

# AGENDA

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## BOTHELL PLANNING COMMISSION

\*\*\*VIRTUAL MEETING\*\*\*

Bothell City Hall, 18415 101st Avenue NE  
September 2, 2020, 6:00 PM

Pursuant to Governor Inslee's Stay Home, Stay Healthy Proclamation, and in effort to curtail the spread of the COVID-19 virus, this Planning Commission meeting may be conducted remotely. In anticipation of Proclamation 20-28 expiring on September 1, 2020, attendance will be allowed in person as well as remotely. You may listen to the meeting live over the telephone or attend in person.

*Those wishing to attend in person will be subject to social distancing and maximum occupancy mandates and will be required to wear a face-covering.*

- [Watch the meeting LIVE](#) online
- Watch the meeting live on BCTV Cable Access Channels 21/26 (must have Frontier/Comcast Cable)
- Listen to the meeting live by phone: +1-510-338-9438 USA Toll - Access code: 126 931 4190
- **If you are going to attend the meeting in person you are encouraged to contact Michael Kattermann at [Michael.kattermann@bothellwa.gov](mailto:Michael.kattermann@bothellwa.gov) by 3:00 PM. (day of the meeting)**
- **If you plan on attending the meeting remotely and want to provide public comments/testimony or would like to submit written comments please email Michael Kattermann at [Michael.kattermann@bothellwa.gov](mailto:Michael.kattermann@bothellwa.gov) by 3:00 PM. (day of the meeting)**

Planning Commission meetings are also recorded and available the next day on the [City of Bothell YouTube Channel](#).

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### 1. CALL TO ORDER

### 2. PUBLIC COMMENTS

If you wish to comment (either in writing or orally) please submit your comments or request to [michael.kattermann@bothellwa.gov](mailto:michael.kattermann@bothellwa.gov) prior to 3PM (day of meeting). Persons making oral comments will be allowed 3 minutes to speak. All comments will be made part of the record.

### 3. APPROVAL OF MINUTES

- a. July 1, 2020
- b. July 8, 2020
- c. July 22, 2020

### 4. NEW BUSINESS

### 5. PUBLIC HEARING

- a. Downtown Public Space Code Amendments
- b. Canyon Park Subarea Plan Update cont'd

### 6. STUDY SESSION

### 7. OLD BUSINESS

### 8. REPORTS FROM STAFF

### 9. REPORTS FROM MEMBERS

### 10. ADJOURNMENT

## Projected Schedule of Land Use Items

**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 101<sup>st</sup> Avenue NE** unless otherwise noted.  
For planning purposes only: schedule subject to change without notice

### September 2020

Monday	Tuesday	Wednesday	Thursday	Friday
	<b>1</b>	<b>2</b> <i>Downtown Public Space Code Amendments Public Hearing</i>  <i>Canyon Park Subarea Plan Update cont'd Public Hearing</i>	<b>3</b>	<b>4</b>
<b>7</b>	<b>8</b> <b>Limited Parking Reductions and Affordable Housing Incentive Code Amendments Public Hearing &amp; Action</b>	<b>9</b>	<b>10</b>	<b>11</b>
<b>14</b>	<b>15</b> <b>Extension of Interim Ordinance adopted by Council April 7, 2020 Public Hearing &amp; Action</b>	<b>16</b> <i>Canyon Park Subarea Plan Update cont'd Public Hearing</i>	<b>17</b>	<b>18</b>
<b>21</b>	<b>22</b> <b>Landmark Preservation Board</b>	<b>23</b>	<b>24</b>	<b>25</b>
<b>28</b>	<b>29</b>	<b>30</b>		

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# July 1, 2020 Minutes

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**BOTHELL PLANNING COMMISSION**

**REGULAR MEETING – July 1, 2020**

**COMMISSIONERS PRESENT:** Kevin Kiernan

**COMMISSIONERS PRESENT (via WebEx):** Jenne Alderks, Carston Curd (arrived at 6:06 p.m.), Sarah Gustafson, Amanda Dodd Olson, Brad Peistrup, David Vliet

**COMMISSIONER ABSENT AND EXCUSED:** None

**STAFF PRESENT:** Community Development Director Michael Kattermann

**STAFF PRESENT (via WebEx):** Senior Planner Dave Boyd, Senior Planner Bruce Blackburn

**CALL TO ORDER:** The Regular Meeting of the Bothell Planning Commission was called to order by Chair Kevin Kiernan on July 1, 2020, at 6:00 p.m. in the Council Chambers at the Bothell Town Hall, 18415 101<sup>st</sup> Avenue NE.

**PUBLIC COMMENTS:** None

Public comments were submitted via email from the following:

- Ann Aagaard submitted comments regarding the Canyon Park subarea plan, wetland buffers and policies related to this.
- Van Ness Feldman – Canyon Park Business Center Owners Association – regarding WSDOT express toll lane and traffic concerns related to that.
- 10W – Transportation consultants for the Canyon Park Business Center Owners Association - WSDOT express toll lane.
- Roger Belanich (2 letters) – regarding property that he owns in the study area and zoning requests.

**APPROVAL OF MINUTES:**

<b>CURD MOVED TO APPROVE THE MINUTES FOR JUNE 17, 2020. ALDERKS SECONDED. MOTION PASSED WITH ALL PRESENT IN FAVOR.</b>
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**NEW BUSINESS:** None

**PUBLIC HEARING:** None

**STUDY SESSION:**

Chair Kiernan opened the study session on Limited Parking Reductions & Height Allowances Code Amendments by introducing Senior Planner David Boyd who shared a presentation on these code amendments.

Discussion ensued

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

Chair Kiernan continued the study session and turned the meeting over to Senior Planner Bruce Blackburn and Rachel Miller, Senior Associate with MAKERS Architecture. Blackburn and Miller provided a presentation update on the Canyon Park Subarea Plan – Draft Plan.

Discussion ensued

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

**OLSON MOVED TO EXTEND THE MEETING 15 MINUTES. VLIET SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.**

**OLD BUSINESS:** None

**REPORTS FROM STAFF:**

- Commissioner Peistrup will not be attending the July 8 meeting. Director Kattermann reminded the Commissioners to please let staff know if they are not able to attend a meeting so that it is assured that we have a quorum.

**REPORTS FROM MEMBERS:** None

**ADJOURNMENT:**

**OLSON MOVED TO ADJOURN. PEISTRUP SECONDED. MOTION PASSED WITH ALL PRESENT IN FAVOR.**

The meeting was adjourned at 9:09 P.M.

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# July 8, 2020 Minutes

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**BOTHELL PLANNING COMMISSION**

**REGULAR MEETING – July 8, 2020**

**COMMISSIONERS PRESENT:** Kevin Kiernan

**COMMISSIONERS PRESENT (via WebEx):** Jenne Alderks, Carston Curd, Sarah Gustafson, Amanda Dodd Olson, David Vliet

**COMMISSIONER ABSENT AND EXCUSED:** Brad Peistrup

**STAFF PRESENT:** Community Development Director Michael Kattermann

**STAFF PRESENT (via WebEx):** Senior Planner Bruce Blackburn, Capital Division Manager Steve Morikawa

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

**PUBLIC COMMENTS:** None

**APPROVAL OF MINUTES:** None

**NEW BUSINESS:** None

**PUBLIC HEARING:**

Chair Kiernan opened the Public Hearing on the Canyon Park Subarea Plan Update by introducing Senior Planner Bruce Blackburn who asked to continue the public hearing to July 15, 2020, after public testimony.

Public Testimony:

- Roger Belanich – Canyon Park Business Owner – see video for detailed testimony.

<p><b>OLSON MOVED TO CONTINUE THE CANYON PARK SUBAREA PLAN UPDATE HEARING UNTIL JULY 15, 2020. CURD SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</b></p>
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**STUDY SESSION:**

Chair Kiernan opened the study session and turned the meeting over to Senior Planner Bruce Blackburn who introduced Bob Bengford and Rachel Miller with MAKERS Architecture. Bengford provided a presentation on preliminary draft regulations for the Canyon Park subarea. Blackburn and Miller provided a presentation update on the Canyon Park Subarea Plan – Draft Plan.

Discussion ensued during both presentations.

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

**OLD BUSINESS:** None

**REPORTS FROM STAFF:**

- Director Kattermann shared that the OPMA waiver was extended until August 1, 2020.
- Staff is meeting with the Canyon Park Business Center Owners Association the week July 13<sup>th</sup>
- Briefing with Bothell City Council on July 14.

