

AGENDA

BOTHELL PLANNING COMMISSION

Bothell City Hall, 18415 101st Avenue NE

February 19, 2020, 6:00 PM

1. CALL TO ORDER
2. PUBLIC COMMENTS
A chance for members of the audience to address the Commission on a topic NOT scheduled for a public hearing on this evening's agenda. Please limit comments to 3 minutes per speaker.
3. APPROVAL OF MINUTES: February 5, 2020
4. NEW BUSINESS
5. PUBLIC HEARING
6. PUBLIC MEETING
7. STUDY SESSION: Canyon Park Subarea Plan Preferred Alternative Continued Study Session
8. OLD BUSINESS
9. REPORTS FROM STAFF
10. REPORTS FROM MEMBERS
11. ADJOURNMENT

Official tapes of meetings are available through the Community Planning Division.

SPECIAL ACCOMMODATIONS: The City of Bothell strives to provide accessible meetings for people with disabilities. If special accommodations are required, please contact the ADA Coordinator at 425-806-6150 at least three days prior to the meeting.

Projected Schedule of Land Use Items as of February 13, 2020

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

February 2020

Monday	Tuesday	Wednesday	Thursday	Friday
3	4	5	6	7
	2020 Planning Docket	<i>Downtown Public Space Public Hearing cont'd and recommendation</i> <i>Commission Bylaws Update</i>		
10	11	12	13	14
17	18	19	20	21
<i>Presidents' Day</i> <i>City offices closed</i>	2019 Comprehensive Plan and Code Amendments Continued Public Hearing	<i>Canyon Park Subarea Plan - Preferred Alternative study session</i>		
24	25	26	27	28
	Landmark Preservation Board - Title 22 Amendments recommendation			

March 2020

Monday 2	Tuesday 3	Wednesday 4	Thursday 5	Friday 6
	Downtown Historic Preservation Code Amendments Public Hearing	<i>Downtown Public Space Code Amendments Continued Public Hearing and recommendation</i> <i>Canyon Park Subarea Plan Preferred Alternative Public Hearing</i>		
9	10	11	12	13
16	17	18	19	20
	Canyon Park Subarea Plan Preferred Alternative Study Session	<i>Canyon Park Subarea Plan Preferred Alternative Continued Public Hearing and recommendation</i>		
23	24	25	26	27
30	31			

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Minutes

BOTHELL PLANNING COMMISSION

REGULAR MEETING – February 5, 2020

COMMISSIONERS PRESENT: Patrick Cabe, Carston Curd, Brad Peistrup, Kevin Kiernan, David Vliet

COMMISSIONER ABSENT AND EXCUSED: Jason Hampton

STAFF PRESENT: Community Development Director Michael Kattermann and Senior Planner David Boyd.

CALL TO ORDER: The Regular Meeting of the Bothell Planning Commission was called to order by Chair David Vliet on February 5, 2020, at 6:00 p.m. in the Council Chambers at the Bothell Town Hall, 18415 101st Avenue NE.

PUBLIC COMMENTS: None

APPROVAL OF MINUTES:

<p>KIERNAN MOVED TO APPROVE THE MINUTES FOR JANUARY 22, 2020. PEISTRUP SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</p>

NEW BUSINESS: None

PUBLIC HEARING:

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

Boyd presented some new options for the commission to consider regarding Downtown Public Space Code Amendments.

Discussion ensued.

Chair Vliet asked for public testimony

PUBLIC TESTIMONY:

(See video recording on City of Bothell website for detailed testimony).

Cary Westerbeck, 18234 98th Ave NE, #301, Bothell

Discussion ensued.

<p>CURD MOVED TO CONTINUE THE DOWNTOWN PUBLIC SPACE HEARING UNTIL MARCH 4, 2020. KIERNAN SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</p>

STUDY SESSION: None

OLD BUSINESS:

Director Kattermann opened a discussion regarding proposed Planning Commission Bylaws Amendments. The Commission is required by BMC 2.52.050 to "...adopt bylaws and rules for the transaction of business..." The current Bylaws were last formally amended November 2, 2016.

Discussion ensued.

CURD MOVED THAT THE COMMISSION ADOPT THE COMMISSION BYLAWS AS AMENDED ON 2/6/2020. KIERNAN SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.

REPORTS FROM STAFF:

Director Kattermann reported that the City Council approved the Planning Commission's request to fill Bruce Blackburn's Senior Planner position early. There are 8 applications that were received and are being reviewed. The goal is to have someone hired by March/April.

Kattermann shared that the Council agreed to the Commission's proposal for exploring cottage housing regulations in the 2020 docket, adding that and exploration of Transfer of Development Rights in exchange for all of the housekeeping amendments except for SEPA rules and help processing Public Works code amendments.

The only item on the agenda for the February 19 meeting will be the Canyon Park preferred alternative. The goal is to have a recommendation from the Commission at the March 4th meeting.

REPORTS FROM MEMBERS: None

ADJOURNMENT:

CABE MOVED TO ADJOURN. PEISTRUP SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.

The meeting was adjourned at 7:44 P.M.

