan and development regulations through the adoption of the *Downtown Subarea Plan and Regulations* and corresponding Planned Action Ordinance.

Proposal concepts include roadway rerouting, new streets, mixed-use redevelopment, and civic investment. State Route (SR) 522 would be realigned to the south and SR 527 would be extended southward to intercept SR 522 at a "T" intersection. The new SR 527 would be a multiway boulevard that would allow for through lanes and access lanes. Northshore School District (NSD), surplus SR 522 right-of-way and Safeway properties would be redeveloped into a compact, walkable mixed-use area. Pop Keeney Stadium would be revised and updated. Main Street would be revitalized and extended with streetscape improvements. City Hall would be redeveloped at its current location, pursuant to a City Hall siting process.

The Proposal includes a number of policies, regulations, and capital projects that are described in the Draft and Final EIS. These policies, regulations, and capital projects are intended to address and reduce environmental impacts by providing for compact growth, improved infrastructure including roads and drainage systems, reduced vehicle travel, public view protection, transitional height and setbacks to protect residential character, human scale architectural requirements, light shielding, street and landscaping amenities, historic resource protection, open space dedication requirements, and other features. These mitigating features are identified in the proposal documents including the EIS and were considered in determining whether additional mitigation measures were required.

In addition, an "aesthetics" mitigation measure recommended in the EIS has been incorporated into the Proposal. As part of the legislative action on the *Downtown Subarea Plan and Regulations* the maximum allowable height has been reduced in zones/districts that border the edge of the study area to reduce impacts on surrounding development and aid transitions from residential areas to the more urban downtown.

The EIS is a document designed to help City decision-makers make a decision about the Proposal. An EIS need not analyze the specific components of the final adopted action as long as the likely impacts of the final adopted action fall within the range of the impacts assessed in the EIS.

Location

As shown in Exhibit A, the planned action area consists of approximately 529 acres of land in the center of the southern portion of the City of Bothell. The boundaries are generally defined on the north by segments of Ross Road, NE 186th Street, and commercial-zoned properties running along SR 527; on the east by the east boundary of the University of Washington Bothell/Cascadia Community College Campus (UWB/CCC); on the south by the Sammamish River corridor; and on the west by property and zoning lines generally dividing the upper and lower slopes of Westhill.

Mitigation

Based on the EIS, this document identifies significant adverse environmental impacts that are anticipated to occur as a result of development of planned action projects. Mitigation measures identified in the EIS are reiterated here for inclusion in proposed projects to mitigate related impacts and to qualify as Planned Action projects.

Consistency review under the Planned Action, site plan review, and other permit approvals will be required for specific development actions under the Proposed Action pursuant to WAC 197-

11-172. Additional project conditions may be imposed on planned action projects based upon the analysis of the proposal in relationship to independent requirements of the City, state or federal requirements or review criteria.

Any applicant for a project within the Planned Action area may propose alternative mitigation measures, if appropriate and/or as a result of changed circumstances, in order to allow an equivalent substitute mitigation for identified impacts. Such modifications shall be evaluated by the City's SEPA Responsible Official prior to any project approvals by the City.

In combination, regulations applicable to each element of the environment and mitigation measures identified in the EIS and documented in this Mitigation Document that are applied to any planned action proposal will adequately mitigate all significant environmental impacts associated with planned action proposals, except for those impacts that are identified as "significant unavoidable adverse impacts."

Mitigation measures are identified in the following sections: "Applicable Regulations and Commitments," "Public Agency Actions," and "Environmental Impacts and Mitigation Measures."

Applicable Regulations and Commitments

The *Bothell Downtown Subarea Plan and Regulations Planned Action EIS* identified specific regulations and commitments that act as mitigation measures. These are summarized below by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Actions, including the regulations that are adopted with the Proposal. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

Natural Environment

- **Endangered Species Act.** Federal review applies to any projects performed in the waters of the United States and thus requiring a permit from the U.S. Army Corps of Engineers (Corps).
- **State of Washington Laws Pertaining to Waters of the State.** State review applies to any project affecting waters of the state and thus requiring review by Ecology and/or the Washington Department of Fish and Wildlife (WDFW).
- **Shoreline Master Program.** City review applies to any projects in a shoreline management area and thus requiring compliance with the City's shoreline master program (BMC Chapter 13.12).
- **Critical Areas Ordinance (CAO).** City review applies to projects in an environmentally critical area and thus requiring compliance with the CAO (BMC 14.04). Areas specifically protected under this ordinance include wetlands, critical aquifer recharge areas (none are in the study area), frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat conservation areas (including streams and riparian areas).
- **Stormwater Regulations.** The City ensures development complies with stormwater standards through the provisions of BMC 18.04. The City currently expects that compliance with updates to the Western Washington Municipal Phase II stormwater permit will require the City to adopt the Ecology *Stormwater Management Manual for Western Washington* (stormwater manual) (Washington State Department of Ecology 2005) by mid-2009.
- **Comprehensive Plan.** Through land use permits and development regulations, the City ensures project compliance with environmental policies identified in the Comprehensive Plan.

- **Environmental Health Regulations.** The Model Toxics Control Act of the State of Washington (MTCA) sets forth prescribed limits of contamination that must be addressed by any disturbance, based on the type of activity and proposed use for a parcel. The standards for voluntary clean up for lower levels of contaminants will be incorporated into new development or redevelopment on parcels that have been noted to have contamination potential.
- **City building codes.** BMC Title 20 applies and may require site-specific geotechnical studies at the time of building permit submittal.

Air Quality

- **Air Quality Permitting for Proposed New Commercial Facilities.** All stationary emission sources associated with new commercial facilities are required to register with Puget Sound Clean Air Agency (PSCAA) (Regulation I and Regulation II).
- **Project-Level Transportation Conformity Analyses for Future Roadway and Intersection Improvements.** As part of future project-specific NEPA documentation for individual new roadway improvement projects, the City will conduct CO hot-spot modeling as required under WAC 173-420.

Land Use Patterns, Plans and Policies

- **BMC Chapter 14.04** governs City critical area regulations.
- **BMC Title 13** governs Shoreline regulations applicable to the Sammamish River, North Creek, and associated shorelands.
- **BMC Chapter 12.18** governs tree retention regulations that are still applicable to the study area.
- **Housing Plans:** The City is exploring measures to mitigate for the anticipated loss of approximately 280 low-income housing units in Downtown Bothell identified in its award from the state LIFT fund. Housing measures are anticipated to be captured in City plans or programs following legislative review.

Aesthetics

- **Building and Site Design** requirements apply per BMC 12.14.170 – 230 BMC.
- **Comprehensive Plan.** Through land use permits, the City ensures project compliance with design policies identified in the comprehensive plan.
- **Planned Unit Development.** The UWB/CCC campus complex will continue to be governed by the adopted planned unit development.
- **The Riverfront Overlay** regulations protecting views in this area are retained.

Transportation

- **Commute Trip Reduction Program.** Bothell requires employers of a certain size to encourage employees to reduce vehicle miles of travel and single-occupant-vehicle commute trips in Chapter 14.06 BMC.
- **Pedestrian and Transit facilities.** Chapter 12.16 BMC includes a number of requirements for developers to provide pedestrian and transit facilities.

Noise

- **City Noise Regulations.** Chapter 8.26 of the Bothell Municipal Code establishes limits on the noise levels and durations of noise crossing property boundaries. Permissible noise levels at a receiving land use depend on its environmental designation for noise abatement (EDNA). Certain noise-control measures will be required to comply with current regulations. These required measures include the use of low-noise mechanical

equipment at office and retail facilities adequate to comply with the City noise ordinance limits. If nighttime construction is requested by developers, then a noise control study will need to be submitted for City approval, demonstrating compliance with the City's nighttime noise ordinance limits.

- **City Building Code.** As required by the City's building code, new dwellings in the study area will be required to install double-pane glass windows.
- **Washington State Department of Transportation Noise Criteria.** If the NE 185th Street/98th Avenue NE Connector will use state or federal funding, before WSDOT can issue any funds, a traffic noise analysis will be required to identify noise impacts and to assess whether state or federal funds can be used to abate identified impacts.

Cultural Resources

- The Federal Archaeological Resource Protection Act of 1979 protects archaeological resources and sites that are on public and tribal lands and assists in information sharing among entities seeking to preserve these resources.
- The National Historic Preservation Act of 1966, as amended, establishes national standards for designating historic and culturally significant properties and establishes the authority of the State Historic Preservation Officer. Section 106 USC 470(a)(d) of this law establishes a program that requires federal agencies to consider effects to historic properties caused by federally sponsored undertakings.
- The Federal Archaeological and Historic Preservation Act of 1974 governs archaeological and other historic and cultural resources found in federal construction activities, including the construction of dams.
- The Federal Native American Graves and Repatriation Act governs the protection, preservation, and repatriation of Native American remains and cultural artifacts found in Native American burial sites.
- The Washington State Governor's Executive Order 05-05 requires state agencies with Capital Improvement Projects to integrate the State of Washington Department of Archaeology and Historic Preservation (DAHP), the Governor's Office of Indian Affairs, and concerned tribes into their capital project planning process. This Executive Order affects any capital construction projects and any land acquisitions for purposes of capital construction.
- RCW 27.44 Indian Graves and Records provides protection for Native American graves and burial grounds, encourages voluntary reporting of said sites when they are discovered, and mandates a penalty for disturbance or desecration of such sites.
- RCW 27.53 Archaeological Sites and Resources governs the protection and preservation of archaeological sites and resources and establishes DAHP as the administering agency for these regulations.
- RCW 68.60 Abandoned and Historic Cemeteries and Historic Graves provides for the protection and preservation of abandoned and historic cemeteries and historic graves.
- The Bothell Register of Historic Landmarks is established by the local municipal code (Title 22 Landmark Preservation) to recognize and regulate changes to those properties that are significant to the heritage of the City of Bothell. Proposed actions that involve properties listed in the Bothell Register of Historic Landmarks or the Bothell Historic Resources Inventory are subject to the requirements of BMC Title 22 Chapter 28.

Public Services

- The Bothell City Hall Site Evaluation Study, Rice Fergus Miller, July 2008, documents possible city hall sites and concept plans, including the site selected by the City Council for detailed planning: expansion at the present city hall site.

- 2009–2015 Capital Facilities Plan (CFP). The City has contracted to have a fire facility needs study prepared. This study, due to be completed in 2009, will provide direction to the City’s efforts to expand its fire protection capabilities, particularly the Queensborough Firehouse, which cannot accommodate additional staff or equipment.

A number of park-related projects are currently included in the CFP, including but not limited to, the Regional Aquatic Center and Community Center. The City is considering the construction of a regional aquatic and community center to replace the existing community pool currently located on NSD property. The exact design of this project is still in development.

In addition to the projects listed in the CFP, the City plans to undertake the preparation of master plans for all existing park and recreation facilities, as well as study opportunities to provide parks and open space within the revitalized downtown core.

- Fire Code. In addition, all future development will be required to comply with the City’s fire code (20.08 BMC), which specifies fire department access requirements, permitting procedures, and requirements for fire prevention and suppression technology.
- Parks, Recreation & Open Space Action Plan. The City’s Parks, Recreation & Open Space Action Plan (PROSAP) provides a set of goals that guide parks and recreation development in the city, as well as listing associated actions necessary to achieve those goals. The PROSAP also discusses current levels of service, parkland inventory, and funding strategies. The PROSAP was updated in March 2008 and adopted by resolution in September 2008.

Utilities

- Water. The CFP includes approximately \$1.8 million for the design and construction of expansions to or replacement of the Penn Park Reservoir (Project W7). Storage needs are still under evaluation and the design is scheduled to begin in 2011.
- Wastewater. Chapter 8 of the 2006 *Wastewater System Comprehensive Plan* includes a capital improvements program designed to relieve wastewater system deficiencies (Gray & Osborne 2006). Projects GV-1, GV-4, GV-5, GV-6, GV-7, and GV-8 are located in the study area. Additionally, Project GV-11 (Annual Inflow/Infiltration Improvements) occurs systemwide, and may cover minor repairs in the study area that will serve to alleviate wastewater conveyance deficiencies.
- Solid Waste. Bothell regulates solid waste collection container sizes, locations, and screening in the City’s municipal code including Chapter 8.20 Garbage and Solid Waste and Chapter 12.14 Area, Dimensions, and Design.

Public Agency Actions

Under some elements of the environment, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for consistency within the Comprehensive Plan or between the Plan and implementing regulations; to document pending City actions, such as adoption of new stormwater standards; to establish a protocol for long term measures to provide for coordination with other agencies; and to identify optional actions that the City may take to reduce impacts. These actions are listed below, organized by the pertinent EIS element of the environment in which they are discussed. Actions identified as “Proposed Synchronous Amendments” reference legislative actions proposed for adoption together with the *Downtown Subarea Plan and Regulations*. Actions identified as short term are currently underway or expected to be completed by the end of 2009. Longer term and other agency actions

will occur in the future, depending on need. The projected timeframe is identified and will be used in monitoring the implementation of the Planned Action Ordinance.

Table 1. Public Agency Mitigation Measures

Mitigation Measures	Proposed Synchronous Amendments	Short Term	Long Term	Other Agency	Estimated Year of Implementation
Natural Environment					
Comply with the NPDES Phase II Municipal Stormwater Permit for Western Washington (Ecology 2007). As part of this permit, the City will develop an ordinance regarding controlling runoff from new development, redevelopment, and construction sites. This is required to be in place by August 16, 2009. The City is planning to adopt the Ecology stormwater manual (Washington State Department of Ecology 2005) in July 2009.		■			2009 Responsibility: Public Works Department
Support development of total maximum daily load (TMDL) plans North Creek, and comply with TMDL provisions there and for the Sammamish River.			■		Unscheduled. No TMDL plan in place at this time. Monitor annually. Responsibility: Public Works Department
Monitor dissolved copper concentrations in municipal stormwater discharges and use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations in those discharges.			■		Annual monitoring. Responsibility, Public Works Department
Land Use Patterns/Plans and Policies					
The following technical corrections or edits are identified.					
As part of a future update to the Comprehensive Plan, revise horizon years for consistency, while maintaining necessary links to GMA growth projection efforts in King and Snohomish counties.		■			2011 7-Year Comprehensive Plan Review. Responsibility: Community Development Department
Amend the Comprehensive Plan to replace the existing Downtown/NE 190th Street/Riverfront Subarea Plan with the Downtown Subarea Plan and Regulations. Since the study area boundaries are different from those of the existing subarea plan, address private properties surrounding West and East Riverside Drive in the Waynita/Simonds/Norway Hill Subarea Plan. In addition, because the UWB/CCC campus and the area of the North Creek/195th Subarea Plan located south and west of I-405/NE 195th Street	■				2009 Responsibility: Community Development Department

Mitigation Measures	Proposed Synchronous Amendments	Short Term	Long Term	Other Agency	Estimated Year of Implementation
are addressed in the study area, remove these areas and associated policies from the North Creek/195th Subarea Plan.					
Amend North Creek/195 th subarea plan to remove the area southwest of I-405/NE 195th Street/Ross Road, which is now addressed in the Downtown Subarea Plan and Regulations. In addition, remove all language, goals, and policies related to Beardslee Boulevard, the Beardslee Boulevard Corridor, and the UWB/CCC campus, which also are addressed in the Downtown Subarea Plan and Regulations. Among the specific policies that can be removed are Land Use Policies 5 and 6, and Urban Design Policy 1.	■				2009 Responsibility: Community Development Department
Amend the Waynita/Simonds/Norway Hill subarea plan to include the private parcels surrounding West and East Riverside Drive that are not addressed in the Downtown Subarea Plan and Regulations, as well as associated updates to the background information and specific policies applying to this area. Among the text to transfer to this subarea plan are: page DT-3 discussion on East Riverside Drive, page DT-4 discussion of Blyth Park, page DT-8 discussion on improvements to East Riverside Drive; land use policies 7, 8, and 9. Portions of existing policies may be appropriate to transfer to the Waynita/Simonds/Norway Hill Subarea plan, including Land Use Policies 10 and 14; Transportation Policies 2 and 4 should be amended to remove discussion of transferred areas.	■				2009 Responsibility: Community Development Department
Amend the Maywood/Beckstrom Hill subarea plan to include the entire R 4,000 zoned area along 101 st Avenue NE north of NE 186 th Street.	■				
Review the Comprehensive Plan to ensure that cross references to appropriate subarea plans still exist after the realignment of subareas discussed above.	■				2009 Responsibility: Community Development Department
Update the transportation project list, contained in the Transportation Element, by adding the NE 185th Street Extension and Main Street Enhancement projects	■				2009 Responsibility: Community Development

Mitigation Measures	Proposed Synchronous Amendments	Short Term	Long Term	Other Agency	Estimated Year of Implementation
and defining SR 527 improvements consistent with the SR 527 Multiway Boulevard project features.					Department
Amend Comprehensive Plan policies and actions that are no longer current. Policies that should be reviewed and possibly updated include: ED-A4 and ED-A24 regarding the preparation of a downtown plan.	■				2009 Responsibility: Community Development Department
Replace BMC 12.64 Downtown Subarea Regulations with the Proposed form-based code and review other zoning code sections for consistency and cross references.	■				2009 Responsibility: Community Development Department
Review the regulations in BMC 12.64 to determine which should be retained in some form, moved to another subarea plan, or replaced with the new regulations, as described above.	■				2009 Responsibility: Community Development Department
Aesthetics					
As part of the City's sustainability initiatives, consider adoption of an ordinance that would encourage green roofs and roof gardens through the use of incentives such as alternative stormwater requirements.		■			2009 Responsibility: Community Development Department
Transportation					
Develop a parking management plan for the study area based on studies currently underway. The plan should include monitoring of on-street parking, especially in residential areas adjacent to the study area; promoting shared parking; and managing the cash-in-lieu-of-parking program. If available parking supply is not adequate to meet the typical demand, additional regulations could be adopted and/or additional mitigation measures could be incorporated in The Planned Action Ordinance, including: <ul style="list-style-type: none"> ▪ implementing and adjusting hourly time restrictions, ▪ installing parking meters, ▪ restricting parking in residential neighborhoods through a permit system, 		■			Preparation of parking management plan. Responsibility: Community Development Department. Regular monitoring as determined in plan. Responsibility: Public Works Department