**REPORTS FROM MEMBERS:** None

**ADJOURNMENT:**

**ALDERKS MOVED TO ADJOURN. VLIET SECONDED. MOTION PASSED WITH ALL PRESENT IN FAVOR.**

The meeting was adjourned at 8:59 P.M.

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# July 22, 2020 Minutes

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**BOTHELL PLANNING COMMISSION**

**REGULAR MEETING – July 22, 2020**

**COMMISSIONERS PRESENT:** Kevin Kiernan

**COMMISSIONERS PRESENT (via WebEx):** Jenne Alderks, Carston Curd, Sarah Gustafson, Amanda Dodd Olson, Brad Peistrup, David Vliet

**COMMISSIONER ABSENT AND EXCUSED:** None

**STAFF PRESENT:** Community Development Director Michael Kattermann

**STAFF PRESENT (via WebEx):** Senior Planner Dave Boyd

**CALL TO ORDER:** The Regular Meeting of the Bothell Planning Commission was called to order by Chair Kevin Kiernan on July 22, 2020, at 6:00 p.m. in the Council Chambers at the Bothell Town Hall, 18415 101<sup>st</sup> Avenue NE.

**PUBLIC COMMENTS:** None

**APPROVAL OF MINUTES:** None

**NEW BUSINESS:** None

**PUBLIC HEARING:**

Chair Kiernan opened the Public Hearing on the Canyon Park Subarea Plan Update.

Public Testimony: (see video for detailed testimony)

- Molly Lawrence, Van Ness Feldman for Canyon Park Business Center Owners Association
- Marc Cummings, Life Sciences Washington
- Ann Aagaard, Bothell, WA

Director Kattermann asked to continue the public hearing to September 2, 2020.

<p><b>CURD MOVED TO CONTINUE THE CANYON PARK SUBAREA PLAN UPDATE HEARING UNTIL SEPTEMBER 2, 2020. OLSON SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.</b></p>
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Chair Kiernan opened the Public Hearing on Limited Parking Reductions and Affordable Housing Incentives by introducing Senior Planner Dave Boyd who shared a presentation. There was no one requesting to testify.

**OLSON MOVED TO CLOSE THE PUBLIC HEARING ON LIMITED PARKING REDUCTIONS AND AFFORDABLE HOUSING INCENTIVES. VLIET SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.**

**GUSTAFSON MOVED TO MODIFY PROPOSED CODE AMENDMENT BMC12.16.110 C. AND E. TO CHANGE ¼ MILE TO ½ MILE. ALDERKS SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.**

**ALDERS MOVED TO ADOPT THE LANGUAGE PROPOSED BY DAVE BOYD IN FINDING 17. CURD SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.**

**OLSON MOVED TO APPROVE COMMISSION FINDINGS, CONCLUSIONS AND RECOMMENDATIONS AS AMENDED AND TO RECOMMEND COUNCIL APPROVE PROPOSED CODE AMENDMENTS AS AMENDED. CURD SECONDED AND IT PASSED WITH ALL PRESENT IN FAVOR.**

**STUDY SESSION:** None

**OLD BUSINESS:** None

**REPORTS FROM STAFF:**

- Director Kattermann shared that Council adopted Title 22 and Downtown Historic Preservation Code Amendments.

**REPORTS FROM MEMBERS:** None

**ADJOURNMENT:**

**CHAIR KIERNAN ADJOURNED THE MEETING**

The meeting was adjourned at 8:33 P.M.

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# **Downtown Public Space Code Amendments Public Hearing & Recommendation**

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# MEMORANDUM

## Community Development Department



City of Bothell

**DATE:** September 2, 2020  
**TO:** Planning Commission  
**FROM:** Dave Boyd, Senior Planner

**SUBJECT: Downtown Public Space Code Amendments – Continued Public Hearing**

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**Note:** Some text is repeated from past memos for context and background, especially for members of the public who may not have received previous memos.

### **Purpose/Action**

The purpose of this public hearing, continued from February 5, 2020, is to review and approve proposed Planning Commission Findings, Conclusions and Recommendation, included as **Attachment 2**.

### **Background**

The Commission received additional staff analysis and provided additional direction on the draft regulations at a June 3 briefing, including a revised comparison table showing built and proposed downtown projects with different public space options, **Attachment 1**.

The basis for the public space requirement can be found in the Community Vision section of the Downtown Subarea Plan & Regulations (part of the Comprehensive Plan for the Downtown Subarea), which envisions the creation of “a sequence of unfolding spaces that inspire people to walk and to linger in the center of the city.”

In addition, including public space as part of private development serves to break up building mass and provide relief from the denser development of downtown. Even spaces that are only visually accessible can provide breathing room, additional landscaping and more solar access. Public space in the form of passages, especially in larger townhome developments, also augments pedestrian connections, makes the downtown more walkable and provides opportunities for neighbors to meet and interact.

In the 2018 Planning Docket, Council initiated amendments to the downtown public open space regulations to achieve better outcomes and to better clarify those requirements as independent of the separate citywide parks and open space impact fees. Planning Commission began review of the public open space regulations along with other downtown plan and code amendments. Due to the overall scope of these amendments, the initial effort was limited to a minor, technical amendment intended to distinguish the downtown public open space requirement from the citywide parks and open space impact fee. Thus, the general term which also includes private outdoor space is changed from “open space” to “outdoor space” and “public open space” will be referenced as “public space” from this point forward. More detailed examination of ways to assure better outcomes for the downtown designated public space requirements was deferred to 2019 and has carried forward into 2020, with a significant interruption due to COVID-19.

## Analysis

For earlier analyses of the downtown public space requirements, please refer to the June 5, July 17, September 18, November 6, and December 4, 2019 and January 8, February 5 and June 3, 2020 Planning Commission packets. Below are additional analyses based on feedback from the Commission at the February 5 public hearing and June 3 briefing, as well as from development review staff. Past packets are available online at <http://www.bothellwa.gov/AgendaCenter/Planning-Commission-4>.

The quality of public spaces was discussed in some depth at the initial Planning Commission meetings on this subject and addressed in proposed code amendments last presented in the November 6 packet, along with one additional measure introduced at the February 5 public hearing. These amendments include a number of measures to ensure that the public spaces are more clearly open to the public and better serve a public benefit. Those measures include signage to mark these spaces as public, stronger measures to provide amenities like seating and public art where appropriate and to avoid or treat blank walls.

The later meetings have focused on the amount of public space required. At the January 8 public hearing, staff presented analysis of a requirement based on the floor area of the building rather than per dwelling unit (the method currently applied to office buildings) in order to reduce the amount for apartment buildings that struggle to meet the requirement, while keeping roughly the amount for townhomes, which have been able to meet or exceed the requirement. The Commission was generally supportive of that approach, but wanted additional analysis, which was provided at the February 5 hearing and expanded upon at the June 3 briefing.

Other proposals, like exempting smaller projects from the public space requirement, limiting the use of in-lieu fees for larger projects, and transferring required public space between downtown projects by the same developer have received general support from the Commission.

### Amount required

The current method of calculation for residential requires a specified amount of square footage per *dwelling unit*. For office uses the calculation is based on the *floor area* of the building. Two options were presented to apply the office methodology to residential uses as well, one using the same percentages used for offices, another with higher percentages for apartment projects. This approach would remove density (i.e. dwelling units/acre) from the equation and more directly link the calculation to the potential occupancy of the building. For example, an apartment building with all one-bedroom units would have a greater unit density than an equally sized apartment building with some two- and three-bedroom units. The latter building could have more residents, but would be required to provide less public space based on the current method of calculation.

Attachment 1 provides a comparison of options for different amounts and methods for calculating public space requirements and how those would apply to different existing and proposed developments in two groups of downtown districts – Downtown Neighborhood on one hand, and Downtown Transition, SR 522 Corridor and General Downtown Corridor, which all have the same public space requirements, on the other.

The top table lists the current requirements in addition to the option for a reduction to 60% of the current level paired with a maximum cap on the amount of site area that would be provided to meet public space requirements, as previously discussed. This could be applied in conjunction with any method for calculation or for any amount of requirement. The purpose of this cap would be to provide predictability to an applicant on the maximum amount of space that would be required. The analysis indicates that only apartment projects would benefit from such a cap, and only if a per-unit requirement is retained. The 60% reduction of the per-unit requirement is retained in Attachment 1 for comparison, and to show that it would reduce the amount of public space required, and provided, by townhome projects built to date.