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Continued Study Session: Canyon Park Subarea Plan Preferred Alternative

MEMORANDUM

Community Development



City of Bothell

DATE: February 19, 2020

TO: Planning Commission

FROM: Bruce Blackburn, Senior Planner

SUBJECT: Second Briefing on Canyon Park - Preferred Alternative

Objective

Provide a briefing to the Planning Commission regarding:

- Description of a potential preferred alternative
- Identification of adjustments to the land use mix
- Transportation conditions and potential mitigations and projects

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

Action

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

Preferred alternative

- Do the land use mixes shown in the Middle Ground Alternative achieve the vision?
- What other adjustments should be explored?
 - Further reduction in RGC Boundary?
 - Where should more intense land uses/growth occur?
 - Should office uses be permitted in the Transit Oriented Development (TOD) areas?
- Development feasibility and desired land use:
 - Is there any appetite for waiting for a preferred development type (i.e., office towers at I-405 in locations undesirable for residential development) as opposed to getting whatever development the market deems suitable? Today, the market prefers residential over office/retail/manufacturing.

Parking ratios—reductions for feasibility vs today's view of parking needs? Current parking ratios may be serving as a disincentive to development.

Transportation

- Should the City prioritize transit over single occupant automobiles even if transportation modeling shows poorer people movement? For example, convert general purpose lanes to transit or HOV only lanes?
- Connections to the surrounding street system. Continue to consider?
- Should the City consider modifying the City's corridor Level of Service standard?

Purpose

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

Background

The Commission has already received a briefing on the action alternatives and discussed a potential Middle Ground Alternative at its January 22, 2020 study session.

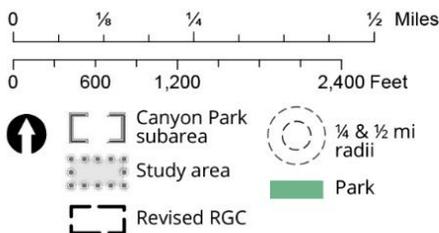
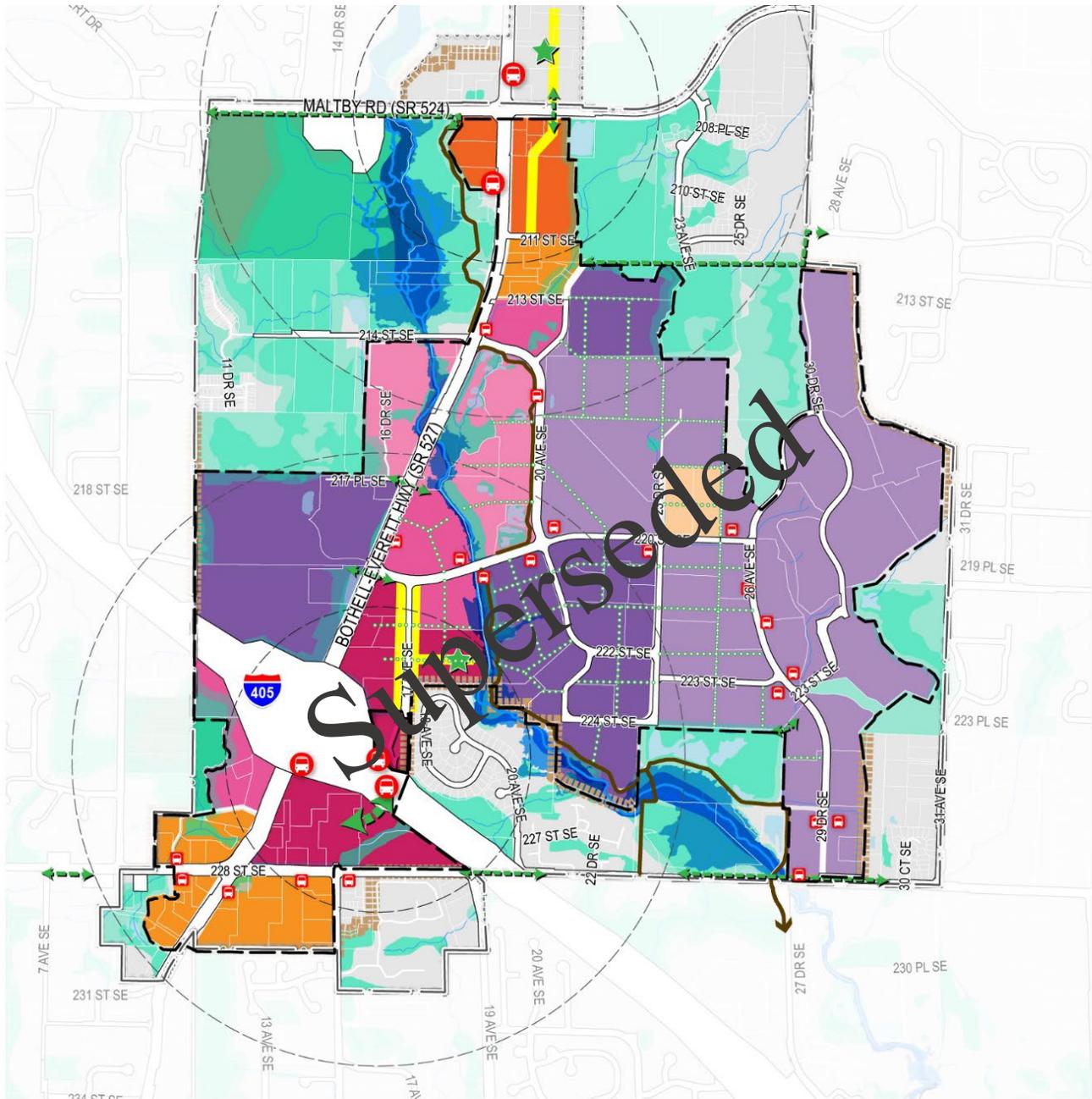
The Planning Commission requested the preferred alternative include the following