Mitigation Measures	Proposed Synchronous Amendments	Short Term	Long Term	Other Agency	Estimated Year of Implementation
<ul style="list-style-type: none"> ▪ modifying the BMC parking requirements, and ▪ constructing additional parking. 					
Coordinate with transit agencies to promote transit usage through coordination of bus routes and scheduling.			■		On-going Responsibility: Public Works Department
Coordinate with transit agencies to develop LOS standards that include the percentage of residents living within proximity to a transit route or park-and-ride lot and establishing the appropriate bus frequencies.			■		2011 Comprehensive Plan Review. Responsibility: Public Works Department
Coordinate with transit agencies to implement employer outreach programs that promote the use of alternative transportation modes.			■		On-going Responsibility: Public Works Department
Encourage employers to provide incentives for employees to commute by transit, or ridesharing, or other alternative means.			■		Continued implementation of commute trip reduction regulations. Ongoing coordination with transit agencies. Responsibility: Public Works Department
Noise					
Coordinate with transit agencies to mitigate potential bus noise in residential areas by locating bus stops away from residential land uses.			■		On-going Responsibility: Public Works Department
Cultural Resources					
Seek other opportunities in the community for mitigation measures that are not specific to the affected site(s). Some of the options for non-site-specific mitigation include developing an educational program, interpretive displays, and professional publications.			■		On-going Responsibility: Community Development Department
Public Services					
Use increased tax revenues from greater retail activity and increases in property values to offset some of the additional costs to the Bothell Fire Department for the necessary new facilities, equipment, and staff.			■		On-going Responsibility: Executive, City Council

Mitigation Measures	Proposed Synchronous Amendments	Short Term	Long Term	Other Agency	Estimated Year of Implementation
The Northshore School District may move relocatable classrooms, make boundary changes for school attendance, engage in new construction, and modernize its facilities to meet the needs of growth.				■	Part of 6-year Capital Improvement Program or administrative plans. Responsibility: NSD
The Northshore School District may collect impact fees under Washington State's Growth Management Act with an enabling City ordinance for growth-related capital projects, and may consider collection of voluntary mitigation fees paid pursuant to the State Environmental Policy Act (in areas outside of the planned action) as well as a school bond, or the option of securing state funding. If capacity expansion is required, this could be addressed in a 2014 bond. Coordination between the City and the Northshore School District is necessary.				■	Bond and 6-Year Capital Facility Plan Responsibility: NSD in consultation with City Community Development Department
Utilities					
Water Storage. Consider nesting fire suppression storage in standby storage to reduce future storage deficits. See Appendix I of the Draft EIS.		■			Amend functional plan 2009 Responsibility: Public Works Department
Fire Flow. Implement the set of improvements identified in Appendix I of the Draft EIS to meet fire flow requirement needs.		■			Amend functional plan 2009 Responsibility: Public Works Department
Wastewater. To accommodate additional wastewater flows, implement the following wastewater system improvements: <ul style="list-style-type: none"> ▪ replacement of the 10-inch sewer line along 98th Avenue NE with 12-inch main; ▪ expansion of the 8-inch line on SR 527 to 12-inch diameter pipe and extension of this system along SR 527 between NE 188th Street and NE 186th Street ▪ removal of the existing connection at NE 191st Street, aligning the system with 98th Avenue NE; and ▪ installation of a new connection to the 36-inch King County interceptor for the SR 527 system just south of SR 522. 		■			Amend functional plan 2009 Responsibility: Public Works Department

Mitigation Measures	Proposed Synchronous Amendments	Short Term	Long Term	Other Agency	Estimated Year of Implementation
Consider the recommendations stated in a Solid Waste Collection in Mixed Use Settings (ICF Jones & Stokes 2008). The paper recommends modifications in City standards regarding enclosure size, location, gate width, pads, wall bumpers, turning radii, permit process, and education and incentives.		■			Amend regulations as appropriate. Responsibility: Public Works Department
Contact Puget Sound Energy in order make the agency aware to prepare for appropriate utilities to be in place in preparation for new development.			■		On-going Responsibility: Public Works

Environmental impacts and mitigation measures

Chapter 3 of the Draft EIS identifies significant impacts, unavoidable adverse impacts and mitigation measures for potential impacts associated with the natural environment, air quality, land use, aesthetics, light and glare, transportation, public services and utilities. The following summarizes the information found in the EIS, including a summary of (1) significant environmental impacts; (2) significant unavoidable adverse impacts; and (3) mitigation measures identified in the EIS. Please refer to the Draft and Final EIS for complete text associated with each element of the environment.

Natural Environment

Significant Impacts

Earth. Areas undergoing redevelopment would be subject to erosion hazards until construction has been completed and the disturbed areas permanently stabilized. Development in liquefaction areas would require specific engineering studies and exploration and would most probably require engineered foundations. Sites containing hazardous materials would require remedial actions in accordance with the Model Toxics Control Act; this may include additional excavations and soil treatments.

Water. Redevelopment in the downtown area would increase the number of cars, resulting in increased pollutant loading in stormwater-receiving streams, including increased levels of dissolved copper. The Bothell Crossroads project may entail removal of wetland buffer area and construction of a new stormwater outfall to the Sammamish River.

Biota. Increased pollutant loading from stormwater runoff, particularly dissolved copper, may have adverse impacts on salmonids in North Creek, the Sammamish River, and Horse Creek.

Unavoidable Adverse Impacts

If City regulations and recommended mitigation measures are implemented, no significant unavoidable adverse impacts are anticipated in connection with either the No Action Alternative or the Proposed Alternative.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

Low Impact Development (LID)

The City will require that Planned Action applicants identify any LID techniques described in currently available manuals (Washington State Department of Ecology 2005, Puget Sound Action Team and Washington State University Pierce County Extension 2005) proposed for incorporation into the planned action and demonstrate why unincorporated LID techniques are not feasible. Flow reduction credits provided in the Ecology stormwater manual for use in LID facilities will translate into smaller stormwater treatment and flow control facilities over those which use conventional methods. In certain cases, use of various LID techniques can result in the elimination of stormwater mitigation facilities entirely. As part of required land use, building, or construction permits, the City may condition planned actions to incorporate feasible and site-appropriate LID techniques.

The LID measures shall not apply to the Bothell Crossroads (SR 522) project or SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards; for example, the SR 527 Multi-Way Boulevard designs incorporate rain gardens.

Stormwater Treatment

Prior to adoption of new stormwater standards, the City shall require development to provide known and reasonable post-construction stormwater treatment measures that ensure no net increase in loading of pollutants identified by the Washington State Department of Ecology as water quality limiting factors in the Sammamish River during the review of required drainage plans (BMC Title 18) that must be submitted with each development permit.

The State of Washington Department of Ecology has adopted a total maximum daily load (TMDL) plan for North Creek and may do so for the Sammamish River. The City may condition Planned Action applications to comply with TMDL provisions.

Based on the results of City monitoring of dissolved copper concentrations in municipal stormwater discharges, the City may condition Planned Action applications to use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations in those discharges.

The stormwater treatment measures shall not apply to the Bothell Crossroads (SR 522) project or SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards; for example, the SR 527 Multi-Way Boulevard designs incorporate rain gardens.

Environmental Health

Applicants for development on parcels identified as having a potential for contamination in the *Report on Tax Parcel History through 1972* (Environmental Coalition of South Seattle 2008), shall conduct a thorough site assessment to determine if contamination is present from past use.

Air Quality

Significant Impacts

Construction. Emissions from construction equipment could slightly degrade local air quality and could cause detectible odors. Stationary equipment must comply with Puget Sound Clean Air Agency (PSCAA) regulations.

Commercial Activity. Both new and existing commercial facilities could use stationary equipment that emits air pollutants. These facilities would be required to list their pollutant-emitting equipment with the PSCAA (Regulation I and Regulation II).

Transportation Conformity. Although the population and localized vehicle travel in the study area would increase, the increase in tailpipe emissions would be very small relative to overall regional tailpipe emissions. The modeled ambient carbon monoxide (CO) concentrations at all intersections are below the allowable federal limits under 2035 conditions.

Mobile Source Air Toxics (MSATs). There may be localized areas where ambient concentrations of MSATs could be temporarily increased with future highway improvement projects. On a regional basis, federal vehicle and fuel regulations and fleet turnover will over time cause substantial reductions that will cause region-wide MSAT levels to be significantly lower than today generally.

Greenhouse Gases (GHG). Regional GHG emissions could reduce by roughly 5,314 metric tons CO₂-equivalent per year compared to business as usual. The GHG emission reductions would beneficially contribute to the state's goal of reducing statewide GHG emissions.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts on regional or local air quality are anticipated. Temporary, localized dust and odor impacts could occur during the construction activities. The regulations and features of the Proposed Action are adequate to mitigate any adverse impacts anticipated to occur as a result of study area population increases.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

Construction Emission Control

All construction contractors will be required to implement air quality control plans for construction activities in the study area. The air quality control plans shall include best management practices (BMPs) to control fugitive dust and odors emitted by diesel construction equipment.

The following BMPs or their equivalents shall be used to control fugitive dust:

- Use water sprays or other non-toxic dust control methods on unpaved roadways.
- Minimize vehicle speed while traveling on unpaved surfaces.
- Prevent trackout of mud onto public streets.
- Cover soil piles when practical.
- Minimize work during periods of high winds when practical.

The following measures to minimize air quality and odor issues caused by tailpipe emissions or their equivalents shall be used:

- Maintain the engines of construction equipment according to manufacturers' specifications.
- Minimize idling of equipment while the equipment is not in use.

Burning of slash or demolition debris shall not be permitted without express approval from PSCAA. No slash burning is anticipated for any construction projects in the study area.

Greenhouse Gas Reduction Measures

Table 2 lists a variety of additional mitigation measures that could further reduce GHG emissions caused by building construction, space heating, and electricity usage (Washington State Department of Ecology 2008). The table lists potential GHG-reduction measures, and indicates where the emission reductions might occur. Applicants shall identify the reduction measures that will be incorporated in their project and document why other measures are not included or are not applicable. The City may condition planned action applications to incorporate reduction measures determined feasible and appropriate for site conditions.

		Emissions Category		
		Direct ¹	Indirect ²	Transportation ³
Table 2. Potential Greenhouse Gas Reduction Measures				
Site Design				
Plant trees and vegetation near structures to shade buildings ⁴	Reduces onsite fuel combustion emissions and purchased electricity plus enhances carbon sinks.	■	■	
Minimize building footprint.	Reduces onsite fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.	■	■	
Design water efficient landscaping.	Minimizes water consumption, purchased energy, and upstream emissions from water management.		■	
Minimize energy use through building orientation.	Reduces onsite fuel combustion emissions and purchased electricity consumption	■	■	

¹ Direct emissions include emissions generated onsite that the proponent of the action has direct control over.

² Indirect emissions include those generated offsite and for which the proponent does not have direct control over. Examples include emissions associated with purchased or acquired electricity or natural gas.

³ Transportation emissions can be either direct (i.e., within the control of the proponent) or indirect (i.e., outside of the proponent's direct control).

⁴ Trees and vegetation must avoid conflicts with underground and overhead electric and natural gas facilities (i.e., switches, transformers, vaults). A planting guide prepared by Puget Sound Energy is as follows: http://www.pse.com/SiteCollectionDocuments/safetyReliability/1225_energy_landscaping_WEB_2.pdf.

		Emissions Category		
Comments		Direct ¹	Indirect ²	Transportation ³
Building Design and Operations				
Apply LEED (Leadership in Energy and Environmental Design) standards (or equivalent) for design and operations	Reduces onsite fuel combustion emissions and off-site/indirect purchased electricity, water use, waste disposal	■	■	
Purchase Energy Star equipment and appliances.	Reduces onsite fuel combustion emissions and purchased electricity consumption	■	■	
Incorporate on-site renewable energy production, including installation of photovoltaic cells or other solar options.	Reduces onsite fuel combustion emissions and purchased electricity consumption.	■	■	
Design street lights to use energy efficient bulbs and fixtures	Reduces purchased electricity.		■	
Construct "green roofs" and use high-albedo roofing materials.	Reduces onsite fuel combustion emissions and purchased electricity consumption	■	■	
Install high-efficiency HVAC systems.	Minimizes fuel combustion and purchased electricity consumption.	■	■	
Eliminate or reduce use of refrigerants in HVAC systems.	Reduces fugitive emissions. Compare refrigerant usage before/after to determine GHG reduction.	■		
Maximize interior day lighting through floor plates, increased building perimeter and use of skylights, celestories and light wells.	Increases natural/day lighting initiatives and reduces purchased electrical energy consumption.		■	

	Comments	Emissions Category		
		Direct ¹	Indirect ²	Transportation ³
Incorporate energy efficiency technology such as: super insulation motion sensors for lighting and climate control efficient, directed exterior lighting	Reduces fuel combustion and purchased electricity consumption.	■	■	
Use water conserving fixtures that surpass building code requirements.	Reduces water consumption.		■	
Re-use gray water and/or collect and re-use rainwater.	Reduces water consumption with its indirect upstream electricity requirements.		■	
Use recycled building materials and products.	Reduces extraction of purchased materials, possibly reduces transportation of materials, encourages recycling and reduction of solid waste disposal.		■	■
Use building materials that are extracted and/or manufactured within the region.	Reduces transportation of purchased materials			■
Use rapidly renewable building materials.	Reduces emissions from extraction of purchased materials		■	
Conduct 3rd party building commissioning to ensure energy performance.	Reduces fuel combustion and purchased electricity consumption.	■	■	
Track energy performance of building and develop strategy to maintain efficiency.	Reduces fuel combustion and purchased electricity consumption.	■	■	

	Comments	Emissions Category		
		Direct ¹	Indirect ²	Transportation ³
Transportation				
Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers.	Reduced parking discourages auto dependent travel, encouraging alternative modes such as transit, walking, biking etc. Reduces direct and indirect VMT			■
Develop and implement a marketing/information program that includes posting and distribution of ridesharing/transit information.	Reduces direct and indirect VMT			■
Subsidize transit passes. Reduce employee trips during peak periods through alternative work schedules, telecommuting, and/or flex-time. Provide a guaranteed ride home program.	Reduces employee VMT			■
Provide bicycle storage and showers/changing rooms.	Reduces employee VMT			■
Utilize traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety.	Reduces transportation emissions and VMT	■		■
Apply advanced technology systems and management strategies to improve operational efficiency of local streets.	Reduces emissions from transportation by minimizing idling and maximizing transportation routes/systems for fuel efficiency.			■
Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes.	Reduces idling fuel emissions and direct and indirect VMT			■

Land Use Patterns, Plans and Policies

Significant Impacts

Land Use Patterns. Land use patterns in the Downtown Core and Downtown Neighborhood districts would become more intense, favoring mixed-use and multifamily development and a compact, pedestrian-oriented commercial core. A wider range of uses would also be allowed at greater densities than existing conditions.

SR 522 Corridor would experience an improvement in building and streetscape design under Proposed Alternative due to introduction of a form-based code.

Plans and Policies. The Proposed Alternative is generally consistent with the City's Comprehensive Plan goals and policies related to Downtown Bothell. The newly created districts are generally consistent with the existing Comprehensive Plan land use designations applied to land use within downtown. In areas currently characterized by more than one land use designation, the districts generally apply a similar range of uses under a single district designation and purpose statement, simplifying the land use hierarchy in the study area. Some plan and code amendments have been identified to integrate the proposed Downtown Subarea Plan and Regulations.

Unavoidable Adverse Impacts

Changes to the study area could have impacts on land use compatibility, but these impacts could be mitigated with implementation of the form-based code and other existing city codes that would be retained.

Some technical corrections or edits identified in Section 3.3 of the Draft EIS will require synchronous amendments with the *Downtown Subarea Plan and Regulations* and others may be addressed in a future comprehensive plan docket cycle. With application of mitigation measures and amendments, there are no significant unavoidable adverse impacts on plans and policies.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, apply the following mitigation measure:

The City will require that Planned Action applicants demonstrate consistency with the Downtown Subarea Plan housing provisions, Comprehensive Plan housing policies, and the Housing Strategy Plan when adopted and implemented, particularly with respect to affordable housing. As well, applicants shall identify information and strategies regarding displacement of low or moderate income housing, if applicable.

Aesthetics

Significant Impacts

Views. The concentration of additional building height in the SR 522 and SR 527 corridors could block territorial views from a few properties located to the north of the study area. The introduction of taller buildings in the Downtown Core could create views that are not currently available.

Visual Character. In general, increased development and construction of planned capital facilities will create a more urban, pedestrian-oriented and unified downtown core.

Height and Bulk. The proposed maximum heights are generally higher than existing buildings. Increased heights and decreased setbacks may cause conflicts of scale with lower-density existing development, both within the study area and in adjacent areas. The application of design standards, with special attention to upper story setbacks, would be necessary to minimize conflicts of scale. Within the subarea, the various districts act to provide a transition in scale.