The fact that office projects in downtown have been able to meet or exceed the current requirement indicates that the requirements for office may not need to be amended, as previously proposed. It also raises the possibility of basing the requirement for residential on the same percentage of floor area used for office space, rather than adjusting the per unit requirement. This would have the effect of reducing the overall amount of required public space across the board, but requiring relatively more public space for projects with larger units, like townhomes, which have been able to meet the current requirements. One pair of columns in the bottom table of Attachment 1 shows the effect of such an approach on the completed projects. Another pair of columns in that table provides different percentages for townhomes and apartments to arrive at an amount in both cases that is closer to the current requirement.

A recent submittal for affordable housing that includes micro-apartments and small efficiency dwelling units raises new questions about how a dwelling unit is defined and the requirements for public space (as well as parking). The micro-apartment portion of the proposal groups up to 18 bedrooms with private bathroom facilities around a common area with a full kitchen. If the individual units are treated as dwellings, the current dwelling-unit based requirement would result in an amount of public space that would likely be prohibitive. Conversely, treating as many as 18 bedrooms around a common kitchen as a single unit would likely result in an inadequate public space requirement. Using a requirement based on project floor area would likely result in a more equitable result. This project is in Attachment 1, with figures for both the applicants' proposals to count residential suites as one unit and a more conservative approach that treats each rentable private room as a unit. The entry uses the applicants' proposals to provide public space in the form of courtyards in the three proposed buildings, and notes that they would likely not meet the requirements for public space.

Staff recommends a residential requirement based on floor area, as proposed *at the February 4 hearing and revised for the June 3 briefing*. This, together with a 10% allowance for in-lieu fees on larger projects would provide reasonable reductions for apartment projects and similar amounts as the current requirements for townhomes. This would provide the following:

- Reduction in the amount of required open space for apartment style projects to levels comparable to what such developments have been able to provide to date.
- Reduced need to use in-lieu fees to meet the requirement for apartment projects.
- Roughly the same amount of public space required for townhome developments, which have been able to meet the current requirements.
- Eliminate need to provide a cap on the percent of lot area required for public space.

Both options would provide a requirement that can be applied to micro-apartments and other emerging trends without having to develop standards for how to define a dwelling unit. The enhanced requirements and guidelines for public space will help ensure that the public spaces provided are of higher quality and more clearly public.

#### In-lieu fees

After each column in Attachment 1 indicating the revised required amount is a calculation for an additional 10% reduction that the developer could achieve by paying an in-lieu fee on larger projects. This would be at the option of the developer and provide some flexibility in meeting the public space requirement, and removing the requirement that in lieu fees require director's approval eliminates some uncertainty. No other fee in-lieu options, including at the director's discretion, would be allowed for larger projects.

Projects on smaller sites would be eligible to pay the fee in-lieu for the full amount of public space required. This option would be at the discretion of the applicant and would only apply to projects required to provide between 1,000 square feet and 3,000 square feet of public space.

#### Exemption for small projects

At past public hearings Commissioners expressed support for an exemption for projects that have a requirement of less than 1,000 square feet.

#### Transfer of public space

At past meetings the Commission discussed adding regulations to explicitly allow transfer of public space between downtown projects by the same developer, as has been allowed in one instance. A concern was raised regarding the proximity of the sites. The proposed code amendments requires that transfers must be within one half mile, which would permit the transfer that was allowed between The 104 and Six Oaks and the one proposed between the Ross Road Apartments and the Harbour Homes office project on 98<sup>th</sup> Ave NE, but would not allow a transfer from the Post Office site to Block A (former Bothell Bike and Ski), for example.

#### Credit for otherwise non-compliant and/or off-site connections:

The Commission has expressed support for allowing credit for otherwise non-compliant and/or off-site connections, such as the walkway along the south side of the 98<sup>th</sup> Avenue Apartments that connects 96<sup>th</sup> and 98<sup>th</sup> Avenues NE via the private section of NE 183<sup>rd</sup> Street between Dawson Square and The Landing.

#### Quality of public spaces:

Measures to achieve better results were discussed and included in earlier proposed drafts and are included in the proposed amendments.

### **Action**

Approve the Proposed Findings, Conclusions and Recommendations.

### **Attachments**

1. Revised Downtown Bothell Public Space Comparisons
2. Proposed Findings, Conclusions and Recommendations
3. Proposed Code Amendments (Exhibit A to Findings)

*Attachment 1 - Downtown Bothell Public Space  
Comparisons*

## Downtown Bothell Public Space Comparisons – REVISED 5/26/20

### Adjusting Current per-unit requirement

DT, GDC & 522 Projects (% site area)	Units/ Office Area	Total GFA <sup>6</sup>	NFA <sup>8</sup>	Amount provided or proposed	Current Requirement: 150sf/unit, 10% office	90sf/unit 10% office	-10% ILF	20% of site area
Ross Rd. Apartments (19%)	95	<sup>9</sup> 62,498sf	<sup>9</sup> 54,902sf	8,353sf proposed	14,250sf	8,550sf	7,695sf	7,403sf
Dawson Square (9%)	45	<sup>7</sup> 93,330sf	<sup>7</sup> 93,330sf	8,661sf provided	6,750sf	4,050sf	3,650sf	18,526sf
The Landing (9%)	58	<sup>7</sup> 102,138sf	<sup>7</sup> 102,138sf	8,827sf provided	8,700sf	5,220sf	4,698sf	18,730sf
10304 185 <sup>th</sup> Townhomes (5%)	13	<sup>10</sup> 21,168sf	<sup>10</sup> 21,168sf	740 proposed	<sup>1</sup> 1,950sf	1,170sf	<sup>1</sup> 1,053sf	3,204sf
10320 185 <sup>th</sup> Townhomes	5	<sup>10</sup> 8,267sf	<sup>10</sup> 8,267sf	0 proposed	<sup>1</sup> 750sf	450sf	<sup>1</sup> 405sf	1,439sf
Bothell Micros ( <sup>11</sup> 11%)	<sup>11</sup> 64-119	<sup>10</sup> 41251sf	<sup>10</sup> 24,825sf	<sup>11</sup> 7,080 proposed	<sup>11</sup> 9,600-17,850sf	<sup>11</sup> 5,760-10,710sf	5,184-9,639sf	13,318sf
Forest Ridge (33%) <sup>12</sup>	106	85,474sf	<sup>12</sup> 64,106sf	<sup>12</sup> 16,588sf proposed	15,900sf	9,540sf	8,586sf	9,568sf
DN Projects (% of site area)					Current Requirement: 100sf/unit, 6% office	60sf/unit 6% office	-10% ILF	20% of site area
The 104 (12%)	115	142,783sf	<sup>8</sup> 88,141sf	6,959sf provided <sup>2</sup>	11,500sf	6,900sf	6,210sf	11,612sf
The Pop (34%)	118 14,071sf	106,412sf	<sup>8</sup> 92,341sf	15,629 provided <sup>3</sup>	12,644sf	7,830sf	6,879sf	9,153sf
Edition Apartments (15%)	135	160,833sf	<sup>8</sup> 120,552sf	6,110sf provided <sup>4</sup>	13,500sf	8,100sf	7,290sf	8,201sf
98 <sup>th</sup> Ave Apartments (3%)	79	88,606sf	<sup>10</sup> 57,953sf	1,467sf provided <sup>5</sup>	7,900sf	4,740sf	4,266sf	11,164sf
Harbour Homes office (12%)	0 17,668sf	<sup>10</sup> 17,768sf	<sup>10</sup> 10,729sf	2,099sf proposed	<sup>1</sup> 1,066sf	711sf	<sup>1</sup> 640sf	3,584sf
Fir Street Flats (13%)	3 583sf	5,233sf	4,253sf	335sf proposed	<sup>1</sup> 335sf	203sf	<sup>1</sup> 183sf	528sf