- Place residential uses along North Creek to take advantage of this natural feature
- Favor office / business uses over residential adjacent to the Bothell-Everett Highway to avoid the noise, pollution and activity of this roadway
- Locate Transit Oriented Development closest to the main transit facilities
- Locate retail/restaurants along main streets nodes and at key locations but allow smaller scale retail/commercial services supporting employees and residents in multiple locations within the Subarea
- Gathering and public space is important but public spaces need to be placed strategically
- Allow some retail west of the Bothell-Everett Highway (Philips/Juno)
- Create 'main streets' at key locations to create a sense of place
- North Creek needs to be a featured amenity
- Pedestrian pathways and walks that connect the subarea are necessary
- Promote separated bike paths and other multi-modal transportation facilities
- The Planning Commission was intrigued with the notion of a phasing program and asked staff to explore concepts for such a program

There were four alternatives reviewed in the Draft Environmental Impact Statement:

- No Action
- Business Plus
- Live/work
- *Mitigated* Live/Work

As mentioned above, at its January 22, 2020 study session, the Commission reviewed a proposed *middle ground* alternative as shown on the following page:



Land Use & Urban Design Proposals

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

- Public gathering space
- Nbhd center street
- Through-block connections
- Residential transition

Natural Areas

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

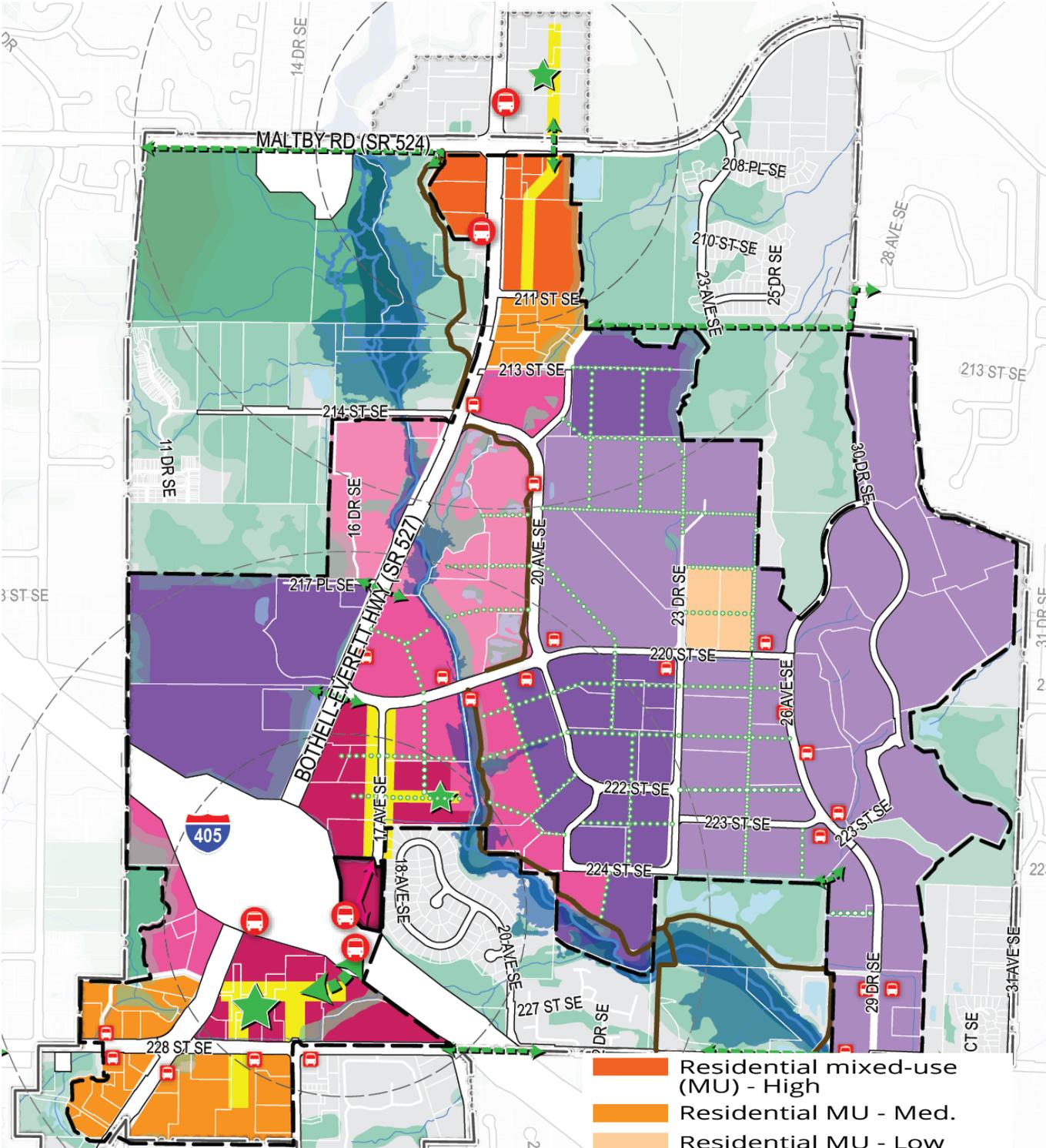
Paths and Mobility

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

January 22, 2020 Preferred Alternative 'Middle Ground'

Discussion

The team has implemented the changes the Commission identified and has prepared a revised Middle Ground alternative below:



**Revised Middle Ground
February 19, 2020**

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

The matrix below offers overly simplified descriptions of the Middle Ground land use designations and includes potential growth targets for each designation. These should be considered preliminary drafts because the market analysis is still being finalized.