Light and Glare. Increased presence of retail and entertainment uses in the study area may create additional light and glare from exterior illumination. Increased automobile traffic may also generate additional nighttime glare.

Unavoidable Adverse Impacts

The overall character and significance of visual impacts on the study area depends in large part on the quality of the architectural and urban design features incorporated into the development and the values of those viewing the changes. New development and redevelopment would result in a change to the current aesthetic conditions of the study area. The alternatives would potentially increase the amount of ambient light and glare produced in the study area. The alternatives differ with regard to the scope, intensity, and location of these changes. With application of existing and proposed plans and regulations, and other identified mitigation measures, no significant unavoidable adverse impacts are anticipated.

Mitigation Measures

In addition to Proposal features such as architectural regulations and special height and setback requirements, Applicable Regulations and Commitments, and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

As part of addressing utilities in the Downtown, the City shall require as a condition of development that all new development pay for undergrounding their electrical service if the lines in the street are underground.

Based on the Natural Environment LID mitigation measure and/or the Air Quality Greenhouse Gas Reduction measures, applicants will submit an analysis of feasible techniques to reduce stormwater and pollutants and to reduce carbon emissions. These analyses will allow the City to apply conditions of approval to incorporate green roofs or roof gardens where feasible and site-appropriate.

Transportation

Significant Impacts

Concurrency. SR 522 Corridor between 96th Avenue NE and Kaysner Way would improve from the current LOS D to LOS C.

Signalized Intersections. LOS for individual signalized intersections in the study area would degrade by 1-2 levels. No intersections would deteriorate to LOS F.

Unsignalized Intersections. LOS at all but three unsignalized intersections would be degraded by 2035 compared to existing conditions. Two of the three Main Street intersections would operate at LOS F. The LOS could be improved by installing traffic signals. However, more detailed traffic simulation studies indicate that traffic operations along the street may remain slow. Additionally, implementing mitigation measures such as signals may not be consistent with the character of the street. Providing streets that maximize vehicle flow may not be consistent with providing on-street parking, a shopping environment, or safe and efficient pedestrian movements.

Major Corridor Volumes. Average daily traffic volumes for major traffic corridors would increase throughout the street system compared to existing conditions. The increases would vary somewhat, but the largest increases would be along north south arterials.

Neighborhood Street Volumes. ADT volumes would increase on neighborhood streets compared to existing conditions in several locations. ADT volumes on neighborhood streets would be lower under the Proposed Alternative than under the No Action Alternative. Volumes would decrease compared to existing conditions on NE 188th Street east of 92nd Avenue NE and on 91st/92nd Avenue NE west of SR 522, due to the diversion of neighborhood traffic to the improved 98th Avenue/185th Street corridor. Further reduction of neighborhood traffic is dependent on providing additional arterial capacity by widening SR 527 north of the study area to SE 228th Street.

Parking. Parking requirements for commercial land uses would be reduced in line with the allowed reductions in the current code. Required parking would also be reduced for multifamily residential uses. Parking rates would decrease due to improved transit access, mixed uses, and shared parking. The proposed residential parking standard reductions are comparable to published parking demand surveys for multifamily residential land uses.

Unavoidable Adverse Impacts

Future development would result in increased traffic in the study area with less increase in many locations in the Proposed Alternative compared to the No Action Alternative. The increased traffic with planned improvements can meet City concurrency standards for the study corridor (SR 522). Although the effects of additional vehicles on traffic congestion can be mitigated to varying degrees through the proposed transportation improvements, the actual increase in traffic under either alternative (No Action or Proposed Alternative) is considered a significant unavoidable adverse impact.

Mitigation Measures

See Applicable Regulations and Commitments and Public Agency Actions. In addition, see the list of capital improvements included in Final EIS Chapter 2. Roadway improvements will be installed in accordance with City plans and regulations.

Noise

Significant Impacts

Redevelopment in the study area would require construction activity, which would produce temporary increases in noise levels.

The combination of roadway widening, increased traffic volumes, and rerouting of buses would increase peak-hour Leq noise levels at existing homes adjacent to the NE 185th St/98th Ave NE Connector north of SR 522 by as much as 9 dBA. That forecast peak-hour increase is less than WSDOT's "substantial increase" impact threshold of 10 dBA.

The potential improvement of NE 185th Street and its extension to 98th Avenue NE would enable shifting transit facilities from SR 522 and Main Street to NE 185th Street and the NE 185th Street/98th Avenue NE Connector. Buses decelerating, accelerating, and idling at bus stops along NE 185th Street and 98th Avenue NE would increase ambient noise and that could affect adjacent homes. However, since the exact bus-stop locations have not been determined, the significance of the noise impact on nearby land use cannot be identified at this time.

Mechanical equipment associated with new commercial development has the potential to increase ambient noise levels if control measures are not implemented.

Future traffic volumes would increase on local streets within the study area. These traffic increases would result in higher ambient noise levels from moving and idling traffic at residential dwelling units constructed adjacent to the streets.

Unavoidable Adverse Impacts

The increased bus volume on NE 185th Street and 98th Avenue NE could result in significant unavoidable adverse noise impacts on existing and future homes adjacent to bus stops on NE 185th Street and 98th Avenue NE, if there is no feasible noise abatement measure to reduce the noise levels.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

Construction Noise Abatement

As a condition of land use, building or construction permit approval, the City may require all construction contractors to implement noise control plans for construction activities in the study area for daytime activities.

To reduce the potential for temporary, adverse noise impacts associated with construction, where the City has determined a noise control plan is required, the contractor will be required to comply with all federal, state, and local regulations relating to construction noise. To reduce construction noise at nearby receptors, the following mitigation measures will be incorporated into construction plans and contractor specifications:

- Locating stationary equipment away from receiving properties will decrease noise from that equipment.
- Erecting portable noise barriers around loud stationary equipment located near sensitive receivers will reduce noise.
- Limiting construction activities to between 7:00 a.m. and 10:00 p.m. will avoid sensitive nighttime hours.
- Turning off idling construction equipment will eliminate unnecessary noise.
- Requiring contractors to rigorously maintain all equipment will potentially reduce noise effects.
- Recommending training construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas will reduce noise effects.

Bus Stop Noise

As a condition of land use, building or construction permit approval, the City may require installation of double-pane windows combined with new air conditioners if residences are located adjacent to existing or proposed bus stops.

Cultural Resources

Significant Impacts

Future growth and development has the potential to impact cultural resources, depending on proximity. The most likely properties for potential impact are those on the historic inventory that are considered subject to redevelopment according to buildable lands or opportunity sites analysis.

- The SR 522 Bothell Crossroads project is planned in the vicinity of an identified cultural resource at 17909 Bothell Way (Brooks Biddle Chevrolet).
- The SR 527 projects are planned in the vicinity of an identified cultural resource at 18603 Bothell Way NE (W.A. Anderson School).
- The Main Street Extension project could have an adverse effect at properties on the historic inventory located at: 18221 Bothell Way NE (Safeway); 18204 98th Avenue NE (House); and 18212 98th Avenue NE (House).
- The SR 522 Wayne Curve improvement projects could have adverse effects on six identified cultural resources along Bothell Way NE.
- The Beardslee Boulevard Widening project could have adverse effects on identified cultural resources at 18821 Beardslee Boulevard and 18225 NE Campus Parkway.
- Non-motorized transportation improvements in the study area could have adverse effects on ten identified cultural resources, located primarily along 104th Avenue NE.
- Purchase and/or redevelopment of the Northshore School District property could adversely affect the W.A. Anderson School at 18603 Bothell Way NE.
- The City Hall/Dawson Replacement project could adversely affect several identified cultural resources, depending on the location chosen (See Section 3.7 for a complete list).
- The NE 185th Transit-Oriented Street and Extension and the NE 185th Street Downtown Transit Center and Park and Ride have the potential to adversely affect cultural resources in the study area.

Unavoidable Adverse Impacts

The impacts on cultural resources caused by new development associated with either of the two proposed alternatives could be significant and unavoidable, depending on the nature of the proposed development project.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

To the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of historic resources must meet the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.

Proposed new construction, exterior alterations, and demolition that could impact properties listed in the NRHP, the Washington Heritage Register, or the Bothell Register of Historic Landmarks in the study area must comply with the Historic Resources Regulations provided in the proposed *Downtown Subarea Plan and Regulations* and corresponding Planned Action Ordinance.

In the event that a future development project within the study area is proposed on a site containing a property listed in the Bothell Historic Resources Inventory that is not listed in the NRHP, Washington Heritage Register, or the Bothell Register of Historic Landmarks, the project shall be required to undergo administrative review consistent with the provisions of BMC 22.28 to determine whether the property is considered an historic resource. If the property is determined to be an historic resource, then the proposed project must comply with the Historic Resources Regulations provided in the proposed *Downtown Subarea Plan and Regulations* and corresponding Planned Action Ordinance.

In addition to the archaeological resources already known to exist in the study area, it is possible that intact buried deposits remain in areas not yet tested, particularly those areas in the vicinity of the Sammamish River and North and Horse creeks. Archaeological testing must be completed for proposed projects that involve significant excavation or any changes made to the vegetation and landforms near existing waterways in the study area. Archaeological project monitoring is suggested for subsurface excavation and construction in these high probability areas.

In the event that a future development project in the study area is proposed on or immediately surrounding a site containing an archaeological resource, the potential impacts on the archaeological resource must be considered and, if needed, a study conducted by a qualified archaeologist to determine whether the proposed development project would materially impact the archaeological resource. If the project would disturb an archaeological resource, the City will impose any and all measures to avoid or substantially lessen the impact. If avoidance of the archaeological resource is not possible, an appropriate research design must be developed and implemented with full data recovery of the archaeological resource prior to the development project. The avoidance of archaeological resources through selection of project alternatives and changes in design of project features in the specific area of the affected resource(s) would eliminate the need for measuring or mitigating impacts.

Public Services

Significant Impacts

Police Protection. Increased population within the City and study area could increase the demand for police service and the number of calls for assistance received.

Fire Protection. Increased development in the City and study area would require an additional 2.43 fire stations to meet level of service standards.

Parks and Recreation. Considering City and study area population increases, the Proposed Alternative would increase demand for public parkland by 81.2 acres and increase the City's existing parkland deficit.

Schools. The Proposed Alternative would add up to 587 students in 2035.

Unavoidable Adverse Impacts

The City of Bothell and the study area are anticipated to experience significant growth during the planning period. Given the length of the planning period and the amount of time required for redevelopment of the study area, the City and service providers have an opportunity to update plans and respond appropriately.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

As a condition of land use, building or construction permit approval, the City may require security-sensitive design of buildings and landscaping environment. This could include measures such as installing moderate height and density shrubs, which could reduce certain types of crimes, such as auto and storefront break-ins.

Utilities

Significant Impacts

Water. The Proposal would increase the need for water storage and increase fire flow requirements within the study area. These increases would exacerbate an existing water storage deficiency. If nesting of storage is allowed, surplus water storage would be projected.

Wastewater. Average daily flows would increase and exacerbate existing wastewater infrastructure deficiencies in the study area.

Solid Waste. Increased development in the study area will increase the demand for solid waste services and the amount of space required to collect and store waste.

Unavoidable Adverse Impacts

The studied alternatives are anticipated to increase demand for water, wastewater, and solid waste services. Increased residential and employment population in the area has the potential to exacerbate water and wastewater system existing deficiencies. With application of mitigation measures that include both regulatory and capital improvements, no significant unavoidable adverse impacts are anticipated.

Mitigation Measures

In addition to Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.

As a condition of land use, building or construction permit approval, the City will require that planned actions install or contribute their fair share of costs of the installation of water or wastewater system improvements identified in the following documents:

- Gray & Osborne, Inc. 2008a. Technical Memorandum—Downtown Revitalization Water System EIS Analysis and Proposed Improvements. Prepared for: City of Bothell, WA. December 12, 2008.
- Gray & Osborne, Inc. 2008b. Technical Memorandum—Downtown Revitalization Sewer System EIS Analysis and Proposed Improvements. Prepared for: City of Bothell, WA. November 11, 2008.

All planned actions considered through the pre-application process shall be reviewed by the City solid waste service provider. As a condition of land use, building or construction permit approval, until such time as the City amends its solid waste standards pursuant to listed Public Agency Actions, the City may require alternative solid waste or recycling enclosure sizes, locations, gate widths, pads, wall bumpers, turning radii, permit process, and/or education and incentives identified in the paper “Solid Waste Collection in Mixed Use Settings” prepared by ICF Jones & Stokes, June 2008.

Comparison Table: Draft Environmental Impact Statement and Planned Action Ordinance Mitigation Measures

Planned Action Ordinance mitigation measures are based on the Draft EIS mitigation measures, but do not include explanatory text, and are written to be more directive and implementable.

Draft EIS – Other Mitigation Measures (as proposed for correction in the Final EIS)	PAO Mitigation Measure
<p>Natural Environment</p> <p>Low Impact Development</p> <p>Nearly all of the study area has already been developed, assuming that the remaining high amenity value parks, wetlands, and streams remain free of development. Developed portions of the study area have impervious surface area approaching 100%. Stormwater from most of this area is collected and conveyed, without treatment or detention, to the Sammamish River and its tributaries. Projected growth in the study area is unlikely to result in increased stormwater runoff volumes, but is likely to result in increased pollutant loading to a water quality-limited water body, the Sammamish River. Pollutant loadings can be decreased if stormwater runoff is reduced.</p> <p>The Ecology stormwater manual (Washington State Department of Ecology 2005) <u>provides flow-modeling guidance for applying flow runoff credits to be applied to approved hydrologic models</u> when LID techniques are used <u>utilized for stormwater runoff mitigation</u>. <u>The Ecology stormwater manual refers to the LID manual (Washington State Department of Ecology 2005; Puget Sound Action Team and Washington State University Pierce County Extension 2005) for detailed design guidance related to various LID techniques currently available.</u> –Flow runoff credits are used in the hydrologic model to better represent various LID techniques so that their benefit in reducing surface runoff can be estimated. Such technologies will be most effective in portions of the study area that have highly permeable soils and a relatively deep water table; these correspond to soil types 1, 2, 5, 6, 8, 10, 11, 12, and 13 described in Section 3.1.1 (Figure 3.1-4). In these areas, incident precipitation can readily be infiltrated to the water table, or taken up by any available plants. In other soil types, characterized by a seasonally high water table and/or relatively impermeable materials, LID technologies would <u>will require additional engineering considerations to capture and convey mitigated stormwater runoff</u>. <u>In some instances, conventional stormwater treatment and detention may be required due to special limitations, likely be less effective, and conventional stormwater detention and treatment would be proportionally more important in the effort to minimize runoff of toxic stormwater into streams and rivers.</u></p> <p>Accordingly, the City will encourage new development in the study area to reduce stormwater runoff by <u>utilizing</u> LID techniques described in currently available <u>the Ecology and LID</u> manuals. <u>Employing LID techniques is not a requirement in the current development regulations, but (Washington State Department of Ecology 2005; Puget Sound Action Team and Washington State University Pierce County Extension 2005).</u> –Flow reduction credits established <u>provided</u> in the Ecology stormwater manual for use in LID <u>facilities will</u> translate into smaller stormwater treatment and flow control facilities over those which use conventional methods. In certain cases, use of various LID techniques can result in the elimination of <u>stormwater</u> mitigation facilities <u>entirely</u>.</p> <p>The LID measures would not apply to the Bothell Crossroads (SR 522) project or SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards. Considering the stormwater currently generated from these roadways, both projects would result in a beneficial impact on stormwater quality. Nonetheless, early plans for the SR 527 Multiway Boulevard project explore the use of raingardens in median areas to treat runoff.</p>	<p>Low Impact Development – Mitigation Measure</p> <p>The City will require that Planned Action applicants identify any LID techniques described in currently available manuals (Washington State Department of Ecology 2005, Puget Sound Action Team and Washington State University Pierce County Extension 2005) proposed for incorporation into the planned action and demonstrate why unincorporated LID techniques are not feasible. Flow reduction credits provided in the Ecology stormwater manual for use in LID facilities will translate into smaller stormwater treatment and flow control facilities over those which use conventional methods. In certain cases, use of various LID techniques can result in the elimination of stormwater mitigation facilities entirely. As part of required land use, building, or construction permits, the City may condition planned actions to incorporate feasible and site-appropriate LID techniques.</p> <p>The LID measures shall not apply to the Bothell Crossroads (SR 522) project or SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards; for example, the SR 527 Multi-Way Boulevard designs incorporate rain gardens.</p>