### Proposed options for a floor area based requirement

DT, GDC & 522 Projects (% site area)	Units/ Office Area	Total GFA <sup>6</sup>	NFA <sup>8</sup>	Amount provided or proposed	Current Requirement: 150sf/unit, 10% office	15% NFA apts, 9% townhomes	-10% ILF	10% total NFA <sup>6</sup>	-10% ILF
Ross Rd. Apartments (19%)	95	<sup>9</sup> 62,498sf	<sup>9</sup> 54,902sf	8,353sf proposed	14,250sf	8,235sf	7,763sf	5,490sf	4,941sf
Dawson Square (9%)	45	<sup>7</sup> 93,330sf	<sup>7</sup> 93,330sf	<sup>9.3%</sup> 8,661sf provided	<sup>7.2%</sup> 6,750sf	8,400sf	7,560sf	9,333sf	8,400sf
The Landing (9%)	58	<sup>7</sup> 102,138sf	<sup>7</sup> 102,138sf	<sup>8.6%</sup> 8,827sf provided	<sup>8.5%</sup> 8,700sf	9,192sf	8,273sf	10,214sf	9,192sf
10304 185 <sup>th</sup> Townhomes (5%)	13	<sup>10</sup> 21,168sf	<sup>10</sup> 21,168sf	740 proposed	<sup>1</sup> 1,950sf	1,905sf	1,715sf	<sup>12</sup> 1,117sf	1,905sf
10320 185 <sup>th</sup> Townhomes	5	<sup>10</sup> 8,267sf	<sup>10</sup> 8,267sf	0 proposed	<sup>1</sup> 750sf	<sup>1</sup> 743sf	<sup>1</sup> 669sf	<sup>1</sup> 827sf	744sf
Bothell Micros ( <sup>11</sup> 11%)	<sup>11</sup> 64-119	<sup>11</sup> 41,251sf	<sup>11</sup> 24,825sf	<sup>11</sup> 7,080sf proposed	<sup>11</sup> 9,600-17,850sf	<sup>11</sup> 3,724sf	3,351sf	<sup>12</sup> 4,483sf	2,234sf
Forest Ridge (33%)	106	85,474sf	<sup>12</sup> 64,106sf	<sup>12</sup> 16,588sf proposed	15,900sf	9,616sf	8,654sf	6,411sf	5,769sf
DN Projects (% of site area)					Current Requirement: 100sf/unit, 6% office	10% NFA apts, 6% office+townhomes	-10% ILF	6% total NFA <sup>8</sup>	10% ILF
The 104 (12%)	115	142,783sf	<sup>8</sup> 88,141sf	6,959sf provided <sup>2</sup>	11,500sf	8,814sf	7,933sf	5,288sf	4,760sf
The Pop (34%)	118 14,071sf	106,412sf	<sup>8</sup> 92,341sf	15,629 provided <sup>3</sup>	12,644sf	9,234sf	8,311sf	5,108sf	4,597sf
Edition Apartments (15%)	135	160,833sf	<sup>8</sup> 120,552sf	6,110sf provided <sup>4</sup>	13,500sf	12,055sf	10,850sf	7,233sf	6,510sf
98 <sup>th</sup> Ave Apartments (3%)	79	88,606sf	<sup>10</sup> 57,953sf	1,467sf provided <sup>5</sup>	7,900sf	5,795sf	5,216sf	<sup>13</sup> 4,477sf	3,129sf
Harbour Homes office (12%)	0 17,668sf	<sup>10</sup> 17,768sf	<sup>10</sup> 10,729sf	2,099sf proposed	<sup>1</sup> 1,066sf	<sup>1</sup> 644sf	579sf	<sup>1</sup> 644sf	579sf
Fir Street Flats (13%)	3 583sf	5,233sf	4,253sf	335sf provided	<sup>1</sup> 335sf	<sup>1</sup> 425sf	<sup>1</sup> 383sf	<sup>1</sup> 255sf	<sup>1</sup> 230sf

DN = Downtown Neighborhood district

DT = Downtown Transition district, GDC = General Downtown Corridor district, 522 = SR 522 Corridor district. All have same public space requirement.

<sup>1</sup> 10% in-lieu-fee limit would not apply to projects with a public space requirement of less than 3,000sf, and those with less than 1,000sf would be exempt, as written in the draft amendments.

<sup>2</sup> The 104 requested and was allowed to transfer the remainder of their required open space to the Six Oaks site.

<sup>3</sup> The Pop proposed and was allowed to provide its Phase 1 public space in a second-level terrace and a passage partly shared with the parking entrances and partly on an easement shared with Northshore School District, connecting to Horse Creek Plaza, and to treat Phase 1 and 2 public space as one project.

<sup>4</sup> Edition Apartments paid an in lieu fee for 55% of its required public space.

<sup>5</sup> 98<sup>th</sup> Avenue Apartments is paying an in lieu fee for 69% of its required public space, but is also providing a pedestrian connection along its south frontage, connecting to 183<sup>rd</sup> St. to the west. The in lieu fee would be limited to 10% in the proposed amendments.

<sup>6</sup> Gross Floor Area for a project, regardless of uses, minus parking.

<sup>7</sup> Based on KCA average unit size.

<sup>8</sup> Net Floor Area, based on KCA or net usable area minus residential common areas, service spaces and circulation.

<sup>9</sup> Gross and net residential floor area per revised PreApp packet

<sup>10</sup> Areas per permit application (or revisions, per applicant)

<sup>11</sup> Proposal in 522 for a combination of micro-apartments (residential suites) and dormitory or small efficiency dwelling units, which do not fit into current definitions for dwelling units. Areas per Pre-application submittal. Public space proposed is in courtyards, which likely would not meet requirements.

<sup>12</sup> Proposal for apartments in GDC. Areas per revised submittal (original plan for townhomes). NFA based on average % of GFA (75%). Proposed public space includes significant area that cannot be counted.

*Attachment 2 - Proposed Planning Commission  
Findings, Conclusions and Recommendation*

# Downtown Public Space Code Amendments

## Proposed Planning Commission Findings, Conclusions and Recommendation

### Findings

1. **History.** This item was initiated by City Council as part of the 2018 Docket of Plan and Code Amendments. Initial amendments were made in 2018, with more detailed amendments deferred to 2019 and continued in 2020.
2. **Geographic Location.** The proposed code amendments would apply to the Downtown Subarea.
3. **Proposed Action.** The proposed code amendments would revise the regulations for outdoor space associated with development in downtown Bothell, including:
  - a. Provisions to improve required public space by strengthening design regulations to achieve better quality spaces and adding signage regulations to make clear that such spaces are open to the public
  - b. Revising the requirement for provision of public space for residential development to be based on floor area rather than number of units in order to address issues that have arisen in apartment style developments
  - c. Exempting small developments from public space requirements
  - d. Limiting the use of in lieu fees for larger projects
  - e. Adding a requirement for private outdoor space in the Downtown Core to match what is required in adjacent districts and has been provided in developments to date
4. **Public Meetings.** The Planning Commission held a study session on June 5, 2019, and a public hearing on July 17, September 18, November 6, December 4, 2019 and January 8 and February 5, 2020, a briefing on June 3, 2020 and a continued hearing on September 2, 2020 regarding the proposed Code amendments.
5. **Public Notice.** Public notice for the proposed code amendments was provided through the following methods:
  - a. *Imagine Bothell...* notice. The City of Bothell provides a monthly notice to citizens, interested parties and news media which, in general, describes upcoming hearings, the topics of those hearings, and explains potential ramifications of decisions which may occur from actions of the City. This notice is provided at the end of the month for the subsequent month's hearing schedule. The *Imagine Bothell...* notice also contains information which directs inquiries to city staff, the City web page, and telephone contact numbers.

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

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

## Planning Commission Deliberations

- 6. The Planning Commission makes the following specific findings regarding the proposed code amendments. These findings are based upon public testimony the Planning Commission received during the public hearing, information provided to the Planning Commission by staff, and Planning Commission deliberations.
- 7. Public space regulations should not reduce the intensity of development desired to create a dense, walkable downtown.
- 8. The proposed amendment will improve the quality of public spaces and make them more clearly open to the public through signage and other design regulations and elements.
- 9. The current regulations have been difficult to meet for apartment developments outside of the Downtown Core district, where there is no required public space, and are more than other area jurisdictions, creating a potential disincentive for continued development in downtown Bothell.
- 10. Making the residential requirement based on floor area rather than the number of dwelling units will maintain the requirements that are working well for office and townhome developments and make reasonable adjustments to the amounts being provided for apartment developments, while reducing the need to resort to in lieu fees.
- 11. Revising the provisions for in lieu fees will limit their use on larger projects, while providing greater certainty for prospective developers.
- 12. Exempting smaller projects from public space requirements will encourage smaller infill developments and avoid public spaces that are too small to provide much benefit.
- 13. **Consistency with *Imagine Bothell...* Comprehensive Plan Goals and Policies.**  
The basis for the public space requirement can be found in the Community Vision section of the Downtown Subarea Plan & Regulations (part of the Comprehensive Plan for the

Downtown Subarea), which envisions the creation of “a sequence of unfolding spaces that inspire people to walk and to linger in the center of the city.”