Matrix of proposed designations – simplified

Land Use Designation	Description	Land Use Allowed
Residential Mixed-use (MU) - High	Transit Oriented Development (TOD) designation with minimum density of 0.6 floor area ratio (FAR) or 90 dwelling units (du)/acre and target of 3.0 FAR or 133 du/acre	Residential, office, retail/active ground floor required Note: Should office uses also be allowed?
Residential Mixed-Use - Medium	TOD with minimum density of 0.5 FAR or 45 du/acre and target of 1.5 FAR or 57 du/acre	Residential, office, retail, active ground floor required along main streets
Residential Mixed Use - Low	Development with minimum density of 35 or 25 du/acre and target of 0.5 FAR or 25 du/acre	Low-rise/townhouse residential, office, limited retail
Office/Residential - High	TOD office/residential with minimum density of 0.6 floor area ratio (FAR) or 90 dwelling units (du)/acre and target of 3.0 FAR or 133 du/acre	High-rise office, residential, retail
Office/Residential - Medium	Office/residential with minimum density of 0.5 FAR or 45 du/acre and target of 1.5 FAR or 57 du/acre	Mid-rise office, residential, retail
Office/Residential - Low	Office/residential with minimum density of 35 or 25 du/acre and target of 0.5 FAR or 25 du/acre	Low-rise office, residential, limited retail
Employment – Medium	Office, Light Industrial with minimum FAR of 0.6 with a target of 1.5	Employment, office, manufacturing, limited retail – no residential
Employment - Low	Office light industrial with minimum FAR of 0.5 and a target of 1.0	Employment, office, manufacturing, limited retail – no residential

Market/Pro-forma Analysis

As mentioned above, the market / pro-forma analysis is still being refined. Preliminary results will be shared with the Planning Commission at the February 19, Study Session.

Preferred Alternative Recap

- **No Action**, assumes growth according to current trends and the planned capacities of the *Imagine Bothell... Comprehensive Plan*. This includes about 3,712 net new residents and about 4,530 net new jobs. The current RGC boundaries are 733 acres and include areas of wetlands, streams and associated buffers.
- **Mitigated Live/Work Alternative** was developed with net capacities of approximately 4,225 residents and 9,500 jobs in the RGC. The RGC would be 565 acres. This action alternative has the lowest level of impacts but still meets the PSRC RGC framework criteria of 45 activity units per acre.
- **Middle Ground Preferred Alternative** could be developed with net capacities and an RGC boundary similar to the *Mitigated Live / Work* but different locations and mixes of land uses falling somewhere between the Live / Work and Business Plus Alternatives.

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

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

Source: Makers, 2019; BERK, 2019.

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

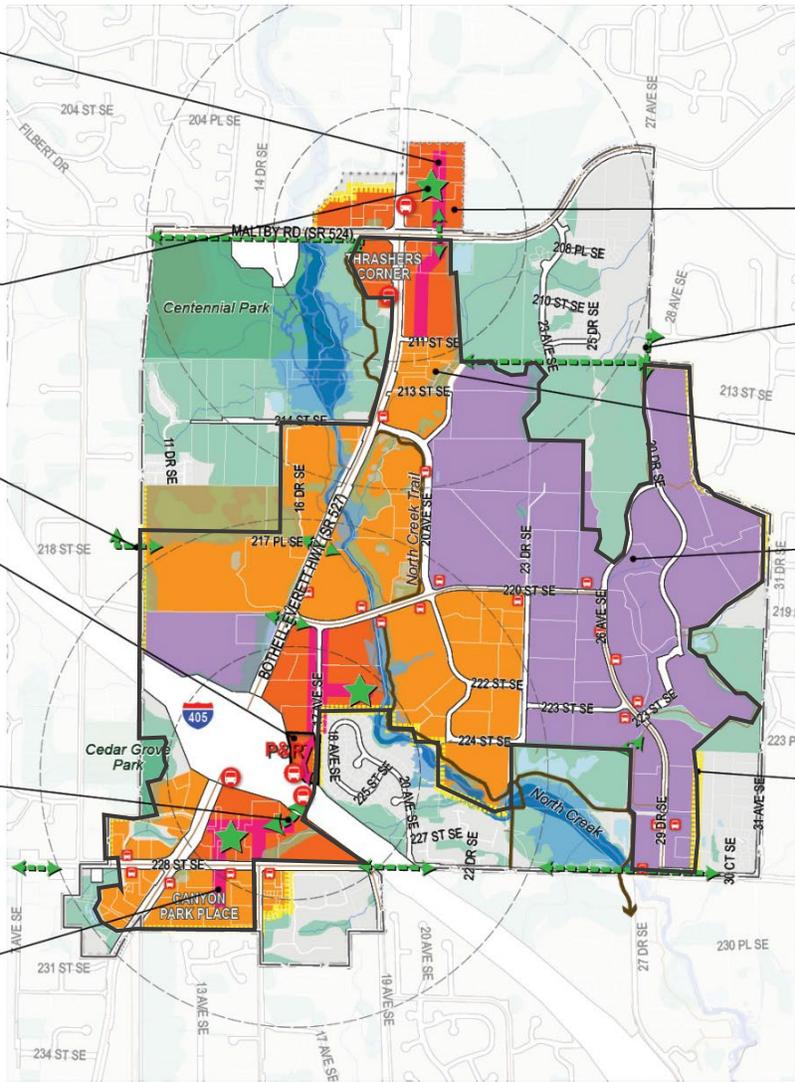
PUBLIC GATHERING SPACE
Require outdoor public space, ideally consolidated as a central gathering place.