Draft EIS – Other Mitigation Measures (as proposed for correction in the Final EIS)	PAO Mitigation Measure
<p>Stormwater Treatment</p> <p>Currently, stormwater from most of the study area is collected and conveyed, without treatment or detention, to the Sammamish River and its tributaries. Stormwater collected from areas within 0.25 mile of the Sammamish River is moreover exempt from detention requirements. More than half of the study area is within 0.25 mile of the river. New development in the study area must comply with the stormwater provisions of the <i>1998 King County Surface Water Design Manual</i>. A considerable amount has been learned about stormwater since 1998, and better guidance is now available. Accordingly, the City will undertake the following actions and condition development accordingly in the study area:</p> <ul style="list-style-type: none"> ▪ Comply with the NPDES Phase II Municipal Stormwater Permit for Western Washington (Ecology 2007). As part of this permit, the City will be developing an ordinance regarding controlling runoff from new development, redevelopment, and construction sites. This is required to be in place by August 16, 2009. The City is planning to adopt the Ecology stormwater manual (Washington State Department of Ecology 2005) in mid-July 2009. This will improve the effectiveness of stormwater quantity and quality controls in the study area. ▪ Prior to the adoption of ordinances in conformance with the NPDES Phase II permit described above, apply interim stormwater standards within the study area, allowing the City to condition development to provide <u>known and reasonable</u> post-construction stormwater treatment <u>measures that ensure no net increase in loading of pollutants identified by the Washington State Department of Ecology as water quality limiting factors in the Sammamish River compliant with the most current stormwater treatment manual provided by Ecology (Washington State Department of Ecology 2005) or an equivalent set of standards approved by the City</u> during the review of the required drainage plans (BMC Title 18) that must be submitted with each development permit. ▪ Support development of total maximum daily load (TMDL) plans for the Sammamish River and North Creek, and comply with TMDL provisions <u>there and for the Sammamish River</u>. ▪ Monitor dissolved copper concentrations in municipal stormwater discharges and use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations in those discharges. <p>The stormwater mitigation measures would not apply to the SR 522 (Bothell Crossroads) and SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards. The stormwater mitigation measures also would not apply to other roadway projects that may occur in the future, if these projects received WSDOT funding and would be subject to WSDOT regulatory standards for stormwater treatment.</p>	<p>Public Agency Actions</p> <p>Comply with the NPDES Phase II Municipal Stormwater Permit for Western Washington (Ecology 2007). As part of this permit, the City will develop an ordinance regarding controlling runoff from new development, redevelopment, and construction sites. This is required to be in place by August 16, 2009. The City is planning to adopt the Ecology stormwater manual (Washington State Department of Ecology 2005) in July 2009.</p> <p>Support development of total maximum daily load (TMDL) plans for North Creek, and comply with TMDL provisions there and for the Sammamish River.</p> <p>Monitor dissolved copper concentrations in municipal stormwater discharges and use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations in those discharges.</p> <p>Stormwater Treatment – Mitigation Measure</p> <p>Prior to adoption of new stormwater standards, the City shall require development to provide known and reasonable post-construction stormwater treatment measures that ensure no net increase in loading of pollutants identified by the Washington State Department of Ecology as water quality limiting factors in the Sammamish River during the review of required drainage plans (BMC Title 18) that must be submitted with each development permit.</p> <p>The State of Washington Department of Ecology has adopted a total maximum daily load (TMDL) plan for North Creek and may do so for the Sammamish River. The City may condition Planned Action applications to comply with TMDL provisions.</p> <p>Based on the results of City monitoring of dissolved copper concentrations in municipal stormwater discharges, the City may condition Planned Action applications to use all known and reasonable technologies to achieve the lowest possible dissolved copper concentrations in those discharges.</p> <p>The stormwater treatment measures shall not apply to the Bothell Crossroads (SR 522) project or SR 527 projects, which are following WSDOT regulatory standards for stormwater treatment and have already been designed to be consistent with those standards; for example, the SR 527 Multi-Way Boulevard designs incorporate rain gardens.</p>
<p>Environmental Health</p> <p>Applicants for development on parcels identified as having a potential for contamination in the <i>Report on Tax Parcel History through 1972</i> (Environmental Coalition of South Seattle 2008), shall conduct a thorough site assessment to determine if contamination is present from past use.</p>	<p>Environmental Health - Mitigation Measure</p> <p>Applicants for development on parcels identified as having a potential for contamination in the <i>Report on Tax Parcel History through 1972</i> (Environmental Coalition of South Seattle 2008), shall conduct a thorough site assessment to determine if contamination is present from past use.</p>
<p>Air Quality</p>	
<p>Construction Emission Control</p> <p>The City should require all construction contractors to implement air quality control plans for construction activities in the study area as part of plan features of the Proposed Alternative. The air quality control plans should include best management practices (BMPs) to control fugitive dust and odors emitted by diesel construction equipment.</p> <p>During construction, dust from excavation and grading could cause temporary, localized increases in the ambient concentrations of fugitive dust and suspended particulate matter. The following BMPs would be used to control fugitive dust.</p> <ul style="list-style-type: none"> ▪ Use water sprays or other non-toxic dust control methods on unpaved roadways. ▪ Minimize vehicle speed while traveling on unpaved surfaces. ▪ Prevent trackout of mud onto public streets. ▪ Cover soil piles when practical. ▪ Minimize work during periods of high winds when practical. <p>Mobile construction equipment and portable stationary engines would emit air pollutants including NOx, CO, and diesel particulate matter. These emissions would be temporary and localized. It is highly unlikely that the temporary emissions would cause ambient concentrations at adjoining parcels to approach the federal limits. Typical mitigation measures to minimize air quality and odor issues caused by tailpipe emissions include the following:</p> <ul style="list-style-type: none"> ▪ Maintain the engines of construction equipment according to manufacturers' specifications. ▪ Minimize idling of equipment while the equipment is not in use. <p>Burning of slash or demolition debris would not be permitted without express approval from PSCAA. No slash burning is anticipated for any construction projects in the study area.</p>	<p>Construction Emission Control - Mitigation Measure</p> <p>All construction contractors will be required to implement air quality control plans for construction activities in the study area. The air quality control plans shall include best management practices (BMPs) to control fugitive dust and odors emitted by diesel construction equipment.</p> <p>The following BMPs or their equivalents shall be used to control fugitive dust:</p> <ul style="list-style-type: none"> ▪ Use water sprays or other non-toxic dust control methods on unpaved roadways. ▪ Minimize vehicle speed while traveling on unpaved surfaces. ▪ Prevent trackout of mud onto public streets. ▪ Cover soil piles when practical. ▪ Minimize work during periods of high winds when practical. <p>The following measures to minimize air quality and odor issues caused by tailpipe emissions or their equivalents shall be used:</p> <ul style="list-style-type: none"> ▪ Maintain the engines of construction equipment according to manufacturers' specifications. ▪ Minimize idling of equipment while the equipment is not in use. ▪ Burning of slash or demolition debris shall not be permitted without express approval from PSCAA. No slash burning is anticipated for any construction projects in the study area.

Draft EIS – Other Mitigation Measures (as proposed for correction in the Final EIS)	PAO Mitigation Measure
<p>Greenhouse Gas Reduction Measures</p> <p>The estimated GHG reduction provided by vehicle trip reduction related to TOD under the Proposed Alternative is only one of several ways that future development in the study area could reduce GHG emissions. Additional GHG emission reductions could be provided by using prudent building design and construction methods to use recycled construction materials, reduce space heating and electricity usage, and reduce water consumption and waste generation. Table 3.2-7 lists a variety of additional mitigation measures that could further reduce GHG emissions caused by building construction, space heating, and electricity usage (Washington State Department of Ecology 2008). The table lists potential GHG reduction measures, and indicates where the emission reductions might occur. The City could require development permit applicants to identify the reduction measures included in their projects, and explain why other measures are not included or are not applicable.</p> <p>table in DEIS text</p>	<p>Greenhouse Gas Reduction Measures - Mitigation Measure</p> <p>Table 2 lists a variety of additional mitigation measures that could further reduce GHG emissions caused by building construction, space heating, and electricity usage (Washington State Department of Ecology 2008). The table lists potential GHG-reduction measures, and indicates where the emission reductions might occur. Applicants shall identify the reduction measures that will be incorporated in their project and document why other measures are not included or are not applicable. The City may condition planned action applications to incorporate reduction measures determined feasible and appropriate for site conditions.</p> <p>table in PAO text</p>
<p>Land Use Patterns/Plans and Policies</p>	
<p>The Proposed Alternative would require the City to amend its Comprehensive Plan to replace the existing Downtown/NE 190th Street/Riverfront Subarea Plan with the <i>Downtown Subarea Plan and Regulations</i>. Since the study area boundaries are different from those of the existing subarea plan, the City would need to address private properties surrounding West and East Riverside Drive in the Waynita/Simonds/Norway Hill Subarea Plan. In addition, because the UWB/CCC campus and the area of the North Creek/195th Subarea Plan located south and west of I-405/NE 195th Street are address in the study area, the City would need to remove these areas and associated policies from the North Creek/195th Subarea Plan.</p> <p>Subarea Plan Amendments</p> <p>Downtown Subarea Plan and Regulations. Adoption of the Downtown Subarea Plan and Regulations would replace the existing Downtown/NE 190th Street/Riverfront Subarea Plan.</p> <p>North Creek/195th. Amend subarea plan to remove the area southwest of I-405/NE 195th Street/Ross Road, which is now addressed in the Downtown Subarea Plan and Regulations. In addition, remove all language, goals, and policies related to Beardslee Boulevard, the Beardslee Boulevard Corridor, and the UWB/CCC campus, which also are addressed in the Downtown Subarea Plan and Regulations. Among the specific policies that can be removed are Land Use Policies 5 and 6, and Urban Design Policy 1.</p> <p>Waynita/Simonds/Norway Hill. Amend the subarea plan to include the private parcels surrounding West and East Riverside Drive that are not addressed in the Downtown Subarea Plan and Regulations, as well as associated updates to the background information and specific policies applying to this area. Among the text to transfer to this subarea plan are: page DT-3 discussion on East Riverside Drive, page DT-4 discussion of Blyth Park, page DT-8 discussion on improvements to East Riverside Drive; land use policies 7, 8, and 9. Portions of existing policies may be appropriate to transfer to the Waynita/Simonds/Norway Hill Subarea plan, including Land Use Policies 10 and 14; Transportation Policies 2 and 4 should be amended to remove discussion of transferred areas.</p> <p>Maywood/Beckstrom Hill. Amend the Maywood/Beckstrom Hill subarea plan to include the entire R 4,000 zoned area along 101st Avenue NE north of NE 186th Street.</p> <p>Comprehensive Plan Amendments</p> <p>The City should review its Comprehensive Plan to ensure that cross references to appropriate subarea plans still exist after the realignment of subareas discussed above.</p> <p>The City should update its transportation project list, contained in the Transportation Element, by adding the NE 185th Street Extension and Main Street Enhancement projects and defining SR 527 improvements consistent with the SR 527 Multiway Boulevard project features. This will make the Transportation Element and CFP consistent.</p> <p>As part of a future comprehensive plan update, the City should update horizons years to make them consistent across all elements.</p> <p>The City should amend Comprehensive Plan policies and actions that, with the Proposed Alternative, are no longer current. Policies that should be reviewed and possibly updated include: ED-A4 and ED-A24 regarding the preparation of a downtown plan.</p> <p>Zoning Code Amendments</p> <p>Zoning code amendments associated with the Proposed Alternative include:</p> <ul style="list-style-type: none"> ▪ Replace BMC 12.64 Downtown Subarea Regulations with the Proposed Alternative’s form-based code. ▪ As part of adopting this new form-based code, examine other zoning code sections to ensure that, at a minimum, proper cross references are made. ▪ Review the regulations in BMC 12.64 to determine which should be retained in some form, moved to another subarea plan, or replaced with the new regulations, as described above. <p>Housing Policies</p> <p>The City will require that Planned Action applicants demonstrate consistency with the Downtown Subarea Plan housing provisions, Comprehensive Plan housing policies, and the Housing Strategy Plan when adopted and implemented, particularly</p>	<p>Public Agency Actions</p> <p>As part of a future update to the Comprehensive Plan, revise horizon years for consistency, while maintaining necessary links to GMA growth projection efforts in King and Snohomish counties.</p> <p>Amend the Comprehensive Plan to replace the existing Downtown/NE 190th Street/Riverfront Subarea Plan with the Downtown Subarea Plan and Regulations. Since the study area boundaries are different from those of the existing subarea plan, address private properties surrounding West and East Riverside Drive in the Waynita/Simonds/Norway Hill Subarea Plan. In addition, because the UWB/CCC campus and the area of the North Creek/195th Subarea Plan located south and west of I 405/NE 195th Street are addressed in the study area, remove these areas and associated policies from the North Creek/195th Subarea Plan.</p> <p>Amend North Creek/195th subarea plan to remove the area southwest of I 405/NE 195th Street/Ross Road, which is now addressed in the Downtown Subarea Plan and Regulations. In addition, remove all language, goals, and policies related to Beardslee Boulevard, the Beardslee Boulevard Corridor, and the UWB/CCC campus, which also are addressed in the Downtown Subarea Plan and Regulations. Among the specific policies that can be removed are Land Use Policies 5 and 6, and Urban Design Policy 1.</p> <p>Amend the Waynita/Simonds/Norway Hill subarea plan to include the private parcels surrounding West and East Riverside Drive that are not addressed in the Downtown Subarea Plan and Regulations, as well as associated updates to the background information and specific policies applying to this area. Among the text to transfer to this subarea plan are: page DT-3 discussion on East Riverside Drive, page DT-4 discussion of Blyth Park, page DT-8 discussion on improvements to East Riverside Drive; land use policies 7, 8, and 9. Portions of existing policies may be appropriate to transfer to the Waynita/Simonds/Norway Hill Subarea plan, including Land Use Policies 10 and 14; Transportation Policies 2 and 4 should be amended to remove discussion of transferred areas.</p> <p>Amend the Maywood/Beckstrom Hill subarea plan to include the entire R 4,000 zoned area along 101st Avenue NE north of NE 186th Street.</p> <p>Review the Comprehensive Plan to ensure that cross references to appropriate subarea plans still exist after the realignment of subareas discussed above.</p> <p>Update the transportation project list, contained in the Transportation Element, by adding the NE 185th Street Extension and Main Street Enhancement projects and defining SR 527 improvements consistent with the SR 527 Multiway Boulevard project features.</p> <p>Amend Comprehensive Plan policies and actions that are no longer current. Policies that should be reviewed and possibly updated include: ED-A4 and ED-A24 regarding the preparation of a downtown plan.</p> <p>Replace BMC 12.64 Downtown Subarea Regulations with the Proposed form-based code and review other zoning code sections for consistency and cross references.</p> <p>Review the regulations in BMC 12.64 to determine which should be retained in some form, moved to another subarea plan, or replaced with the new regulations, as described above.</p> <p>Mitigation Measures</p> <p>The City will require that Planned Action applicants demonstrate consistency with the Downtown Subarea Plan housing provisions, Comprehensive Plan housing policies, and the Housing Strategy Plan when adopted and implemented, particularly with respect to affordable housing. As well, applicants shall identify information and strategies regarding displacement of low or moderate income housing, if applicable.</p>

<p>Draft EIS – Other Mitigation Measures (as proposed for correction in the Final EIS)</p> <p><u>with respect to affordable housing. As well, applicants shall identify information and strategies regarding displacement of low or moderate income housing, if applicable.</u></p>	<p>PAO Mitigation Measure</p>
<p>Aesthetics</p>	
<p>The City could consider revising maximum allowable heights in zones/districts that border the edge of the study area to reduce impacts on surrounding development and aid transitions from residential areas to the more urban downtown. The Planning Commission Recommendations provide an example of this type of approach.</p> <p><u>As part of addressing utilities in the Downtown, the City could require that all new development pay for undergrounding their electrical service as a condition of development if the lines in the street are underground.</u></p> <p>The following mitigation measure is recommended, in addition to measures identified under “Incorporated Plan Features,” to reduce potential impacts on territorial views.</p> <p>Green Roofs and Roof Gardens</p> <p>Green roofs and roof gardens could be encouraged on all development in the study area through the use of incentives such as alternative stormwater requirements or parking standards.</p>	<p>Proposal Amendment</p> <p>As part of the legislative action on the <i>Downtown Subarea Plan and Regulations</i>, revise maximum allowable heights in zones/districts that border the edge of the study area to reduce impacts on surrounding development and aid transitions from residential areas to the more urban downtown.</p> <p>Public Agency Actions</p> <p>As part of the City’s sustainability initiatives, consider adoption of an ordinance that would encourage green roofs and roof gardens through the use of incentives such as alternative stormwater requirements.</p> <p>Aesthetics - Mitigation Measure</p> <p>In addition to Proposal features such as architectural regulations and special height and setback requirements, Applicable Regulations and Commitments and Public Agency Actions, the following mitigation measures shall be applied to planned actions.</p> <p>As part of addressing utilities in the Downtown, the City shall require as a condition of development that all new development pay for undergrounding their electrical service if the lines in the street are underground.</p> <p>Based on the Natural Environment LID mitigation measure and/or the Air Quality Greenhouse Gas Reduction measures, applicants will submit an analysis of feasible techniques to reduce stormwater and pollutants and to reduce carbon emissions. These analyses will allow the City to apply conditions of approval to incorporate green roofs or roof gardens where feasible and site-appropriate.</p>
<p>Transportation</p>	
<p>Transit</p> <p>A number of additional transit measures could be incorporated to increase transit ridership and reduce single-occupant vehicles. These primarily include coordination with the three transit agencies that serve the study area.</p> <ul style="list-style-type: none"> ▪ Coordinate with transit agencies to promote transit usage through coordination of bus routes and scheduling. ▪ Coordinate with transit agencies to develop LOS standards that include the percentage of residents living within a prescribed distance <u>of proximity to</u> a transit route <u>or park-and-ride lot</u> and establishing the appropriate bus frequencies. ▪ Coordinate with transit agencies to implement employer outreach programs that promote the use of alternative transportation modes. ▪ Encourage employers to provide incentives for employees to commute by transit, or ridesharing, or other alternative means. <p>Parking</p> <p>Develop a parking management plan for the study area <u>based on studies currently underway</u>. The plan should include monitoring of on-street parking, especially in residential areas adjacent to the study area; promoting shared parking; and managing the cash-in-lieu-of-parking program. If available parking supply is not adequate to meet the typical demand, additional <u>regulations could be adopted and/or additional</u> mitigation measures could <u>be incorporated in the Planned Action Ordinance</u>, including:</p> <ul style="list-style-type: none"> ▪ implementing <u>and adjusting</u> hourly time restrictions, ▪ shortening the hourly time restrictions; ▪ installing parking meters, ▪ restricting parking in residential neighborhoods through a permit system, ▪ modifying the BMC parking requirements, and ▪ constructing additional parking. 	<p>Public Agency Actions</p> <p>Develop a parking management plan for the study area based on studies currently underway. The plan should include monitoring of on-street parking, especially in residential areas adjacent to the study area; promoting shared parking; and managing the cash-in-lieu-of-parking program. If available parking supply is not adequate to meet the typical demand, additional regulations could be adopted and/or additional mitigation measures could be incorporated in the Planned Action Ordinance, including:</p> <ul style="list-style-type: none"> ▪ implementing and adjusting hourly time restrictions, ▪ installing parking meters, ▪ restricting parking in residential neighborhoods through a permit system, ▪ modifying the BMC parking requirements, and ▪ constructing additional parking. <p>Coordinate with transit agencies to promote transit usage through coordination of bus routes and scheduling.</p> <p>Coordinate with transit agencies to develop LOS standards that include the percentage of residents living within proximity to a transit route or park-and-ride lot and establishing the appropriate bus frequencies.</p> <p>Coordinate with transit agencies to implement employer outreach programs that promote the use of alternative transportation modes.</p> <p>Encourage employers to provide incentives for employees to commute by transit, or ridesharing, or other alternative means.</p>