14. **Department of Commerce Review.**

The proposed plan and code amendments will be sent to the Department of Commerce for review following the Planning Commission recommendation.

15. **State Environmental Policy Act (SEPA) Review.**

A SEPA Determination of Non-Significance (DNS) will be issued for the proposed plan and code amendments prior to consideration by City Council.

16. **List of Exhibits** (See Planning Commission packets on City of Bothell website for exhibits)

1. Brian Palidar email, July 9, 2019
2. Sarah Gustafson and David Levitan letter, September 18, 2019
3. Ross Road Apartments site plan, submitted by Jamie Waltier, September 18, 2019
4. Marc Boettcher email, September 18, 2019
5. Tyler Churchill email, January 8, 2020

17. **Public Testimony** (See video recording on City of Bothell website for detailed testimony)

July 17, 2019:

Cary Westerbeck, 9803 NE 183<sup>rd</sup> St, Bothell  
Sarah Gustafson, 10808 NE 154<sup>th</sup> Pl, Bothell  
Amanda Dodd Olson, 23009 2<sup>nd</sup> Ave SE, Bothell

September 18, 2019:

Jamie Waltier, 12957 NE 203<sup>rd</sup> St, Woodinville  
Cary Westerbeck, 9803 NE 183<sup>rd</sup> St, Bothell

January 8, 2020:

David Maul, 19940 Ballinger Way NE, Shoreline WA

February 5, 2020

Cary Westerbeck, 9803 NE 183<sup>rd</sup> St, Bothell

## Conclusions

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

## Recommendation

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

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Kevin Kiernan, Planning Commission Chair

*Attachment 3 - Proposed Downtown Public Space  
Code Amendments*

## Proposed Downtown Public Space Code Amendments

Relevant sections are included below, including sections that may not need amendment, but are included for context. Text boxes are included to explain the following proposed changes. Proposed amendments are shown in underline/~~strike through~~ format below. Skipped sections are indicated by three asterisks: \* \* \*

The table below from the Downtown Core District Requirements is amended to reflect revised terminology and to add a private outdoor space requirement for residential units in DC. In all the tables below, the home occupation requirement is removed because any dwelling unit may have a home occupation.

<b>12.64.304. Provision of <del>Open</del>Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	N/A	N/A
D. Lodging	N/A	N/A
E. Residential:	N/A	<u>N/A60 sqft/DU minimum on average</u>
<del>— E.5. Home Occupation</del>	<del>N/A</del>	<del>N/A</del>

\* \* \*

The table below from the Downtown Neighborhood District Requirements is amended to reflect revised terminology and to revise the public space requirements in DN. Note, in all the tables below office and lodging requirements remain the same, but are expressed as percentage of net floor area.

<b>12.64.304. Provision of <del>Open</del>Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	<u>6% net floor area</u> <del>60 sqft/1000 sqft</del>	N/A
D. Lodging	<u>6% net floor area</u> <del>60 sqft/room</del>	N/A
E. Residential: <u>Townhomes</u>	<u>6% net floor area</u> <del>100 sqft/DU</del>	60 sqft/DU minimum on average
<del>— E.5. Home Occupation</del> <u>Apartments</u>	<del>100 sqft/DU</del> <u>10% net floor area</u>	<u>N/A60 sqft/DU minimum on average</u>

\* \* \*

The table below from the Downtown Transition District Requirements is amended to reflect revised terminology and to revise the public space requirements in DT.

<b>12.64.304. Provision of <del>Open</del>-Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>-Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	<u>10% net floor area</u> <del>100 sqft/1000 sqft</del>	N/A
D. Lodging	<u>10% net floor area</u> <del>100 sqft/room</del>	N/A
E. Residential: <u>Townhomes</u>	<u>9% net floor area</u> <del>150 sqft/DU</del>	60 sqft/DU minimum on average
— <u>E.5. Home Occupation Apartments</u>	<u>150 sqft/DU</u> <u>15% net floor area</u>	<del>N/A</del> <u>60 sqft/DU minimum on average</u>

\* \* \*

The table below from the SR 522 Corridor District Requirements is amended to reflect revised terminology and to revise the public space requirements in 522.

<b>12.64.304. Provision of <del>Open</del>-Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>-Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	<u>10% net floor area</u> <del>100 sqft/1000 sqft</del>	N/A
D. Lodging	<u>10% net floor area</u> <del>100 sqft/room</del>	N/A
E. Residential: <u>Townhomes</u>	<u>9% net floor area</u> <del>150 sqft/DU</del>	60 sqft/DU minimum on average
— <u>E.5. Home Occupation Apartments</u>	<u>150 sqft/DU</u> <u>15% net floor area</u>	<del>N/A</del> <u>60 sqft/DU minimum on average</u>

\* \* \*

The table below from the General Downtown Corridor District Requirements is amended to reflect revised terminology and to revise the public space requirements in GDC.

<b>12.64.304. Provision of <del>Open</del>-Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>-Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	<u>10% net floor area</u> <del>100 sqft/1000 sqft</del>	N/A
D. Lodging	<u>10% net floor area</u> <del>100 sqft/room</del>	N/A
E. Residential: <u>Townhomes</u>	<u>10% net floor area</u> <del>150 sqft/DU</del>	60 sqft/DU minimum on average
— <u>E.5. Home Occupation Apartments</u>	<u>150 sqft/DU</u> <u>15% net floor area</u>	<del>N/A</del> <u>60 sqft/DU minimum on average</u>

\* \* \*

The table below from the Sunrise / Valley View District Requirements is amended to reflect revised terminology and to eliminate the public space requirements in SVV.

<b>12.64.304. Provision of <del>Open</del>-Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>-Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	N/A	N/A
D. Lodging	N/A	N/A
E. Residential:	<del>150 sqft/DU</del> N/A	<del>60 sqft/DU minimum on average</del> N/A
<del>E.5. Home Occupation</del>	<del>150 sqft/DU</del>	<del>60 sqft/DU minimum on average</del>

\* \* \*

The table below from the Parks and Public Open Space District Requirements is amended to reflect revised terminology and to eliminate the outdoor space requirements in PPOS.

<b>12.64.304. Provision of <del>Open</del>-Outdoor Space</b>		
<b>12.64.201 Building Use</b>	<b>Public <del>Open</del>-Space Requirements</b>	<b>Private Outdoor Space Requirements</b>
A. Retail	N/A	N/A
B. Civic & Cultural	N/A	N/A
C. Office	N/A	N/A
D. Lodging	N/A	N/A
E. Residential:	<del>150 sqft/DU</del> N/A	<del>60 sqft/DU minimum on average</del> N/A
<del>E.5. Home Occupation</del>	<del>150 sqft/DU</del>	<del>60 sqft/DU minimum on average</del>

\* \* \*

The proposed change of terminology below is to avoid confusion with the citywide Parks and Open Space Impact Fees. A sentence describing how public space is calculated is added to 12.64.304.B.1 below.

**12.64.304 Provision of ~~Open~~-Designated Outdoor Space**

**A. DEFINITION**

1. ~~Open-Designated Public~~Outdoor Space regulations set forth requirements for the provision and design of ~~open-outdoor~~ spaces and landscaping elements in the Plan Area.
2. These regulations are established to ensure a wide range of ~~public-outdoor~~ spaces that complement the primary public streets and ~~open-designated public~~ spaces in each district.
3. All new ~~open-outdoor~~ spaces within the Plan Area, whether or not they are required by ~~Open Designated Outdoor Space~~ Provision regulations, shall be designed and configured according to the following regulations.

**B. PUBLIC-OPEN SPACE**

1. Public ~~Open~~-Space is required as specified in section 12.64.100 District Requirements. Public space shall be provided as a percentage of net floor area, defined as gross floor area minus enclosed parking area.

The proposed limitation on use of in lieu fees is added below, with changes to allow limited use of in-lieu fees by larger projects.

2. Public ~~Open~~-Space shall be built on the site of the development as development occurs or may be satisfied through payment of in-lieu fees when the amount of public space required is 3,000 square feet or less. Projects that require more than 3,000 square feet of public space may use in-lieu fees for up to 10% of their required public space.
3. Any Public ~~Open~~-Space improvements and/or any in-lieu fee paid under this provision must be separate from and cannot be utilized as a credit for or otherwise offset park open space impact fees.
4. A developer may transfer required public space to a development within the Downtown subarea and within one half mile. Transfers to be completed at a later time shall be accompanied by an agreement to pay an in-lieu fee should the future development not transpire.
5. Public space in-lieu fees may be used to create, enhance and/or activate public space, including street rights-of-way, in the Downtown Subarea, as determined by the Director in coordination with other departments.