Provide pedestrian connection to school.

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

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

NEIGHBORHOOD CENTER STREETS



RESIDENTIAL MIXED USE - 1/4 MILE

Provide pedestrian connection to schools.

RESIDENTIAL MIXED USE - 1/2 MILE

COMMERCIAL MIXED USE - BUSINESS PARK

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

Land Use & Urban Design Proposals

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

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

Paths and Mobility

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

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

Urban Design Concepts

Table 3. Draft Potential Development Standards

Development Standard	No Action Alternative	Potential Preferred Alternative
Allowed Uses	Current allowances	Fine tune residential use locations to promote business retention and business focus (smaller in this alternative).
Maximum Height	Northeast of I-405: <ul style="list-style-type: none"> ▪ 65 feet for buildings containing residential uses; ▪ 100 feet for nonresidential uses; ▪ Up to 150 feet for certain manufacturing processes. ▪ Southwest corner of subarea: ▪ 35 feet unless underbuilding parking is provided at 40%, and 10% of the gross floor area is in retail – then up to 65 feet. 	Business park (light purple areas): <ul style="list-style-type: none"> ▪ Retain current standards. ▪ Southwest of I-405, 17th Ave SE area, and Thrasher’s Corner (orange areas): ▪ 75 feet for mixed-use residential ▪ Refine the requirements for ground floor retail and structured parking. Apply transitional height and setback standards adjacent to residential areas. ▪ Live-Work Mitigated propose a similar mix of uses and standards.
Density	Current standards (none but a proposal for 35 DU/ac / 0.4 FAR)	Apply minimum employment and residential densities: <ul style="list-style-type: none"> ▪ Within ¼ mile of a bus rapid transit (BRT) stop: minimum density of 0.6 floor area ratio (FAR) or 90 dwelling units (du)/acre and target of 3.0 FAR or 133 du/acre ▪ Between ¼ mile and ½ mile of BRT stop: minimum density of 0.5 FAR or 45 du/acre and target of 1.5 FAR or 57 du/acre ▪ Beyond ½ mile from BRT stop: minimum density of 35 or 25 du/acre and target of 0.5 FAR or 25 du/acre
Affordable Housing	Current standards	Throughout, require 5% or 10% of units to be affordable to moderate income households, or for non-residential uses, 5% of gross floor area or pay a fee-in-lieu (\$11.20/GSF). (See Bothell code for downtown and SR 522 Corridor)
Affordable Commercial Space	No requirements	Remove residential as an allowed use in some areas to support business: <ol style="list-style-type: none"> 1) Set a maximum retail space size and provisions for flexible commercial space to accommodate co-ownership and/or growing businesses.

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

Development Standard	No Action Alternative	Potential Preferred Alternative
Residential Transition	Current standards	Continue requiring step backs and setbacks adjacent to exclusively residential zones to prevent shadows and respect privacy.
Landscape	Current standards	Throughout the area: <ul style="list-style-type: none"> ▪ Require street trees in planting strips between the street and sidewalk. ▪ Consider a “green factor” or other method of ensuring vegetation replacement. ▪ Require common Usable Public Space for all development. Require private recreation space only in Residential Mixed Use Areas.

¹BMC 12.16.030

Source: Makers, 2019; BERK, 2019.

DEIS comments regarding preferred alternative

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

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

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

- While employment has grown in the CPBC, that growth has occurred within existing buildings, although the methods and sources for that data is not cited in the DEIS. No significant commercial or mixed use development or redevelopment has occurred, despite the City's past amendments to the Comprehensive Plan and development regulations. The lack of development or redevelopment indicates that private investment is satisfied with returns on existing assets in the CPBC and is unwilling to accept the risks of redevelopment.
- Given the patterns of recent employment growth and the lack of redevelopment activity in the CPBC, please clarify how these new standards will result in large scale redevelopment to achieve the increase in job growth that is projected in the DEIS.
- Despite the regional housing shortage and the fact that it is permitted under the existing zoning, mixed use or mid-rise development has not occurred in the Canyon Park area, signaling that there is insufficient demand, such development is economically infeasible, or both.
- Given the patterns of recent employment growth and the lack of redevelopment activity in the CPBC, please clarify how these new standards will result in large scale redevelopment to achieve the increase in job growth that is projected in the DEIS.

Washington State Department of Transportation

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

Sound Transit

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

Community Transit

- Community Transit's *Swift* Green Line BRT service launched in March of 2019, and already has the second highest ridership for any route in its bus network. In addition to bus service, Community Transit has 108 vanpool groups, out of 400 total groups that travel through the Canyon Park area; and provides transportation demand management services for nine Commute Trip Reduction sites within the Canyon Park area.
- In general, Community Transit supports any of the Action Alternatives, but prefers the Live/Work and Mitigated Live/Work Alternatives. Transit is most efficient when serving areas with high land use intensities, mixed-use developments and connective walking networks.
- Since transportation demand management services in the area are provided by Community Transit, the agency can work with the City, employers and developers to adopt an effective mix of strategies as mitigation measures.