Draft EIS – Other Mitigation Measures (as proposed for correction in the Final EIS)	PAO Mitigation Measure
Noise	
<p>Construction Noise Abatement</p> <p>If nighttime construction operations would be required, then noise abatement would be considered on a case-by-case basis to ensure that the noise levels at the nearest residences would be within the City’s nighttime noise limits. According to the City code, temporary daytime construction activities are exempt. Regardless, based on site-specific considerations at the time of construction permit review, the City may at its discretion require all construction contractors to implement noise control plans for construction activities in the study area for daytime activities. To reduce the potential for temporary, adverse noise impacts associated with construction, where the City has determined a noise control plan is required, the contractor will be required to comply with all federal, state, and local regulations relating to construction noise. Construction noise could be reduced by using enclosures or walls to surround noisy stationary equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment as far as practical from sensitive receptors. To reduce construction noise at nearby receptors, the following mitigation measures will be incorporated into construction plans and contractor specifications:</p> <ul style="list-style-type: none"> ▪ Locating stationary equipment away from receiving properties will decrease noise from that equipment. ▪ Erecting portable noise barriers around loud stationary equipment located near sensitive receivers will reduce noise. ▪ Limiting construction activities to between 7:00 a.m. and 10:00 p.m. will avoid sensitive nighttime hours. ▪ Turning off idling construction equipment will eliminate unnecessary noise. ▪ Requiring contractors to rigorously maintain all equipment will potentially reduce noise effects. ▪ Recommending training construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas will reduce noise effects. <p>Bus Stop Noise Impacts</p> <p>Buses decelerating, accelerating, and idling at bus stops will increase ambient noise and could impact existing and future homes immediately adjacent to these bus stops. Since the exact bus-stop locations have not been determined along NE 185th Street and 98th Avenue NE, the City could mitigate the impacts by avoiding bus stops being located near residential land uses. If bus stops have to be installed in front of existing homes, the City could mitigate the impacts by installing double-pane windows combined with new air conditioners at these homes.</p>	<p>Public Agency Actions</p> <p>Coordinate with transit agencies to mitigate potential bus noise in residential areas by locating bus stops away from residential land uses.</p> <p>Construction Noise Abatement - Mitigation Measure</p> <p>As a condition of land use, building or construction permit approval, the City may require all construction contractors to implement noise control plans for construction activities in the study area for daytime activities.</p> <p>To reduce the potential for temporary, adverse noise impacts associated with construction, where the City has determined a noise control plan is required, the contractor will be required to comply with all federal, state, and local regulations relating to construction noise. To reduce construction noise at nearby receptors, the following mitigation measures will be incorporated into construction plans and contractor specifications:</p> <ul style="list-style-type: none"> ▪ Locating stationary equipment away from receiving properties will decrease noise from that equipment. ▪ Erecting portable noise barriers around loud stationary equipment located near sensitive receivers will reduce noise. ▪ Limiting construction activities to between 7:00 a.m. and 10:00 p.m. will avoid sensitive nighttime hours. ▪ Turning off idling construction equipment will eliminate unnecessary noise. ▪ Requiring contractors to rigorously maintain all equipment will potentially reduce noise effects. ▪ Recommending training construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas will reduce noise effects. <p>Bus Stop Noise - Mitigation Measure</p> <p>As a condition of land use, building or construction permit approval, the City may require installation of double-pane windows combined with new air conditioners if residences are located adjacent to existing or proposed bus stops.</p>
Cultural Resources	
<p>The following mitigation measures are recommended for all future development projects in the study area that are located on or in proximity to properties containing known archaeological and historic resources. These apply to properties in the study area meeting the characteristics described in the mitigation measures whether or not the projects are within the DRSA or outside of it:</p> <ol style="list-style-type: none"> 1. To the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of historic resources must meet the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. 2. Proposed new construction, exterior alterations, and demolition that could impact properties listed in the NRHP, the Washington Heritage Register, or the Bothell Register of Historic Landmarks in the study area must comply with the Historic Resources Regulations provided in the proposed <i>Downtown Subarea Plan and Regulations</i> and corresponding Planned Action Ordinance. 3. In the event that a future development project within the study area is proposed on a site containing a property listed in the Bothell Historic Resources Inventory that is not listed in the NRHP, Washington Heritage Register, or the Bothell Register of Historic Landmarks, the project would be required to undergo administrative review consistent with the provisions of BMC 22.28 to determine whether the property is considered an historic resource. If the property is determined to be an historic resource, then the proposed project must comply with the Historic Resources Regulations provided in the proposed <i>Downtown Subarea Plan and Regulations</i> and corresponding Planned Action Ordinance. 4. In addition to the archaeological resources already known to exist in the study area, it is possible that intact buried deposits remain in areas not yet tested, particularly those areas in the vicinity of the Sammamish River and North and Horse creeks. Archaeological testing must be completed for proposed projects that involve significant excavation or any changes made to the vegetation and landforms near existing waterways in the study area. Archaeological project monitoring is suggested for subsurface excavation and construction in these high probability areas. 5. In the event that a future development project in the study area is proposed on or immediately surrounding a site containing an archaeological resource, the potential impacts on the archaeological resource must be considered and, if needed, a study conducted by a qualified archaeologist to determine whether the proposed development project would materially impact the archaeological resource. If the project would disturb an archaeological resource, the City will impose any and all measures to avoid or substantially lessen the impact. If avoidance of the archaeological resource is not possible, an appropriate research design must be developed and implemented with full data recovery of the archaeological resource prior to the development project. The avoidance of archaeological resources through selection of project alternatives and changes in design of project features in the specific area of the affected resource(s) would eliminate the need for measuring or mitigating impacts. <p>Non-site-specific mitigation could involve finding other opportunities in the community for mitigation measures that are not specific to the affected site(s). Some of the options for non-site-specific mitigation include developing an educational program, interpretive displays, design guidelines that focus on compatible materials, and professional publications.</p>	<p>Public Agency Actions</p> <p>Seek other opportunities in the community for mitigation measures that are not specific to the affected site(s). Some of the options for non-site-specific mitigation include developing an educational program, interpretive displays, and professional publications.</p> <p>Cultural Resources - Mitigation Measure</p> <p>To the extent feasible, the preservation, rehabilitation, restoration, reconstruction or adaptive reuse of historic resources must meet the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.</p> <p>Proposed new construction, exterior alterations, and demolition that could impact properties listed in the NRHP, the Washington Heritage Register, or the Bothell Register of Historic Landmarks in the study area must comply with the Historic Resources Regulations provided in the proposed <i>Downtown Subarea Plan and Regulations</i> and corresponding Planned Action Ordinance.</p> <p>In the event that a future development project within the study area is proposed on a site containing a property listed in the Bothell Historic Resources Inventory that is not listed in the NRHP, Washington Heritage Register, or the Bothell Register of Historic Landmarks, the project shall be required to undergo administrative review consistent with the provisions of BMC 22.28 to determine whether the property is considered an historic resource. If the property is determined to be an historic resource, then the proposed project must comply with the Historic Resources Regulations provided in the proposed <i>Downtown Subarea Plan and Regulations</i> and corresponding Planned Action Ordinance.</p> <p>In addition to the archaeological resources already known to exist in the study area, it is possible that intact buried deposits remain in areas not yet tested, particularly those areas in the vicinity of the Sammamish River and North and Horse creeks. Archaeological testing must be completed for proposed projects that involve significant excavation or any changes made to the vegetation and landforms near existing waterways in the study area. Archaeological project monitoring is suggested for subsurface excavation and construction in these high probability areas.</p> <p>In the event that a future development project in the study area is proposed on or immediately surrounding a site containing an archaeological resource, the potential impacts on the archaeological resource must be considered and, if needed, a study conducted by a qualified archaeologist to determine whether the proposed development project would materially impact the archaeological resource. If the project would disturb an archaeological resource, the City will impose any and all measures to avoid or substantially lessen the impact. If avoidance of the archaeological resource is not possible, an appropriate research design must be developed and implemented with full data recovery of the archaeological resource prior to the development project. The avoidance of archaeological resources through selection of project alternatives and changes in design of project features in the specific area of the affected resource(s) would eliminate the need for measuring or mitigating impacts.</p>

Draft EIS – Other Mitigation Measures (as proposed for correction in the Final EIS)	PAO Mitigation Measure
Public Services	
<p>Police Protection</p> <p>The need for police protection under the Proposed Alternative could be reduced through requirements for security-sensitive design of buildings and landscaping environment. This could include measures such as installing moderate height and density shrubs, which could reduce certain types of crimes, such as auto and storefront break-ins.</p> <p>Additionally, provisions of onsite security services could reduce the need for police protection, and revenues from increased retail activity and increased property values could help offset some of the additional expenditures for providing additional officers and responses to incidents.</p> <p>Fire Protection</p> <p>Increased tax revenues from greater retail activity and increases in property values could offset some of the additional costs to the Bothell Fire Department for the necessary new facilities, equipment, and staff.</p> <p>Schools</p> <p>As NSD grows, residential development will create additional pressure on particular schools, though overall projections predict short-term declines. To meet the needs arising from that growth, NSD has the option of moving relocatable classrooms, making boundary changes for school attendance, engaging in new construction, and modernizing its facilities. NSD is currently taking many of these steps.</p> <p>NSD also has the option of collecting <u>may collect</u> impact fees under Washington State’s Growth Management Act <u>with an enabling City ordinance for growth-related capital projects</u>, and <u>may consider collection of</u> voluntary mitigation fees paid pursuant to the State Environmental Policy Act <u>(in areas outside of the planned action)</u> as well as <u>a school bond, or</u> the option of securing state funding. <u>If capacity expansion is required, this could be addressed in a 2014 bond. Coordination between the City and NSD is necessary.</u></p>	<p>Public Agency Actions</p> <p>Use increased tax revenues from greater retail activity and increases in property values to offset some of the additional costs to the Bothell Fire Department for the necessary new facilities, equipment, and staff.</p> <p>The Northshore School District may move relocatable classrooms, make boundary changes for school attendance, engage in new construction, and modernize its facilities to meet the needs of growth.</p> <p>The Northshore School District may collect impact fees under Washington State’s Growth Management Act with an enabling City ordinance for growth-related capital projects; and may consider collection of voluntary mitigation fees paid pursuant to the State Environmental Policy Act (in areas outside of the planned action) as well as a school bond, or the option of securing state funding. If capacity expansion is required, this could be addressed in a 2014 bond. Coordination between the City and the Northshore School District is necessary.</p> <p>Public Services - Mitigation Measure</p> <p>As a condition of land use, building or construction permit approval, the City may require security-sensitive design of buildings and landscaping environment. This could include measures such as installing moderate height and density shrubs, which could reduce certain types of crimes, such as auto and storefront break-ins.</p>
Utilities	
<p>Water</p> <p>Storage</p> <p>Based on the hydraulic analysis by Gray & Osborne, the City is projected to face storage requirement deficiencies by 2035, regardless of whether the No Action Alternative or Proposed Alternative is selected (Gray & Osborne 2008a). As such, the City should consider nesting fire suppression storage in standby storage to reduce future storage deficits. For further discussion of mitigation, please see Appendix I.</p> <p>Fire Flow</p> <p>Improvements necessary to meet each of the analyzed fire flow requirement scenarios are described in Gray & Osborne’s technical memorandum (Appendix I) (Gray & Osborne 2008a) It will be necessary for the City to implement the set of improvements identified as appropriate for the fire flow requirement. For further discussion of mitigation, please see Appendix I.</p> <p>Wastewater</p> <p>To accommodate additional wastewater flows resulting from the implementation of the Proposed Alternative, the following wastewater system improvements are recommended:</p> <ul style="list-style-type: none"> ▪ replacement of the 10-inch sewer line along 98th Avenue NE with 12-inch main; ▪ expansion of the 8-inch line on SR 527 to 12-inch diameter pipe and extension of this system along SR 527 between NE 188th Street and NE 186th Street; ▪ removal of the existing connection at NE 191st Street, aligning the system with 98th Avenue NE; and ▪ installation of a new connection to the 36-inch King County interceptor for the SR 527 system just south of SR 522. <p>These proposed improvements are illustrated in Figure 3.9-3.</p> <p>Solid Waste, Recycling, and Organics</p> <p>As part of its downtown utility planning efforts, the City is considering the recommendations stated in a <i>Solid Waste Collection in Mixed Use Settings</i> (ICF Jones & Stokes 2008). The paper recommends modifications in City standards regarding enclosure size, location, gate width, pads, wall bumpers, turning radii, permit process, and education and incentives.</p>	<p>Public Agency Actions</p> <p>Water Storage. Consider nesting fire suppression storage in standby storage to reduce future storage deficits. See Appendix I of the Draft EIS.</p> <p>Fire Flow. Implement the set of improvements identified in Appendix I of the Draft EIS to meet fire flow requirement needs.</p> <p>Wastewater. To accommodate additional wastewater flows, implement the following wastewater system improvements:</p> <ul style="list-style-type: none"> ▪ replacement of the 10-inch sewer line along 98th Avenue NE with 12-inch main; ▪ expansion of the 8-inch line on SR 527 to 12-inch diameter pipe and extension of this system along SR 527 between NE 188th Street and NE 186th Street ▪ removal of the existing connection at NE 191st Street, aligning the system with 98th Avenue NE; and ▪ installation of a new connection to the 36-inch King County interceptor for the SR 527 system just south of SR 522. <p>Consider the recommendations stated in a <i>Solid Waste Collection in Mixed Use Settings</i> (ICF Jones & Stokes 2008). The paper recommends modifications in City standards regarding enclosure size, location, gate width, pads, wall bumpers, turning radii, permit process, and education and incentives.</p> <p>Utilities - Mitigation Measure</p> <p>As a condition of land use, building or construction permit approval, the City will require that planned actions install or contribute their fair share of costs of the installation of water or wastewater system improvements identified in the following documents:</p> <ul style="list-style-type: none"> ▪ Gray & Osborne, Inc. 2008a. Technical Memorandum—Downtown Revitalization Water System EIS Analysis and Proposed Improvements. Prepared for: City of Bothell, WA. December 12, 2008. ▪ Gray & Osborne, Inc. 2008b. Technical Memorandum—Downtown Revitalization Sewer System EIS Analysis and Proposed Improvements. Prepared for: City of Bothell, WA. November 11, 2008. <p>All planned actions considered through the pre-application process shall be reviewed by the City solid waste service provider. As a condition of land use, building or construction permit approval, until such time as the City amends its solid waste standards pursuant to listed Public Agency Actions, the City may require alternative solid waste or recycling enclosure sizes, locations, gate widths, pads, wall bumpers, turning radii, permit process, and/or education and incentives identified in the paper “Solid Waste Collection in Mixed Use Settings” prepared by ICF Jones & Stokes, June 2008.</p>

ORDINANCE NO: _____(2009)

AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON
AMENDING TITLE 14 OF THE BOTHELL MUNICIPAL CODE
IMPLEMENTING THE STATE ENVIRONMENTAL POLICY ACT TO
INCORPORATE BY REFERENCE PROVISIONS RELATING TO
PLANNED ACTIONS

WHEREAS the City of Bothell has adopted regulations implementing the State Environmental Policy Act (SEPA);

WHEREAS the state has amended the SEPA statute (RCW 43.21C) and SEPA rules (WAC 197-11) to establish criteria and procedures for Planned Actions;

WHEREAS the City is contemplating adopting a Planned Action for the Downtown area;

WHEREAS the City desires to establish a complete and consistent framework for the designation and review of Planned Actions;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BOTHELL, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City's SEPA Ordinance, BMC 14.02.020, incorporating certain sections of the Washington Administrative Code by reference, is hereby amended to incorporate the following additional sections relating to Planned Actions:

197-11-164
197-11-168
197-11-172

Section 2. SEVERABILITY. If any section, sentence, clause or phrase of this ordinance should be held to be invalid by a court of competent jurisdiction, such invalidity or unconstitutionality of any section, sentence, clause or phrase of this ordinance.