\* \* \*

### 12.64.305 General Open Space Requirements

#### A. OPEN SPACE DESIGN

##### 1. Public ~~Open~~-Space

- a. The minimum width of public ~~open~~-space shall be 20 feet.
- b. Where the total required public ~~open~~-space is 3,000 square feet or less, after subtracting area for new streets, the public ~~open~~-space shall be one continuous parcel of land. Where the required public ~~open~~-space totals more than 3,000 square feet, the area may be divided into several usable parcels on the site; provided, that at least one parcel is a minimum of 2,000 square feet in size and all the other parcels are at least 1,000 square feet in size with a minimum width of 15 feet.

In addition to the changes of terminology, hours of access are included below.

- c. All public ~~open~~-spaces shall be publicly accessible and connected to public sidewalks. They shall abut public rights-of-way on at least one side and shall be open to the public ~~24 hours a day~~daily from at least 6:00 a.m. to 10:00 p.m.

In addition to the changes of terminology, maintenance, easement and accessibility requirements are included below.

- d. Public ~~open~~-spaces need not be publicly owned and maintained. Privately owned designated public spaces shall be maintained in good condition by the property owner and protected by a public access easement that must be recorded to run with the property prior to certificate of occupancy.
- e. All public ~~open~~-spaces shall be visible and easily accessible from surrounding streets and avoid masses of shrubs around edges.

In addition to the changes of terminology and signage requirements previously presented, signage for wayfinding along passages is addressed.

f. All designated public spaces shall be signed as such, using a template provided by the City or an approved alternate method, with preference given to creative signage that also explains the history of the site or special features of the public space. Signage for passages shall include wayfinding information as appropriate.

The provision below is added to reflect the current practice, through a Director’s Interpretation, to allow designated public space to act as building area for the purposes of applying frontage coverage, build-to-corner and wrapping of parking lots and structures.

g. For purposes of meeting frontage coverage, build-to-corner and wrapping of parking structures and lots, designated public space may substitute for building area.

The provision below is added and amended to explicitly allow roof decks for private open space.

2. Private Outdoor Space

a. Private Outdoor Space shall be provided in the form of yards, balconies, or patios whose primary access is from the dwelling served, or roof decks and terraces accessible to the residents.

\* \* \*

The changes to the requirements below are intended to provide stronger direction than the current requirements and guidelines, while retaining some degree of flexibility.

B. LANDSCAPING

- 1. All development shall adhere to BMC 12.18.030 existing vegetation retention regulations.
- 2. Designated public spaces shall employ trees and living groundcover where possible and a mix of hardscape and container plantings where over built areas, as appropriate to the use.

C. WALLS AND FENCES

Any blank walls facing designated public spaces shall be treated architecturally or with plantings.

\* \* \*

The changes to the guidelines below are intended to provide additional direction while retaining design flexibility.

**12.64.306 Street and Open-Outdoor Space Guidelines**

\* \* \*

B. PUBLIC SPACES

- 1. Public spaces should provide a variety of seating options, areas of sun and shade for year-round climatic comfort, shelter, and night lighting to encourage public activity and ensure safety.
- 2. Public spaces at or near the sidewalk level are preferred. Public spaces that are not at sidewalk level or that extend into the site should include wayfinding signage, avoid dead-end spaces and have both active (i.e. video) and passive (i.e. overlooking windows, decks, terraces and/or balconies) surveillance.

3. Projects with grouped outdoor mailbox areas are encouraged to incorporate those areas in or adjacent to their public space, including, where appropriate, widened passage areas.

### C. WALLS AND FENCES

#### 1. Frontage Fences and Walls

a. Front yard fences should employ a combination of thick and thin structural elements with thicker elements for supports and/or panel divisions. Fence posts and/or support columns should be defined using additional trim, caps, finials, and/or moldings.

b. All walls should have a cap and base treatment.

c. Frontage walls may occur as garden walls, planter walls, seat walls, or low retaining walls.

d. Entrances and pedestrian “gateways” should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.

#### 2. Screening Fences and Walls

a. Side yards and rear yards may contain landscape features that protect the privacy of the property’s occupants such as landscaping, trees and screening walls.

b. Screening fences and walls should be constructed of materials that are compatible with the architecture and character of the site. Natural colors, a cap or top articulation, and related dimensional post spacing increments should be used at screening fences to enhance compatibility.

c. Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls should include design elements such as textured concrete block, interlocking “diamond” blocks, formed concrete with reveals, or similar materials. Landscape materials should also be used to provide surface relief.

\* \* \*

#### 4. Piers

a. Piers are architectural elements of fences or walls that can add interest to and break up long expanses.

b. Piers are recommended to have a base, shaft and cap composition. Larger piers may be specially designed for gateway or other special locations, and these may incorporate ornamental plaques or signs identifying the building or business; public art such as panels or sculptural elements; and /or light fixtures. Piers may be topped by ornamental finials, light fixtures, or roof caps.

c. Recommended dimensions for masonry piers are approximately 18 inches per side or diameter, and the maximum spacing between piers should be 20 feet.

#### 5. Materials and Colors

a. All fences and walls should be built with attractive, durable materials that are compatible with the character of Bothell (see Section 12.64.500).

b. Appropriate fence materials include wood, masonry, and metal.

i. Wood picket fences are only recommended along residential streets. For wood picket fences, a paint finish or vinyl coating should be applied.

ii. For iron or metal fences, recommended materials include wrought iron, cast iron, welded steel, tubular steel, or aluminum. Metal fences should be mounted on a low masonry wall, and /or between masonry piers.

c. Appropriate wall materials include stone, brick, precast concrete, textured concrete block, or formed concrete with reveals and/or an architectural finish. A stucco finish may be used over a masonry core, except in the Downtown Special Review Area.

i. Exposed block walls should be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks). Plain gray precision-face concrete block walls are discouraged. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.

ii. An anti-graffiti coating is recommended for exposed masonry wall surfaces and should be clean, colorless and without sheen.

d. Support post or pier materials may differ from fence materials; e.g. metal fence panels combined with masonry piers. Recommended materials include brick, terra cotta, and stone, colored or decoratively treated cast-in-place concrete, precast concrete or concrete block, or stucco-faced concrete or concrete block. (Note: Stucco-faced concrete or concrete block are not permitted in the Downtown Special Review Area).

e. Bollards are recommended to be cast iron, cast aluminum, and precast concrete. An anti-graffiti protective coating is recommended for precast concrete.

f. Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.

g. Street and building-mounted metal furnishings should be powdercoated or painted with Waterborne Acrylic Polyurethane, such as Tnemec Series 1080 or similar product. For powdercoated finishes, a chemically compatible UV-protectant clear coat is recommended for prevention of color fading.

#### D. SITE FURNISHINGS

1. Public gathering places and other publicly accessible areas should be detailed with decorative, pedestrian-scaled site furnishings and equipment.

2. Seating, freestanding planters, ornamental solid waste and recycling receptacles, bike racks, drinking fountains, pergolas, trellises, heaters, umbrellas, wind screening, and decorative bollards are recommended.

3. When designing seat walls with straight edges of more than six feet in length, consider detailing that will prevent skateboard damage.

4. Landscape structures and sculptural objects should reference the human scale in their overall massing and detailing.

5. Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete. Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above. Metal surfaces should be coated with highly durable finishes such as aliphatic polyurethane enamel.

#### E. PLANT MATERIALS

1. Plant materials should always be incorporated into new development site design to provide “softening” of hard paving and building surfaces.

2. Mature, existing trees should be preserved whenever possible.

3. Tree sizes should be suitable to lot size, the scale of adjacent structures, and the proximity to utility lines.

4. For street trees and plaza trees to be installed within paved areas, the use of structural soil planting beds, continuous soil trenches, or root path trenches is strongly recommended in order to maximize the ability of the tree to thrive and perform well in the urban environment.

5. Both seasonal and year-round flowering shrubs and trees should be used where they can be most appreciated - adjacent to walks and recreational areas, or as a frame for building entrances and stairs.

6. In general, deciduous trees with open branching structures are recommended to ensure visibility to retail establishments. More substantial shade trees are recommended in front of private residences.

7. Evergreen shrubs and trees should be used for screening along rear property lines, around solid waste/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages.