- The Action Alternatives proposal to reduce parking requirements will also encourage the alternatives to driving alone. Please consider addressing...the use of curb space by delivery and transportation network companies.
- Consider exploring the long-term potential for opening a roadway connection to the south, between 17th Ave. and 228th ST, to alleviate the traffic associated with bus operations at the Canyon Park Park & Ride and the new highway toll lane access point.
- Community Transit's bus network design will significantly change in 2024, with the arrival of Sound Transit's Link Light-rail system to Snohomish County.

Northshore School District

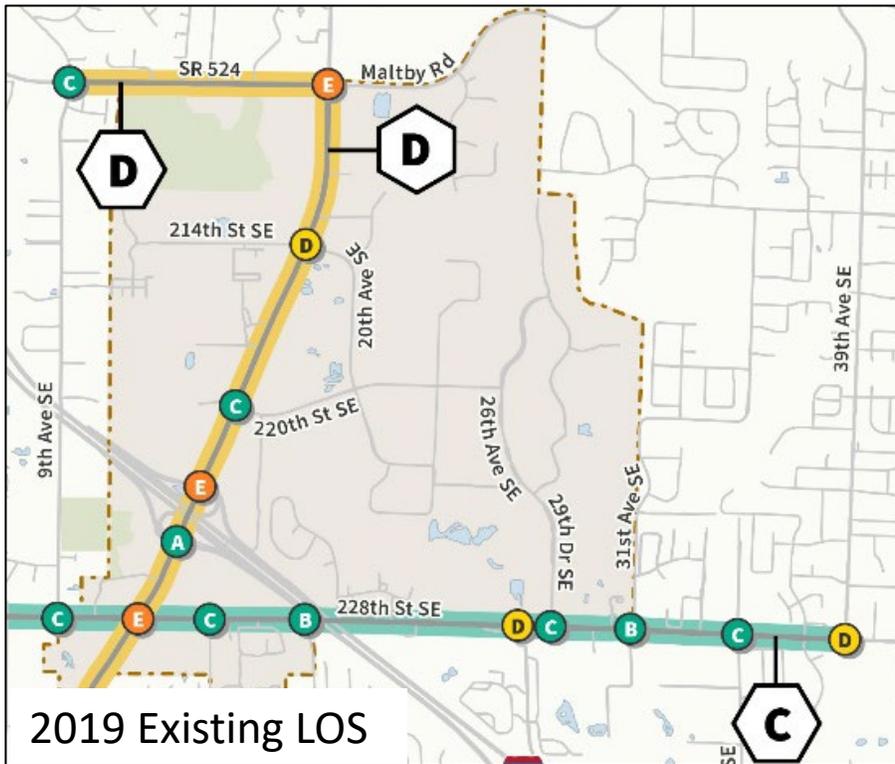
- The District appreciates the need to address the subarea development as a regional growth center. However, both the Business Plus Alternative and the Live/Work Alternative will have impacts to the District... the flow and access for the District's busses is critical in terms of moving students related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

Comments generated at the 9th Avenue SE / 214th Street SE neighborhood meeting

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

Transportation

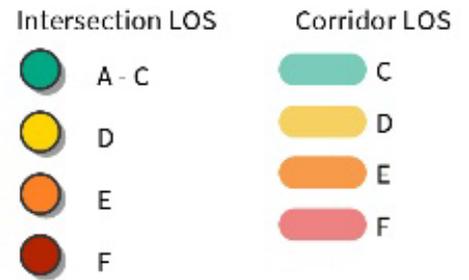
The purpose of the February 19, 2020 Study Session is to focus on land uses. However, transportation background information regarding transportation is provided for Commission information.



2019 Existing LOS



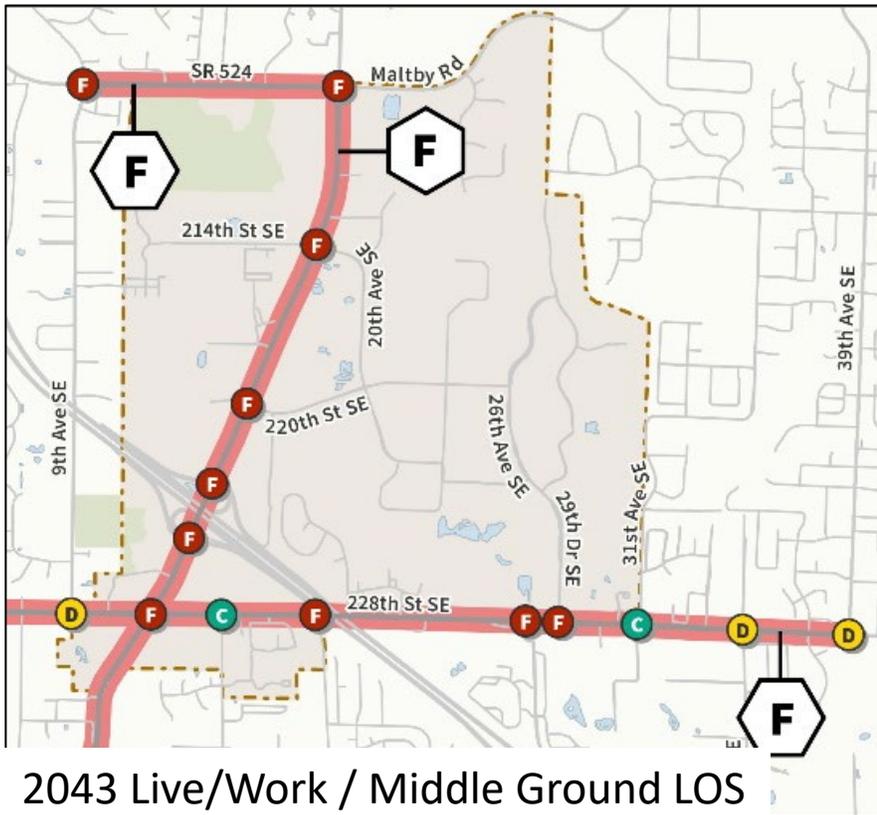
2043 'No Action' LOS



Assumes:

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

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



2043 Live/Work / Middle Ground LOS

Under No Action in the year 2043, two corridors and five out of fifteen intersections will operate at LOS F during the PM peak hour. Under the Mitigated Live/Work alternative, three corridors and 10 of 15 intersections will operate at LOS F. The City's current adopted minimum LOS for corridors is E. The City does not apply an LOS to individual intersections.

The concurrency corridors of SR 527, SR 524, and 228th Street and 10 of 14 intersections are expected to operate at LOS F under the preferred alternative.

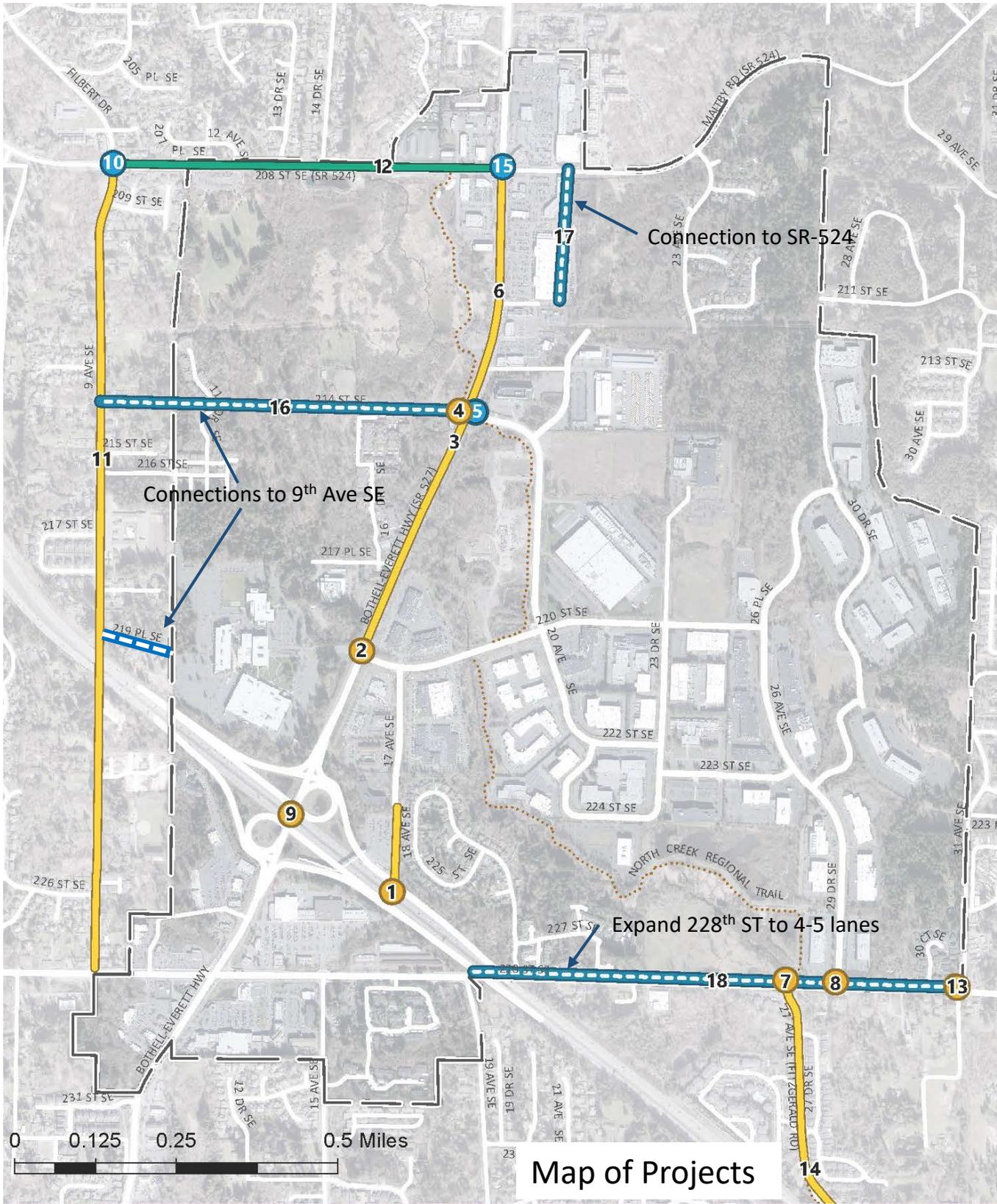
Strategies investigated:

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

The following matrix illustrates the transportation concepts that have been explored to date and whether those concepts were or were not viable:

Project	Viable?	
	Yes	No
SR 527 roundabouts in lieu of signals		●
Add new BAT lanes in addition to new southbound 527 General Purpose lane		●
Grade separation (overhead ramps/bridges) improvements		●
405 interchange at Damson Road		●
Displaced left turn lane intersections		●
North Connection to SR 524 - via 23 rd Ave SE		●
Converting general purpose lanes to BAT lanes along SR-527	●	
West connection to 9 th Ave SE – via 214 th ST SE	●	
West connection to 9 th Ave SE – via 219 th ST SE	●	
North connection to SR-524 (Behind Fred Meyers)	●	
Travel Demand Management Strategies (TDM)	●	
Revise City’s LOS Policy to accept higher delays in Canyon Park	●	
Add BAT lane to southbound SR-527 between SR-524 and I-405 in lieu of a new general purpose lane.	●	