Section 3. EFFECTIVE DATE. This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after its passage and publication of an approved summary thereof consisting of the title.

Section 4. CORRECTIONS. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance

including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

APPROVED

MARK LAMB
MAYOR

ATTEST/AUTHENTICATED:

JOANNE TRUDEL
CITY CLERK

APPROVED AS TO FORM:

JOSEPH BECK
CITY ATTORNEY

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____ (2009)

SUMMARY OF ORDINANCE NO. _____(2009)

City of Bothell, Washington

On the ____ day of _____, _____, the City Council of the City of Bothell passed Ordinance No. _____(2009). A summary of the content of said Ordinance, consisting of the title, is provided as follows:

**AN ORDINANCE OF THE CITY OF BOTHELL, WASHINGTON AMENDING
TITLE 14 OF THE BOTHELL MUNICIPAL CODE IMPLEMENTING THE STATE
ENVIRONMENTAL POLICY ACT TO INCORPORATE BY REFERENCE
PROVISIONS RELATING TO PLANNED ACTIONS**

The full text of this Ordinance will be mailed upon request.

JOANN TRUDEL
CITY CLERK

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____(2009)

Appendix H

Bothell Historic Resources Inventory

ADDRESS	SITENAMEHI	BUILD_DATE_AMY	pin
Juanita Drive and SR522 at the Wayne Curve	Bothell-Lake Forest Park Highway	1913	n/a
8129 LAKE BALLINGER WAY #104		2007	0526059125
			0726059080
			0726059166
			0967000085
			193980UNKN
			0826059123
			0826059024
			0526059081
			0626059031
Intersection of 108th Avenue NE and NE 180th Street	<i>Bothell Pioneer Cemetery</i>	1889	0826059133
18715 100TH AVE NE			0626059030
18221 101ST AVE NE		1946	0826059171
18227 101ST AVE NE		1948	0826059162
18305 101ST AVE NE	City Hall (Public-City of Bothell)	1939	0967000290
18500 101ST AVE NE	Medical/Dental building	1954	0970000035
18404 102ND AVE NE		1943	0967000425
18402 103RD AVE NE	<i>Francis Rolet Huntley Home</i>	1920	0967000455
18417 103RD AVE NE	<i>L. E. Wissinger Residence</i>	1920	0967000395
18214 104TH AVE NE	House	1942	0826059214
18404 104TH AVE NE	Office building - <i>Donald Floyd (Beardslee) Residence</i>	1918	0826059165
18412 104TH AVE NE	House	1948	0826059178
18415 104TH AVE NE	House	1949	0967000436
18421 104TH AVE NE	House	1939	0967000435
18220 108TH AVE NE		1928	0731000090
101 10TH AVE/18318 108TH AVE NE		1900	0826059078
19121 112TH AVE NE	<i>Sine Anderson Residence</i>	1932	0526059052
9606 NE 180TH ST	<i>Estek Ormbrek Residence</i>	1928	0726059318
9929 NE 180TH ST	<i>Andrew & Augusta Beckstrom Cabin, 1st Schoolhouse, W. A. Hannan House</i>	1884	9457200093
10228 NE 182ND ST		1923	0967000165
10234 NE 182ND ST		1939	0967000160
10201 NE 183RD ST		1950	0967000130
10208 NE 183RD ST	<i>Bosley Residence</i>	1920	0967000420
10216 NE 183RD ST	<i>R. O. Gibbs Residence</i>	1920	0967000415

ADDRESS	SITENAMEHI	BUILD_DATE_AMY	pin
10222 NE 183RD ST	<i>Jacob Carlson Residence</i>	1930	0967000410
10230 NE 183RD ST	House	1948	0967000405
10234 NE 183RD ST	<i>Arthur E. Kimball Residence</i>	1937	0967000400
10017 NE 185TH ST	House-City of Bothell	1956	0967000265
10023 NE 185TH ST	<i>Renchy Residence</i>	1920	0967000270
10116 NE 185TH ST	<i>Odd Fellows Hall</i>	1910	9568800050
10120 NE 185TH ST	House	1920	9568800045
10202 NE 185TH ST	<i>Hagen Residence</i>	1910	9568800015
10212 NE 185TH ST	<i>M. H. Baker Residence</i>	1910	9568800010
10216 NE 185TH ST	<i>L. G. Stickney Residence</i>	1914	9568800005
10304 NE 185TH ST	<i>Arthur Dakers Residence</i>	1900	9567800030
10309 NE 185TH ST	Office building	1912	0967000385
10313 NE 185TH ST	<i>Rachel Keener Residence</i>	1931	0967000390
10332 NE 185TH ST	House	1938	9567800010
10336 NE 185TH ST	House	1939	9567800005
10111 NE 186TH ST	House	1946	0970000075
10117 NE 186TH ST	<i>Bell D. Smith House</i>	1915	9568800055
10139 NE 186TH ST	<i>Fred E. Campbell Residence</i>	1916	9568800075
10201 NE 186TH ST	House	1939	9568800085
10205 NE 186TH ST	<i>W. H. Baker Residence</i>	1915	9568800090
9900 NE 188TH PL	House	1900	1939800046
9910 NE 188TH PL	House (Bartlett)	1910	1939800047
17506 95TH AVE NE	<i>Frederick & Selma Melin Preeg Residence</i>	1925	0726059184
18119 96TH AVE NE		1936	0726059140
18204 98TH AVE NE	House	1947	2374200025
18212 98TH AVE NE	House	1955	2374200016
18226 98TH AVE NE	<i>Dorthea Erickson Barn</i>	1913	2374200005
18821 BEARDSLEE BLVD	House	1947	0526059095
17121 BOTHELL WAY NE	Restaurant	1916	0726059083
17321 BOTHELL WAY NE	Commercial	1958	0726059230
17909 BOTHELL WAY NE	Auto sales	1948	0726059091
17910 BOTHELL WAY NE	<i>Avon Movie Theatre</i>	1947	0726059096
18004 BOTHELL WAY NE	<i>Marine National Company Building</i>	1914	9457200081
18030 BOTHELL WAY NE	Retail trade	1947	9457200050
18033 BOTHELL WAY NE	<i>Hamilton G. Dawson Residence</i>	1924	0726059371
18107 BOTHELL WAY NE	House	1937	0726059120
18218 BOTHELL WAY NE	Restaurant	1955	0726059109
18221 BOTHELL WAY NE	Safeway store		2374200030
18322 BOTHELL WAY NE	Medical building	1954	0726059191
18504 BOTHELL WAY NE		1962	0970000055
18504 BOTHELL WAY NE	Office building	1954	0726059180

ADDRESS	SITENAMEHI	BUILD_DATE_AMY	pin
18524 BOTHELL WAY NE	<i>Archie Elliott Home</i>	1937	0970000005
18603 BOTHELL WAY NE	<i>Anderson School</i>	1931	0626059052
18604 BOTHELL WAY NE		1925	0970000166
18728 BOTHELL WAY NE	<i>H. J. Mohn Home</i>	1924	0626059075
18806 BOTHELL WAY NE	House (Scholner)	1924	1939800005
18812 BOTHELL WAY NE	<i>Hollingsworth Residence</i>	1935	1939800006
18818 BOTHELL WAY NE	House	1932	1939800007
18824 BOTHELL WAY NE	<i>L. Gates Residence</i>	1924	1939800010
18832 BOTHELL WAY NE	<i>Crawford House</i>	1928	1939800020
9506 NE BOTHELL WAY	House	1935	6157900075
18225 NE CAMPUS PKWY	<i>UW-Bothell Campus - Dr. Reuben Chase House</i>	1885	0526059057
17910 CIRCLE DR		1969	8164400010
9607 DAWSON ST	House	1940	1924800005
17707 HALL RD	<i>Oscar Carr/William Hall Residence</i>	1900	0726059211
10010 MAIN ST	Retail trade	1949	0826059040
10027 MAIN ST		1946	0826059128
10037 MAIN ST	<i>H. A. Hannan Store</i>	1913	0967000535
10042 MAIN ST		1939	0826059111
10101 MAIN ST		1955	0967000005
10105 MAIN ST	<i>Gerhard Erickson Building</i>	1926	0967000251
10107 MAIN ST		1924	0967000006
10110 MAIN ST		1928	0967000250
10114 MAIN ST	<i>Bothell State Bank Building</i>	1908	0967000246
10115 MAIN ST		1927	0967000020
10116 MAIN ST	<i>Chase & Mohn Hardware & Furniture Co. Building</i>	1911	0967000245
10117 MAIN ST	<i>C. O. Wilson Building</i>	1908	0967000021
10120 MAIN ST	<i>Mohn Furniture and Hardware Store</i>	1911	0967000240
10121 MAIN ST	<i>Bothell Trading Company/Frank Anderson Building</i>	1927	0967000025
10124 MAIN ST	<i>Harry Given/The Lodgsdon Building</i>	1910	0967000235
10130 MAIN ST	<i>WA Federal Savings & Loan of Bothell</i>	1936	0967000236
10201 MAIN ST	<i>Cooperative Mercantile Co. Building</i>	1908	0967000070
10303 MAIN ST	<i>Convenience store - Charles O. Wilson Residence</i>	1920	0967000500
10419 PINE ST	House	1934	0826059018
18624 REDER WAY	<i>E. H. Hartsook Residence</i>	1927	0970000125
19106 ROSS RD	<i>W. E. & Ida M. Beamer Residence</i>	1923	0526059254

ADDRESS	SITENAMEHI	BUILD_DATE_AMY	pin
19212 ROSS RD	<i>John Bilberg Residence</i>	1906	0526059085
10703 SUNRISE DR	<i>Paul W. Walker Residence</i>	1933	0826059132
10714 VALLEY VIEW RD	House	1924	0826059244

Appendix I

Downtown Revitalization Water System EIS Analysis and
Proposed Improvements

TECHNICAL MEMORANDUM

DOWNTOWN REVITALIZATION

WATER SYSTEM ENVIRONMENTAL IMPACT STATEMENT

TO: Gary Sund, P.E., City of Bothell
FROM: Eric Delfel, P.E., Gray & Osborne, Inc.
DATE: December 12, 2008
SUBJECT: Downtown Revitalization - Water System Analysis
and Proposed Improvements
G&O #: 08464

The City of Bothell has prioritized its downtown area for significant redevelopment over the next 30 years. The Downtown Revitalization Project provides for changes in zoning that will allow construction of increased density, vertical development, and relocation of streets and utilities, including water and sewer. Major components of the Downtown Revitalization Project includes realignment of SR 522, widening of SR 527 to four lanes with landscaped medians and street parking, and a reconstruction of Main Street in downtown. In all, the project provides for the significant redevelopment of 265 acres.

As part of the over-all effort to develop the environmental impact statement (EIS) for the Downtown Revitalization Project, Gray & Osborne has been contracted to provide an analysis of the City's water system and the impacts of the proposed projects. This technical memorandum provides an analysis of the City's water system to determine what improvements are required to meet future water demand, fire flow, source of supply and storage requirements. System deficiencies are identified, along with proposed improvements to mitigate the deficiencies.

STUDY AREA

Figure 1 provides a map of the study area for this analysis and the existing system within the study area. Although the study area for the full EIS is significantly larger, the area shown in Figure 1 is the area that is impacted significantly from a utility perspective, and is therefore the area of focus for this analysis.

The study area is approximately 265 acres in size, bounded by 96th Avenue NE to the west, 104th Avenue NE to the east, NE 188th Street to Bothell Way NE and down to NE 185th Street the north, and NE 180th Street to SR 522 to the south.

POPULATION PROJECTIONS

Projections of water demand are an essential component in water system planning. A summary of the City's total projected population, including additional population generated from the Downtown Revitalization Project is shown in Table 1. Projected 2035 population has been calculated using Forecast Analysis Zone (FAZ) population projections. Since the Water Service Area (WSA) is within several FAZs, population has been calculated using the land area percentage of the WSA in each FAZ. Additional Downtown Revitalization Project area populations have been calculated using population data provided by the City.

TABLE 1

Population Projections

Area	2007 Residential Population	2035 Residential Population	2007 Employment Population	2035 Employment Population
WSA Population without Downtown Revitalization ⁽¹⁾	18,325	24,185	12,499	16,611
Additional Population in Study Area due to Downtown Revitalization	NA	3,116	NA	477
Total Population in WSA	18,325	27,301	12,499	17,088

(1) Based on FAZ data and the percentage of WSA land are within each FAZ relative to the total FAZ area.

PROJECTED WATER DEMAND

Projected water demand is based on per capita use of 67 gallons per capita per day (gpcd) for residential demand plus 10 gpcd for distribution system leakage, and 45 gpcd for commercial employee demand, as provided in the 2001 *Water System Comprehensive Plan* (WSP).

Average day (ADD), peak day (PDD), and peak hour water demand (PHD) are shown in Table 2.

TABLE 2
Water Demand Projections

Year	Projected ADD w/o Downtown Revitalization (MGD)⁽¹⁾	Projected Revitalization Area Additional ADD (MGD)	System-wide Projected ADD (MGD)	System-wide Projected Peak Day Demand (MGD)⁽²⁾	System-wide Projected Peak Hour Demand (gpm)⁽³⁾
2007	1.92	NA	1.92	4.17	4,749
2035	2.43	0.26	2.69	5.84	6,652

(1) Based on average growth rates from FAZ data and projections from the WSP.

(2) Based on an average day to peak day peaking factor of 2.17 from the WSP.

(3) Based on a peak day to peak hour peaking factor of 1.64 from the WSP.

Demand distribution between pressure zones has been calculated from the 2001 WSP and hydraulic model. The 284 zone, which includes the Downtown Revitalization Project area, currently accounts for approximately 61 percent of daily demand. The 376 zone and 452 zone currently account for 12 and 17 percent of daily demand respectively. All other zones account for less than five percent each of total demand.

It is assumed that the distribution of demands in the water system will remain approximately the same in the future, with the exception of the additional demand for the Downtown Revitalization Project. The Downtown Revitalization Project area demand will increase overall demands in the 284 Zone. The projected average day, peak day, and peak hour demands by pressure zone are summarized in Table 3. These projections do not include any reductions from conservation efforts. Figure 2 provides an over-all water system map, illustrating the locations of pipelines, major facilities, and the pressure zones discussed in Table 3.

TABLE 3
Projected Demand by Pressure Zone

Pressure Zone	Total Demand (%) ⁽¹⁾		Average Day Demand (gpd)		Peak Day Demand (gpd) ⁽²⁾		Peak Hour Demand (gpm) ⁽³⁾	
	2007	2035	2007	2035	2007	2035	2007	2035
284 ⁽⁴⁾	61%	65%	1,170,147	1,741,133	2,539,218	3,778,259	2,892	4,303
336	2%	2%	40,989	51,834	88,947	112,479	101	128
350	2%	2%	44,746	56,583	97,098	122,786	111	140
376	12%	11%	232,354	293,826	504,208	637,602	574	726
417	0.2%	0.2%	4,299	5,436	9,329	11,797	11	13
451N	3%	3%	63,369	80,134	137,511	173,891	157	198
451S	1%	1%	25,950	32,816	56,312	71,210	64	81
452	17%	16%	333,599	421,856	723,910	915,429	824	1,043
482	0.3%	0.3%	6,206	7,847	13,466	17,029	15	19
Total	100%	100%	1,921,659	2,691,466	4,170,000	5,840,481	4,749	6,652

(1) Based on demand distribution from the 2000 model and WSP.

(2) Based on an average day to peak day peaking factor of 2.17 from the WSP.

(3) Based on a peak day to peak hour peaking factor of 1.64 from the WSP.

(4) Includes Downtown Revitalization Project area.

SOURCE ANALYSIS

The City receives all of its water supply from Seattle Public Utilities (SPU) through three wholesale master meter connections to the Tolt River Pipeline and one wholesale connection to wheeled water through Northshore Utility District (NUD). By agreement, the City may purchase up to 1.0 MGD through the Cherry Hill intertie with NUD.

The City has historically drawn about 94 percent of their supply from SPU. In 1996, SPU gave formal notice to its wholesale customers that they would not be offered extensions to their current Water Purveyor Contracts. The City's contract will expire in 2011 and although they are still pursuing a renewed contract with SPU, they are also investigating alternate sources of supply. The next water system plan will examine source of supply in more depth, and will include the needs of the Downtown Revitalization in its long-term water supply planning strategy.

STORAGE ANALYSIS

The City owns and operates three storage facilities, and also purchases 1.0 MG of capacity in the NUD Norway Hill Reservoir, which can be used at a maximum of 1.0 MGD through the Cherry Hill Intertie. The Penn Park Reservoir is a 0.5 MG reservoir, which, although physically located within the 452 Zone, is connected hydraulically to the 284 Zone through a 10-inch transmission main. The Maywood Hills Reservoir is located several blocks from the Penn Park Reservoir and sets the hydraulic grade line for 452 Zone. It has a capacity of 1.0 MG. The Bloomberg Reservoir is located in the eastern part of the City and has a capacity of 5.0 MG. It sets the hydraulic grade line for the 376 Zone. All four facilities can provide storage for the 284 Zone, and thus the Downtown Revitalization Area, either directly as is the case with the Penn Park Reservoir, or indirectly through various pressure reducing valves located throughout the water system.