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# **Canyon Park Subarea Plan Update cont'd Public Hearing**

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# MEMORANDUM

## Community Development



City of Bothell

DATE: September 2, 2020

TO: Planning Commission

FROM: Michael Kattermann, Community Development Director

SUBJECT: Canyon Park Subarea Plan Update, Development Regulations and Planned Action Ordinance - Continued Public Hearing on Draft Documents

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### Objectives

- Receive a briefing on:
  - results of the online open house and online survey;
  - draft subarea development regulations;
  - draft planned action ordinance;
  - remaining steps leading to a recommendation to the City Council;
- Continue to receive public testimony on the draft subarea plan;
- Receive public testimony on the draft development regulations and the draft planned action ordinance; and
- Provide direction to staff on additional information presented to the Commission, deliberate and provide a recommendation to City Council on a Canyon Park preferred alternative.

The overall objective is to provide the Commission with information to formulate a recommendation to the City Council at the Commission meeting on October 7. No action is required at this time.

### Discussion

The Commission has provided direction on the goals and policies of the draft subarea plan during several previous meetings. At the July 8 meeting the Commission received a briefing and provided feedback on preliminary draft sections of the development regulations that will help to achieve the vision in the plan. Attachment 1 is a project summary encapsulating the purpose in updating the plan, the centers criteria required for the regional designation, overall plan goals, and a series of summary tables. The summary tables describe the key policy direction in each element of the draft subarea plan and highlights actions from the plan, the development regulations and the planned action ordinance that are intended to implement the policies.

The summary tables contain four overall questions for each element for the Commission to consider:

1. Are the policies stated clearly? (Please refer to the draft subarea plan for the full text of the policies)
2. Do the policies adequately address the aspects of the relevant goals?
3. Are the implementing actions clear?
4. Are there missing actions or ones that should be removed?

The Commission has answered these questions at various times during discussions over the past several months and this is another opportunity to raise anything that may have been missed or is unclear prior to the final draft of the plan being prepared. The primary focus of this meeting will be on obtaining feedback and direction from the Commission on the newest information – draft development regulations (Attachment 2) and draft planned action ordinance (Attachment 3). These are the two main documents that will implement the plan in terms of new development in the subarea.

Following are specific, remaining issues regarding implementation, mostly in the draft regulations, for which staff is seeking Commission feedback and direction:

#### Land Use

1. Should additional height and/or FAR be used to incentivize other objectives (e.g. affordable housing, solar collectors)?
2. How much capacity should be set aside for height/FAR bonuses (i.e. use current standards as starting point or lower)?

#### Urban Design & Community Livability

1. Prioritize list of potential incentives (alphabetical order-not prioritized):
  - a. Affordable housing
  - b. Affordable commercial space
  - c. Dedication of public space (e.g. major spaces-green stars)
  - d. Green buildings (solar, LEED, water)
  - e. Green stormwater infrastructure
  - f. Other public amenities (e.g. bike/scooter parking, vehicle charging)
  - g. Transfer of Development Rights (may be in combination)
2. Are there other incentives that should be considered?
3. Should gateways have specific development standards?
4. Should same sign standards apply in all Canyon Park zones?

#### Economic Development

1. Should additional actions regarding reaching out to businesses that serve as cultural anchors be added to the draft plan?

### Transportation

1. ED-8 includes access for emergency and delivery vehicles; proposed actions are silent on deliveries – should through-block connections be designed to allow delivery vehicles: Always? Limited by time and/or location? Never?
2. Draft regulations propose reduced parking requirements and the draft subarea plan includes an action to study the feasibility of establishing parking maximums. Should the draft planned action ordinance include a requirement to do a right-size parking study for new development as a short term action with the feasibility study for parking maximums being the long term action?

Attachments 4 and 5 are the results of the virtual open house conducted at two different times on August 6 and the online survey that was live from that date until August 20. The open house summary and survey results are additional sources of public input for the Commission to consider along with public testimony during the ongoing public hearing process. In addition, the Commission has received all of the written comments submitted during the public hearing. These exhibits are also available on the project website. Staff is compiling a list of written comments to identify any other outstanding issues for Commission consideration at the September 16 meeting.

### **Next Steps**

#### September

- 9/2 Commission: continued public hearing, including drafts of subarea plan, development regulations and planned action ordinance; Commission discussion
- 9/16 Commission: continued public hearing, including drafts of subarea plan, development regulations and planned action ordinance; summary of public comments for consideration; Commission discussion and direction to staff on recommendation

#### October

- 10/7 Commission: close public hearing; Action – recommendation to Council on subarea plan, development regulations and planned action ordinance
- 10/20 Council (tentative): update on Canyon Park Subarea Plan Update and briefing on Commission recommendation

#### November

- 11/3 Council: Public Hearing; direction to staff on Council action
- 11/17 Council: Action on subarea plan update, development regulations and planned action ordinance

**Action:** No action is required at this time.

**Attachments:**

1. Project Summary
2. Draft Development Regulations
3. Draft Planned Action Ordinance
4. Summary of Online Open House
5. Online Survey Results

# *Attachment 1 - Project Summary*

## DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY

### **INTRODUCTION AND PURPOSE**

The purpose of this document is to provide the Planning Commission with a summary of key information about the center designation, the draft subarea plan, and how the draft development regulations and planned action ordinance implement the goals and policies of the draft subarea plan.

### **BACKGROUND**

There are several reasons for the current need to update the Canyon Park Subarea Plan. One of the most important being that Canyon Park is a vital economic and employment center for this area. The original business center was first developed in unincorporated Snohomish County in the late 1980's and it continued to grow into the 1990's when it was annexed by the City. There is a wide range of businesses serving local, national and international markets, including a life science cluster that represents some of the larger employers.

A second reason for updating the plan is to address changing demographics and lifestyles. Technology companies tend to have a younger workforce with different expectations and lifestyles than the traditional 9 to 5 office worker. The visioning phase of the project revealed a desire for more commute options (i.e. non-sov), more amenities and activities in the subarea, including restaurants and recreational opportunities, and nearby residential to avoid longer, time-consuming commutes. The land use model that encompasses these characteristics is a more urban, walkable mixed-use neighborhood, supported by more robust options for getting to and around the subarea.

Closely related to the previous two reasons is a third – transportation. In addition to more support for non-sov modes, in particular transit, there are major investments being made in bus rapid transit (BRT). Community Transit extended a BRT line from Everett to Canyon Park in 2019 with plans to connect with downtown Bothell and the UW-Bothell/Cascadia College campus in the future. Similarly, Sound Transit is planning a BRT line on I-405 from Lynnwood to Burien with a stop at the existing park-and-ride in Canyon Park. The I-405 BRT will connect with other BRT lines and regional light rail and increase the potential for growth in employment and population in Canyon Park.

The fourth reason is that Canyon Park is a regionally designated growth center that must meet certain criteria in order to retain the designation. Of the 29 regional growth centers (RGC) recognized by the Puget Sound Regional Council (PSRC), Canyon Park is one of only three in Snohomish County, including downtown Lynnwood and downtown Everett. PSRC is responsible for establishing the criteria and procedures for designation of RGCs as well as disbursing federal funds for transportation projects in the region. Most of the funding is awarded on a competitive basis and projects that serve these centers receive additional points in the scoring. The draft subarea plan meets all of the required criteria (see below) which are also aligned with and address the need to update the subarea plan.

## DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY

### Puget Sound Regional Council Regional Growth Center Criteria

New criteria for regional growth centers adopted by PSRC in March 2018 created two categories: Metro and Urban. Canyon Park is categorized as an Urban Growth Center, which is defined as having an important regional role with dense existing jobs and housing, high-quality transit service, planning for significant growth and where major investments – such as high-capacity transit (e.g. BRT) – offer new opportunities for growth. Urban Growth Centers must have an updated subarea plan by 2025 that demonstrates local commitment and investment in the center, feasibility for achieving the target level, and how the following criteria are met:

- ✓ Existing density of 18 activity units per acre minimum
- ✓ Planned target density of 45 activity units per acre minimum
- ✓ Mix of uses with a goal for a minimum mix of at least 15% planned residential and employment activity
- ✓ Area ranging between 200 and 640 acres
- ✓ Existing or planned fixed route bus, regional bus, Bus Rapid Transit, or other frequent and all-day bus service. May substitute high-capacity transit mode for fixed route bus. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 16 hours per day on weekdays) –or- high capacity
- ✓ Evidence of future market potential to support planning target
- ✓ Evidence of regional role: 1) clear regional role for center (serves as important destination for the county); and 2) jurisdiction is planning to accommodate significant residential and employment growth under Regional Growth Strategy.