- More Definitive
- Less Definitive



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

Table – Potential Mitigation Project List – Yellow is current Comprehensive Plan projects – Blue is new proposed mitigation projects

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

Comprehensive Plan Projects

-  Intersection Project
-  Corridor Project

-  Non motorized Project

Potential Mitigation Projects

-  Potential Intersection Mitigation
-  Potential Corridor Mitigation

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

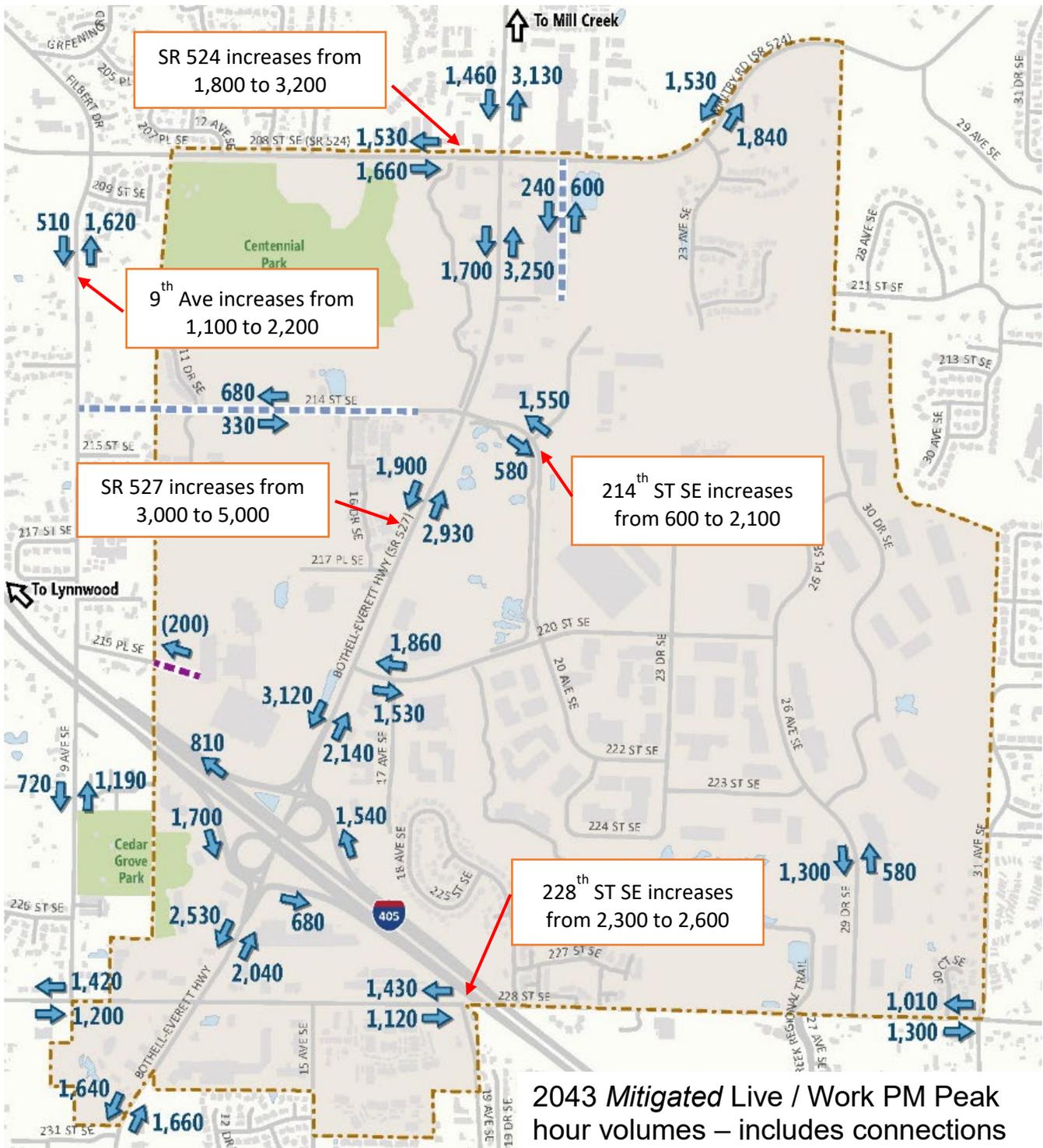
Table. New Transportation Mitigation Projects Summary

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

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

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

The map on the following page shows the 2043 PM Peak hour trips under the *Mitigated Live / Work* Alternative.



2043 PM Mitigated Live/Work and Middle Ground Preferred Alternatives

- +6,500 new PM peak hour trips compared to 2019 conditions

2043 No Action – Current Comprehensive Plan

- +4,000 new PM peak hour trips compared to 2019 conditions

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

Next Steps

Tentative dates – Subject to revision

March

- 3/4/20 - Commission Public Hearing – Preferred Alternative and Subarea Plan
- 3/17/20 City Council Study Session – Preferred Alternative
- 3/18/20 Commission Public Hearing – Preferred Alternative and Subarea Plan – Action

April

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

May

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

June

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

July

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