Storage requirements for the City are determined by applying the design standards outlined in the Department of Health (DOH) Group A Water System Design Manual, August 2001. The storage recommended according to this guidance document is based on the sum of the following:

- Operational Storage
- Equalizing Storage
- Standby Storage
- Fire Suppression Storage
- Dead Storage

OPERATIONAL STORAGE

Operational storage is the volume of the reservoir devoted to supplying the water system while, under normal operation conditions, the source(s) of supply are in “off” status. This volume is dependent upon the water level set-points for the reservoir water level necessary to prevent excessive cycling of source pump motors. Operational storage is in addition to other storage components. For the City, operational storage is calculated as 10 percent of total storage.

EQUALIZING STORAGE

Equalizing storage is the storage required to meet the diurnal differences between supply and demand throughout the day. The volume of equalizing storage required depends on peak system demands, the magnitude of diurnal water system demand variations, the source production rate, and the mode of system operation. Sufficient equalizing storage

must be provided in combination with available water sources and pumping facilities such that peak system demands can be satisfied.

Equalizing storage is calculated using the following equation:

$$\begin{aligned} V_{ES} &= (Q_{PH} - Q_S) 150 \text{ minutes} \\ V_{ES} &= \text{Equalizing storage component (gallons)} \\ Q_{PH} &= \text{Peak hourly demand (gpm)} \\ Q_S &= \text{Total source of supply capacity, excluding emergency sources (gpm)} \end{aligned}$$

The peak hour demand by pressure zone is shown in Table 3. The equalizing storage requirements for the system are shown in Tables 4 and 5.

STANDBY STORAGE

Standby or Emergency storage is provided in order to meet demands in the event of a system failure such as a power outage, an interruption of supply, or break in a major transmission line. The amount of standby storage should be based on the reliability of supply and pumping equipment, standby power sources, and the anticipated length of time the system could be out of service.

Standby storage is calculated using the following equation:

$$\begin{aligned} SB_{TSS} &= (2 \text{ days})(ADD)(N) \\ SB_{TSS} &= \text{Standby storage component for a single source system (gallons)} \\ ADD &= \text{Average day demand for the system (gpd/ERU)} \\ N &= \text{Number of ERUs} \end{aligned}$$

DOH Note: Although standby storage volumes are intended to satisfy the requirements imposed by system customers for unusual situations and are addressed by WAC 246-290-420, it is recommended that a standby storage volume be not less than 200 gallons/ERU.

The standby storage requirement for the City is shown in Tables 4 and 5. For the purposes of this analysis and modeling, total system standby storage is distributed throughout the four available storage facilities by percent of storage volume.

FIRE SUPPRESSION STORAGE

Fire suppression storage is provided to ensure that the volume of water required for fighting fires is available when necessary. Fire suppression storage also reduces the impact of fire fighting on distribution system water pressure. The amount of water

required for fire fighting purposes is specified in terms of rate of flow in gallons per minute (gpm) and an associated duration. Fire flow must be provided at a residual water system pressure of at least 20 pounds per square inch (psi).

Fire suppression storage is calculated using the following equation:

$$FSS = (NFF)(t_m)$$

FSS = Required fire suppression storage component (gallons)
NFF = Required fire flow rate, as specified by fire protection authority (gpm)
 t_m = Duration of FF rate, as specified by fire protection authority (minutes)

DOH Note: The standby storage component or the fire suppression storage component, whichever volume is smaller, can be excluded from a water system's total storage requirement provided that such practice is not prohibited by: (1) a locally developed and adopted Coordinated Water System Plan, (2) local ordinance, or (3) the local fire protection authority or County Fire Marshal (reference WAC 246-290-235(4)).

Fire suppression storage for the water system is based on the maximum required fire flow and duration for the system. These values are determined by the Insurance Services Office, Inc. (ISO) standards, which have been adopted by the City and are applied by the City's Fire Marshall. Factors that influence the required fire flow include the type of building construction, number of floors, the type of occupancy, and other factors. The City's current maximum fire flow requirement for the system is 5,500 gpm for 5 hours (1.65 MG).

Fire suppression storage requirements are shown in Tables 4 and 5.

DEAD STORAGE

Dead storage is the volume of stored water not available to all customers at the minimum design pressure in accordance with WAC 246-290-230(5) and (6). Dead storage is excluded from the volumes provided to meet the other storage requirements.

The Maywood Hills and Bloomberg Reservoirs each have dead storage, which is shown in Tables 4 and 5. Penn Park Reservoir does not currently have any dead storage.

STORAGE SUMMARY

Table 4 summarizes the City's over-all storage requirements under existing conditions, 2035 conditions without the Downtown Revitalization project, and 2035 conditions with the additional development from the Downtown Revitalization project.

TABLE 4
Storage Analysis

Storage Requirement	Existing (2007)	2035 w/o Downtown Revitalization	2035 with Downtown Revitalization
Operational Storage (gal)	650,000	650,000	650,000
Equalizing Storage (gal)	270,551	342,128	379,945
Standby Storage (gal)	3,797,290	4,801,903	5,332,689
Fire Suppression Storage (gal)	1,650,000	1,650,000	1,650,000
Dead Storage (gal)	1,235,816	1,235,816	1,235,816
Total Required (gal)	7,603,656	8,679,847	9,248,450
Total Available (gal)	7,500,000	7,500,000	7,500,000
Surplus/ Deficit (gals)	-103,656	-1,179,847	-1,748,450

Based on Table 4, the City has a deficit in 2035 of approximately 1.75 MG if developed as planned with the Downtown Revitalization project. Given the age, volume and location of the Penn Park Reservoir, the City could consider replacing this reservoir with the appropriate-sized reservoir.

The City, to date, has not allowed nesting of fire suppression and standby storage. Assuming that the local fire authority does not prohibit nesting, nesting would allow the City to consider the larger of the two volumes, rather than adding them as shown in Table 4. Table 5 illustrates the City's storage requirements with the nesting of fire suppression and standby storage volumes.

TABLE 5
Storage Analysis – Nesting Allowed

Storage Requirement	Existing (2007)	2035 w/o Downtown Revitalization	2035 with Downtown Revitalization
Operational Storage (gal)	650,000	650,000	650,000
Equalizing Storage (gal)	270,551	342,128	379,945
Standby Storage (gal)	3,797,290	4,801,903	5,332,689
Fire Suppression Storage (gal)	1,650,000	1,650,000	1,650,000
Dead Storage (gal)	1,235,816	1,235,816	1,235,816
Total Required (gal)	5,953,656	7,029,847	7,598,450
Total Available (gal)	7,500,000	7,500,000	7,500,000
Surplus/ Deficit (gals)	1,546,344	470,153	-98,450

(1) Nesting allows for the elimination of either standby storage or fire suppression, whichever is smaller, from the total required volume.

Table 5 illustrates a significant reduction in the required storage if nesting is allowed, compared with the volumes shown in Table 4. While allowing nesting reduces the City’s reliability that the additional storage provides, there is a water quality benefit to maintaining lower storage volumes. Large storage volumes can be difficult to provide turnover during normal operations. It is recommended that the City consider the benefits of nesting before constructing new storage.

Given the large flow rates required, the location of the storage is a critical factor that will determine the City’s ability to deliver fire flow to the Downtown Revitalization Project. Currently, the majority of the City’s available storage is located in the Bloomberg Reservoir, which is ideal for providing fire flow to the commercial developments located in the valley near I-405 and North Creek. However, the City’s existing water system does not have the transmission capacity to deliver these flow rates from the Bloomberg Reservoir to the study area. A hydraulic analysis is necessary to determine if the volume of storage at the Penn Park Reservoir, combined with the delivery from the Tolt Pipeline and transmission from Bloomberg Reservoir will be sufficient to deliver 5,000 gpm fire flow.

HYDRAULIC ANALYSIS

The water system has been analyzed using MWHSoft's H₂OMap hydraulic modeling software, which operates in a stand-alone environment. Scenarios modeled include fire flow availability and system pressures, which are described in the following sections.

Configuration and layout of new pipes in the downtown area is based on City maps and development plans from the *Downtown Revitalization Plan*. Exact alignments of streets have not been completed to date, so only basic alignments are modeled. Figure 1 and Figure 2 illustrate the existing system.

Figure 3 provides the basis for future available fire flow requirements. The areas in green require large fire flow requirements of 5,000 gpm. All other areas within the study area are assumed to have typical commercial and multi-family fire flow requirements of 1,500 gpm.

FIRE FLOW AVAILABILITY

Several fire flow scenarios have been modeled to identify potential improvements. The base scenario includes the following assumptions:

- Critical node search range is the entire system;
- System wide pressure constraint of 20 psi;
- City connections to the Tolt Pipeline are allowed to contribute flows;
- Due to the number of hydrants required to meet the required fire flows, available fire flow will be measured at proposed intersections, not at proposed hydrant locations;
- Normal/operational settings on all pressure reducing valves.
- The Penn Park Reservoir is modeled at near empty to reflect a depletion of fire suppression storage.
- All Asbestos Cement (AC) piping will be removed and replaced with ductile iron (DI) regardless of size required.

Two different fire flow scenarios have been modeled to determine the size of pipelines and off-site improvements necessary to meet the 5,000 gpm fire flow requirement. The City currently has a standard requiring developers to achieve required fire flow at a design velocity of 10 feet/second (fps). However, since the type of building construction is unknown at this time, it is possible that the actual fire flow requirements will be less than 5,000 gpm. For this reason, fire flow has been analyzed with and without velocity constraints for sizing new pipe.

Available Fire Flow – 5,000 gpm with velocity constraints

The first available fire flow scenario analyzes the improvements required to meet 5,000 gpm in the areas defined in Figure 3 with a system-wide pipe velocity constraint of 10 ft/s. Figure 4 illustrates the available fire flow at each location, based on either the minimum pressure requirement of 20 psi, or the maximum velocity requirement of 10 ft/s.

Table 6 illustrates the pipe size and footage required to meet the 5,000 gpm available fire flow condition when a velocity constraint of 10 ft/s is applied.

TABLE 6

Pipeline Inventory – 5,000 gpm with Velocity Constraint Condition

Pipe Diameter	Total Length (ft)
6-inch (existing)	280
8-inch (existing)	5,245
10-inch (existing)	5,045
8-inch (new)	7,545
12-inch	10,730
Total (new pipes)	18,275

Available Fire Flow – 5,000 gpm without velocity constraints

The second available fire flow scenario analyzes the improvements required to meet 5,000 gpm in the areas defined in Figure 3 without velocity constraints. Figure 5 illustrates the available fire flow at each location, based on the minimum pressure requirement of 20 psi.

Table 7 illustrates the size and footage required to meet the 5,000 gpm available fire flow condition when there are not any velocity constraints applied.

TABLE 7

Pipeline Inventory – 5,000 gpm without Velocity Constraint Condition

Pipe Diameter	Total Length (ft)
6-inch (existing)	280
8-inch (existing)	6,250
10-inch (existing)	5,045
8-inch (new)	13,665
12-inch	3,600
Total (new pipes)	17,265

PRESSURE REQUIREMENTS

The Department of Health and the City Standards for water distribution systems are to meet the peak hourly demand of the system while providing a minimum pressure of 30 psi system wide. A pressure evaluation has been conducted using 2035 peak hour demands to determine if the system can meet the requirement at the new 65-foot maximum building height requirement.

All facilities are operating at normal conditions, and peak hour demands are distributed by pressure zone per Table 3. The maximum building height of 65-feet corresponds to a change in pressure of 28 psi from the street to the top of the building. Table 8 summarizes peak hour pressures in the downtown area both at the meter and at the 65-foot height limit.

TABLE 8

2035 Peak Hour Pressures in Study Area

Downtown Nodes	Average Pressure (psi)	Maximum Pressure (psi)⁽¹⁾	Minimum Pressure (psi)⁽²⁾
At Meter (street level)	92.0	105.4	74.7
At Building Height (65-ft above street level)	64.0	77.4	46.7

(1) Maximum pressure occurs near the intersection of NE 180th Street and 98th Avenue NE.

(2) Minimum pressure occurs near the intersection of NE 188th Street and 95th Avenue NE.

As shown in Table 8, pressure requirements can be met throughout the study area during peak hour conditions. However, with an increased allowable building height of 65 feet, available pressures during fire flow conditions are impacted. If pressures within the City drop to 20 psi due to fire flow demands in the system, there is potential to draw a vacuum and draw contaminants into the system. For this reason, backflow prevention assemblies are recommended at each metered connection to protect the system.

STORAGE

The previous discussions for required storage are based on DOH design criteria. However, the hydraulic analyses presented in the previous sections identify hydraulic limitations that impact the quantity of storage required at City facilities. Based on the modeled conditions, Table 9 illustrates the percentage of flow from City sources

TABLE 9

Distribution of Flow

Source	2035 MDD		5,000 gpm Fire Flow	
	Flow (gpm)	% of Total	Flow (gpm)	% of Total
Site 1 (SPU)	1,961	48.4	3,129	34.6
Site 6 (SPU)	1,678	41.4	1,678	18.5
Site 9 (SPU)	563	13.9	920	10.2
Site 12 (NUD)	0	0.0	0	0.0
Site 13 (NUD)	874	21.6	1,172	12.9
Penn Park	695	17.1	1,658	18.3
Bloomberg	186	4.6	755	8.3
Maywood Hills ⁽¹⁾	-1,903	-47.0	-259	-2.9
Total	4,053	100	9,053	100

(1) Negative value indicates the reservoir is filling.

Table 9 indicates that the Penn Park Reservoir hydraulically provides 1,658 gpm during the fire flow event requiring 5,000 gpm. Providing 1,658 gpm for five hours requires 497,400 gallons. If full at the beginning of the flow duration, the Penn Park Reservoir is able to provide this amount of flow. However, if slightly depleted, it cannot provide adequate flow.

Based on the hydraulic storage analysis and the DOH design standard storage analysis, if nesting is allowed the City is not obligated to construct new storage until closer to the

completion of the Downtown Revitalization project. However, given the age, condition, and material of the Penn Park Reservoir, it is due for replacement much sooner than that. At the time of its replacement, it is recommended that a 1.0 MG reservoir (as a minimum volume) be constructed. Since not specifically required for the Downtown Revitalization project, the reservoir should be part of the City's Capital Improvement Plan.

COST ANALYSIS

Tables 10 and 11 provide the cost estimates for the entire water system requirements for the Downtown Revitalization Project for 5,000 gpm fire flow with and without velocity constraint conditions. Cost estimates have been developed for pipe replacement projects in terms of cost per lineal foot in the study area. These cost per foot estimates are included as Exhibits 1 and 2. Costs are based on the October 2008 ENR value of 8812. The estimate excludes the costs of resurfacing roads, since it would be included in the cost of road replacement and realignment, with the exception of the off-site projects. The City is developing costs for projects along SR 522, SR 527, and Main Street, but these areas are included in the total cost estimates.

Cost estimates for the replacement of the Penn Park Reservoir are also included, even though it is not specifically required as part of the Downtown Revitalization project. The cost estimate assumes the construction of a steel, ground level reservoir. The volume of the reservoir assumes that nesting of fire suppression storage is allowed. Gray & Osborne has developed a cost per gallon reservoir curve based on its experience constructing reservoirs and adjusted for inflation. This cost curve is the basis for the reservoir costs and is included as Exhibit 3.

TABLE 10

Cost Estimate – 5,000 gpm with Velocity Constraint Condition

Pipe Diameter	Total Length (ft)	Unit Price (\$/LF)	Project Cost
6-inch (existing)	280	NA	NA
8-inch (existing)	5,245	NA	NA
10-inch (existing)	5,045	NA	NA
8-inch	7,545	\$340	\$2,565,300
12-inch	10,730	\$424	\$4,549,600
Total Piping Improvement (New pipes only)	18,275	NA	\$7,114,900
Penn Park Reservoir Replacement ⁽¹⁾	1.0 MG	\$1.0/Gal	\$1,000,000
Total Project Cost			\$7,114,900

(1) Reservoir size if nesting of fire suppression and standby storage is allowed.

TABLE 11

Cost Estimate – 5,000 gpm without Velocity Constraint Condition

Pipe Diameter	Total Length (ft)	Unit Price (\$/LF)	Project Cost
6-inch (existing)	280	NA	NA
8-inch (existing)	6,250	NA	NA
10-inch (existing)	5,045	NA	NA
8-inch	13,665	\$340	\$4,646,100
12-inch	3,600	\$424	\$1,526,400
Total Piping Improvement (New pipes only)	17,265	NA	\$6,172,500
Penn Park Reservoir Replacement ⁽¹⁾	1.0 MG	\$1.0/Gal	\$1,000,000
Total Project Cost			\$6,172,500

(1) Reservoir size if nesting of fire suppression and standby storage is allowed.

SUMMARY

The fire flow design standards selected by the City are going to control the required water system improvements for the Downtown Revitalization Project. These fire flow standards are controlled primarily by the type of construction and building materials that

will be allowed. If allowing the use of more combustible materials, larger piping would be needed in some areas to meet fire flows of 5,000 gpm. If requiring less than 5,000 gpm, the City could save nearly \$1,000,000, although it would make the area less attractive to developers because of limitations place on the type of construction allowed. Regardless of fire flow requirements though, it is recommended that all asbestos cement pipes be sized and replaced within the study area. Additionally, it is recommended that the Penn Park Reservoir be replaced at the end of its useful service life. This should be included in the City's Capital Improvement Plan, and treated independently from the Downtown Revitalization project.

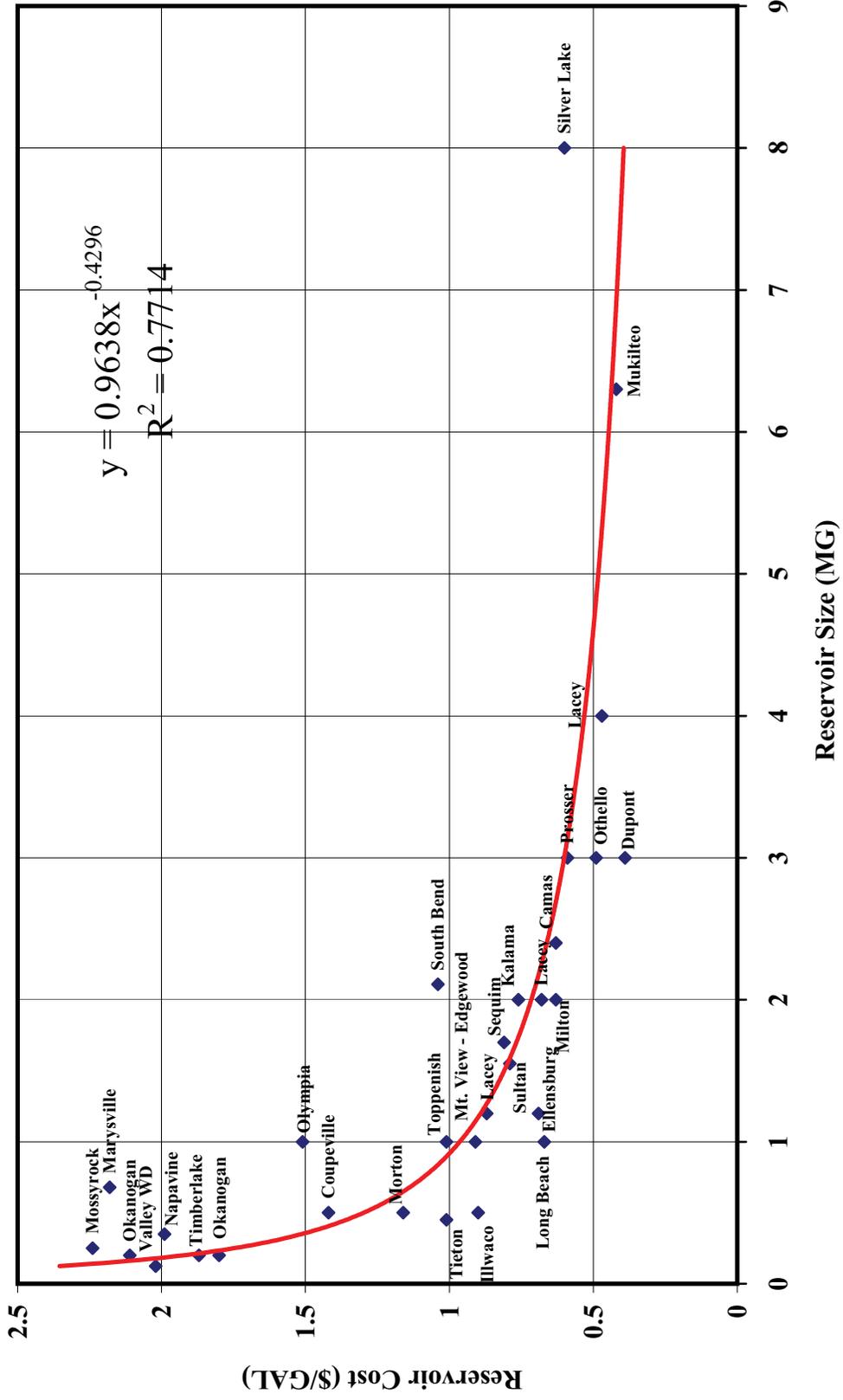
EXHIBIT 1
City of Bothell
Preliminary Project Cost Estimate
Downtown Revitalization Distribution System Improvement
8-inch Pipe

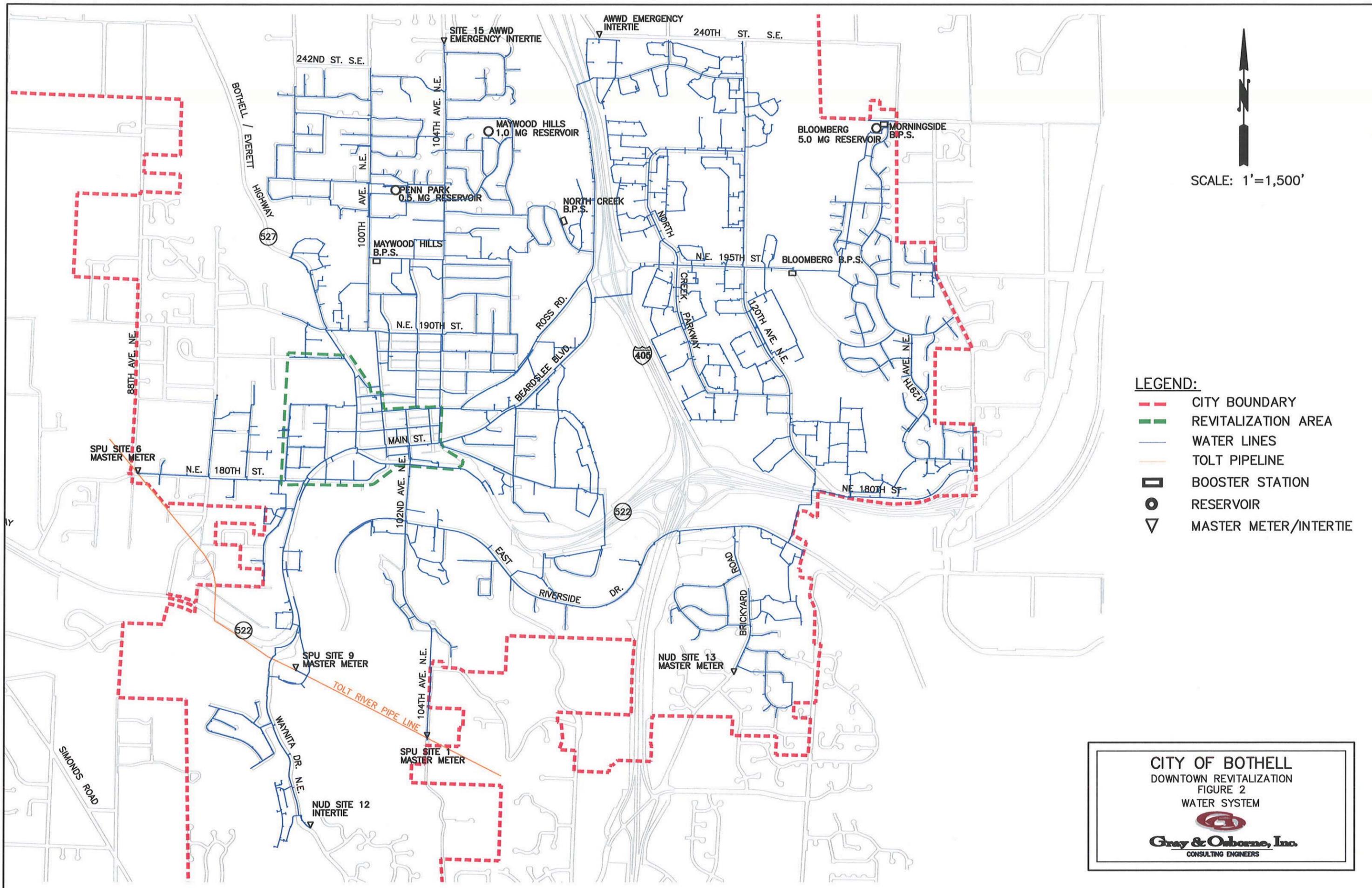
<u>NO.</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
1	Mobilization, Cleanup, and Demobilization	LUMP SUM	\$ 19,000	\$ 19,000
2	8-inch DI Water Pipe, Including Fittings	1,000 LF	\$ 60	\$ 60,000
3	Locate Existing Utilities	LUMP SUM	\$ 4,000	\$ 4,000
4	Erosion Control	LUMP SUM	\$ 4,000	\$ 4,000
5	Additional Pipe Fittings	500 LB	\$ 4	\$ 2,000
6	Trench Safety Systems	LUMP SUM	\$ 2,000	\$ 2,000
7	8-inch Gate Valves	3 EA	\$ 1,200	\$ 4,000
8	Fire Hydrants	5 EA	\$ 5,000	\$ 25,000
9	Gravel Backfill	490 TN	\$ 20	\$ 9,800
10	Foundation Gravel	60 TN	\$ 30	\$ 1,800
11	Crushed Surfacing, Top Course	60 TN	\$ 30	\$ 1,800
12	Connections to Existing System	4 EA	\$ 2,000	\$ 8,000
13	2" Service Connections, Complete	32 EA	\$ 2,000	\$ 64,000
14	Traffic Control	52 HRS	\$ 50	\$ 2,600
	Subtotal.....			\$ 208,000
	Tax rate (9%).....			18,720
	Subtotal:.....			\$ 226,700
	Contingency (20%).....			\$ 45,340
	Total Estimated Construction Cost:.....			\$ 272,000
	Engineering and Administrative Costs (25%):.....			\$ 68,000
	Total Estimated Project Cost:.....			\$ 340,000

EXHIBIT 2
City of Bothell
Preliminary Project Cost Estimate
Downtown Revitalization Distribution System Improvement
12-inch Pipe

<u>NO.</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
1	Mobilization, Cleanup, and Demobilization	LUMP SUM	\$ 24,000	\$ 24,000
2	12-inch DI Water Pipe, Including Fittings	1,000 LF	\$ 100	\$ 100,000
3	Locate Existing Utilities	LUMP SUM	\$ 5,000	\$ 5,000
4	Erosion Control	LUMP SUM	\$ 5,000	\$ 5,000
5	Additional Pipe Fittings	500 LB	\$ 4	\$ 2,000
6	Trench Safety Systems	LUMP SUM	\$ 2,000	\$ 2,000
7	12-inch Gate Valves	3 EA	\$ 2,000	\$ 6,667
8	Fire Hydrants	5 EA	\$ 5,000	\$ 25,000
9	Gravel Backfill	570 TN	\$ 20	\$ 11,400
10	Foundation Gravel	60 TN	\$ 30	\$ 1,800
11	Crushed Surfacing, Top Course	60 TN	\$ 30	\$ 1,800
12	Connections to Existing System	4 EA	\$ 2,000	\$ 8,000
13	2" Service Connections, Complete	32 EA	\$ 2,000	\$ 64,000
14	Traffic Control	52 HRS	\$ 50	\$ 2,600
	Subtotal.....			\$ 259,267
	Tax rate (9%).....			23,334
	Subtotal:.....			\$ 282,600
	Contingency (20%).....			\$ 56,520
	Total Estimated Construction Cost:.....			\$ 339,000
	Engineering and Administrative Costs (25%):.....			\$ 85,000
	Total Estimated Project Cost:.....			\$ 424,000

EXHIBIT 3
RESERVOIR COST/GALLON VS. CAPACITY
(Gray & Osborne 1992 - 2008)



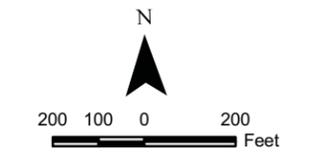


SCALE: 1"=1,500'

- LEGEND:**
- CITY BOUNDARY
 - REVITALIZATION AREA
 - WATER LINES
 - TOLT PIPELINE
 - BOOSTER STATION
 - RESERVOIR
 - ▽ MASTER METER/INTERTIE

CITY OF BOTHELL
 DOWNTOWN REVITALIZATION
 FIGURE 2
 WATER SYSTEM


Gray & Osborne, Inc.
 CONSULTING ENGINEERS



LEGEND
[Red dashed line] REVITALIZATION AREA
[Green square] 5,000 gpm REQUIRED
[Orange square] 1,500 gpm REQUIRED

CITY OF BOTHELL
DOWNTOWN REVITALIZATION
FIGURE 3
FLOW REQUIREMENTS

Gray & Osborne, Inc.
CONSULTING ENGINEERS

L:\BOTHELL\08464 Downtown Redevelopment\GIS\FIGURE XX - AVAILABLE FLOW VELOCITY 5000gpm.mxd

N



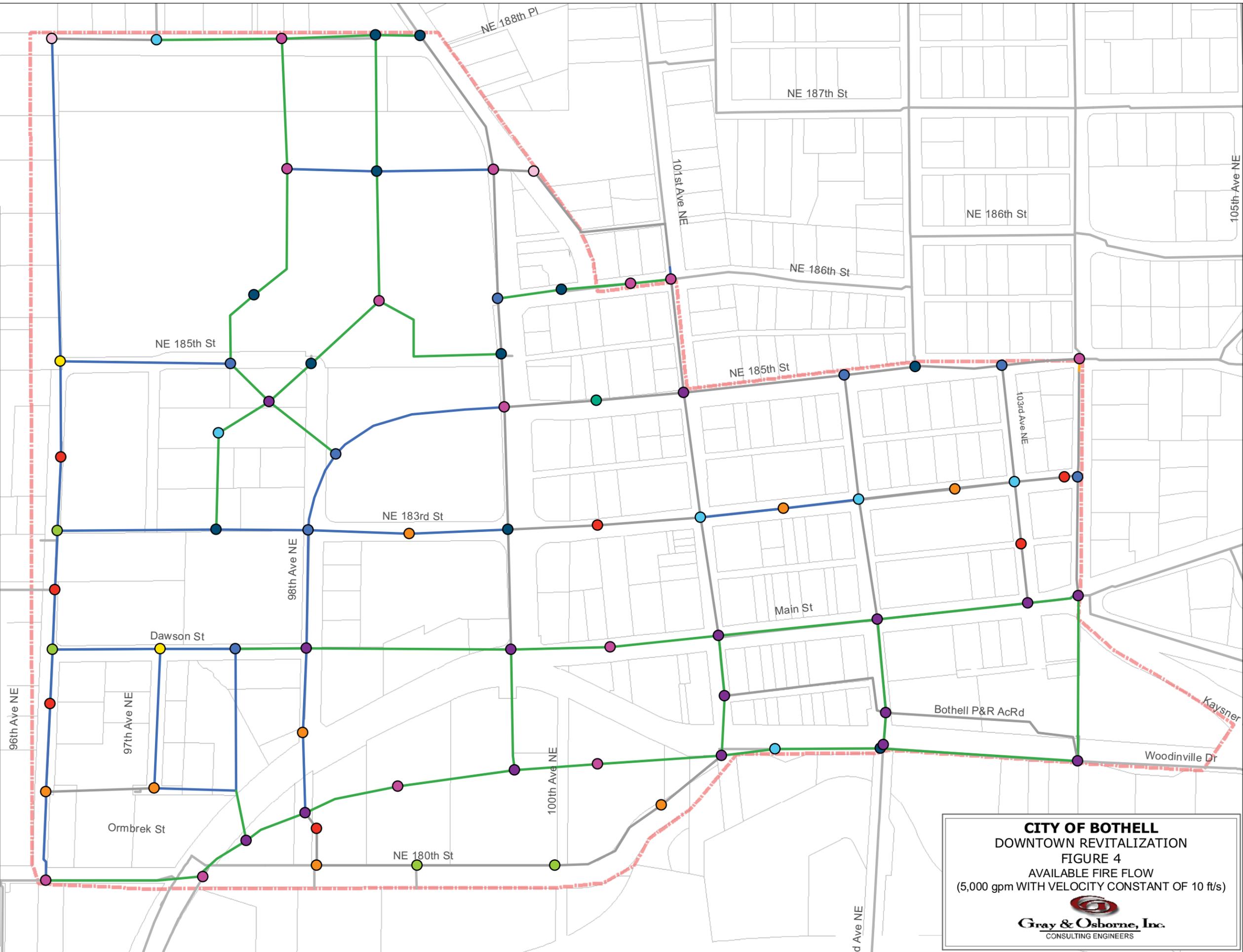
LEGEND

AVAILABLE FIRE FLOW

- 2,000 - 2,500 gpm
- 2,500 - 3,000 gpm
- 3,000 - 3,500 gpm
- 3,500 - 4,000 gpm
- 4,000 - 4,500 gpm
- 4,500 - 5,000 gpm
- 5,000 - 5,500 gpm
- 5,500 - 6,000 gpm
- 6,000 - 6,500 gpm
- 6,500 - 7,000 gpm
- 7,000 - 7,500 gpm

PIPE DIAMETER

- 8-inch
- 12-inch
- EXISTING PIPES
- REVITALIZATION AREA



CITY OF BOTHELL
 DOWNTOWN REVITALIZATION
 FIGURE 4
 AVAILABLE FIRE FLOW
 (5,000 gpm WITH VELOCITY CONSTANT OF 10 ft/s)

Gray & Osborne, Inc.
 CONSULTING ENGINEERS



- LEGEND**
- AVAILABLE FIRE FLOW**
- 6,250 - 6,500 gpm
 - 6,500 - 6,750 gpm
 - 6,750 - 7,000 gpm
 - 7,000 - 7,250 gpm
 - 7,250 - 7,500 gpm
 - 7,500 - 9,500 gpm
 - 9,750 - 10,000 gpm
- PIPE DIAMETER**
- 8-inch
 - 12-inch
 - EXISTING PIPES
 - REVITALIZATION AREA

CITY OF BOTHELL
DOWNTOWN REVITALIZATION
FIGURE 5
AVAILABLE FIRE FLOW
(5,000 gpm WITHOUT VELOCITY CONSTRAINT)

Gray & Osborne, Inc.
CONSULTING ENGINEERS