### DRAFT SUBAREA PLAN OVERALL GOALS

To achieve the vision, the Draft Subarea Plan focuses on the following goals:

1. Maintain, protect, and support Canyon Park as an **Economic Driver**. Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries.
2. Evolve Canyon Park into a **Multifaceted Neighborhood**. Maintain employment and commercial land uses while adding a more intense mix and diversity of land uses to foster holistic live/work neighborhoods.
3. Protect, enhance, and leverage Canyon Park’s **Robust and Healthy Natural Environment**. Maintain the high-quality wetland, creek, and ecological systems.
4. Foster and leverage Canyon Park as a **Transportation Hub**. Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
5. Retain the Puget Sound Regional Council (PSRC) **Regional Growth Center (RGC)** designation. Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.

### IMPLEMENTATION AND ADDITIONAL DISCUSSION/DIRECTION

The following tables are intended to encapsulate the key points of policies in each element of the draft subarea plan (excluding any repeated in another element) along with highlights of corresponding proposed implementation. Implementation includes actions listed in the draft

**DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY**

subarea plan, draft development regulations and/or the draft planned action ordinance. The “Discussion/Direction” column poses four overall questions that apply to each element in addition to a few “Remaining issues” for which staff is requesting additional discussion and direction from the Commission.

<b>LAND USE (Goals 1-5)</b>	<b>IMPLEMENTATION</b>	<b>DISCUSSION/DIRECTION</b>
<p>MN-1, 8, 11: Create vibrant neighborhoods with more intense mix of uses (e.g. TOD) and amenities for residents and employees</p> <p>ED-10; MN-3, 4: Increase amount and range of housing, especially affordable</p> <p>MN-10, 12, 13, 15; RGC-1-2: Encourage efficient development of land, including phasing, with decisions based on long-term vision</p> <p>TH-4: Encourage the highest density land uses to locate near high capacity transit</p> <p>ED-1-3, 5: see Economic Development ED-4, 6, 7, 9; MN-2: see Urban Design &amp; Community Livability NE-1: see Natural Environment</p>	<p>MN-1, 8, 11: New zones and design standards for residential/mixed use</p> <p>ED-10; MN-3, 4: Allow range of housing types; exploring mechanisms (e.g. incentives, TDR, MFTE) for affordability; additional work needed to establish program (i.e. receiving sites, value of transfer units and use)</p> <p>MN-10, 12, 13, 15; RGC-1-2: Minimum levels of development for each zone; reduced parking standards; explore parking maximums</p> <p>TH-4: Zoning directs highest intensity uses to nodes nearest park-and-rides and BRT stops</p>	<p><u>Overall questions:</u></p> <ol style="list-style-type: none"> <li>1. *Are the policies stated clearly?</li> <li>2. Do the policies adequately address the land use aspects of the relevant goals?</li> <li>3. Are the implementing actions clear?</li> <li>4. Are there missing actions or ones that should be removed?</li> </ol> <p><u>Remaining issues:</u></p> <ol style="list-style-type: none"> <li>1. Should additional height and/or FAR be used to incentivize other objectives (e.g. affordable housing, solar collectors)?</li> <li>2. How much capacity should be set aside for height/FAR bonuses (i.e. use current standards as starting point or lower)?</li> <li>3. Any public comments related to this element will be discussed at the September 16 meeting.</li> </ol>

*\* Similar policies are blended together and stand-alone policies are restated verbatim or somewhat abbreviated to save space. For the actual policy language please refer to the draft subarea plan.*

**DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY**

<p><b>URBAN DESIGN &amp; COMMUNITY LIVABILITY (Goals 1, 2 and 4)</b></p>	<p><b>IMPLEMENTATION</b></p>	<p><b>DISCUSSION/DIRECTION</b></p>
<p>ED-4: Encourage affordable commercial space for small and entrepreneurial businesses, especially on neighborhood center streets</p> <p>ED-6, 7; MN-2: Vibrant, multi-faceted neighborhoods with amenities, public spaces, uses and activities that foster opportunities for social gatherings</p> <p>ED-9: Allow building sizes and scales that support future employment capacity</p> <p>MN-5-7, 9: Locate and design park, recreation and other public gathering spaces to foster social interaction; improve access and crossings of North Creek to make it a unifying element</p> <p>MN-14; TH-3: Encourage safe, quality ped/bike, para-transit and micromobility connections within subarea to create more cohesive community</p> <p>TH-11: Encourage catalyst redevelopment projects to support transit ridership</p> <p>ED-10; MN-4, 8, 11: see Land Use</p>	<p>ED-4: No residential in employment areas; require/encourage ground floor flex space required on neighborhood center streets</p> <p>ED-6, 7; MN-2: Eating/drinking and other social-based businesses allowed in mixed use zones; development and design regulations for designated neighborhood center streets block fronts; publicly accessible space required with new development; existing and new ped/bike trails and respite areas; limitations on retail size and surface parking location</p> <p>ED-9: Regulations establish FAR range and height for new development; design parking structures to be adaptable for other future uses</p> <p>MN-5-7, 9: Require public dedication or access or fee-in-lieu; apply design standards for block frontages and public spaces; continue to assess park and open space impact fees; partner on establishing major public gathering sites; study existing natural area potential for inclusion in next PROS plan</p>	<p><u>Overall questions:</u></p> <ol style="list-style-type: none"> <li>1. *Are the policies stated clearly?</li> <li>2. Do the policies adequately address the urban design and community livability aspects of the relevant goals?</li> <li>3. Are the implementing actions clear?</li> <li>4. Are there missing actions or ones that should be removed?</li> </ol> <p><u>Remaining issues:</u></p> <ol style="list-style-type: none"> <li>1. Prioritize list of potential incentives (alphabetical order-not prioritized):             <ol style="list-style-type: none"> <li>a. Affordable housing</li> <li>b. Affordable commercial space</li> <li>c. Dedication of public space (e.g. major spaces-green stars)</li> <li>d. Green buildings (solar, LEED, water)</li> <li>e. Green stormwater infrastructure</li> <li>f. Other public amenities (e.g. bike/scooter parking, vehicle charging)</li> <li>g. Transfer of Development Rights (may be in combination)</li> </ol> </li> </ol>

**DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY**

<p>ED-8; TH-1, 2, 10: see Transportation</p>	<p>MN-14; TH-3: Enhance existing trails and walkways and create new through-block connections for expanded network and access; apply site design standards based on block frontages of through-block connections</p> <p>TH-11: Explore partnership w/agencies and private developers to maximize development of park-and-ride sites</p>	<ol style="list-style-type: none"> <li>2. Are there other incentives that should be considered?</li> <li>3. Should gateways have specific development standards?</li> <li>4. Should same sign standards apply in all Canyon Park zones?</li> <li>5. Any public comments related to this element will be discussed at the September 16 meeting.</li> </ol>
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*\* Similar policies are blended together and stand-alone policies are restated verbatim or somewhat abbreviated to save space. For the actual policy language please refer to the draft subarea plan.*

<b>ECONOMIC DEVELOPMENT (Goals 1 and 5)</b>	<b>IMPLEMENTATION</b>	<b>DISCUSSION/DIRECTION</b>
<p>ED-1: Encourage growth in biomedical, life sciences and related industries</p> <p>ED-2-3, 5, 11: Support retention and growth of existing businesses; prevent displacement; process permits efficiently</p> <p>ED-4, 6, 7, 9; MN-8, 9: see Urban Design &amp; Community Livability</p> <p>ED-8: see Transportation ED-10; MN-8, 12; RGC-2: see Land Use</p>	<p>ED-1: New employment zones preserve land for these uses; planned action EIS saves time and expense for applicants; more flexible regulations in employment zones; continue to partner with other agencies and organizations on recruitment and retention and designation as life sciences cluster</p> <p>ED-2-3, 5, 11: Planned action EIS saves time and expense of developing; exclusive zones for commercial and industrial uses; explore incentives (e.g. TDR) and partnerships to expand options for retaining affordable commercial space; continue to explore</p>	<p><u>Overall questions:</u></p> <ol style="list-style-type: none"> <li>1. *Are the policies stated clearly?</li> <li>2. Do the policies adequately address the economic development aspects of the relevant goals?</li> <li>3. Are the implementing actions clear?</li> <li>4. Are there missing actions or ones that should be removed?</li> </ol> <p><u>Remaining issues:</u></p> <ol style="list-style-type: none"> <li>1. Should additional actions regarding reaching out to businesses that serve as cultural anchors be added to the draft plan?</li> <li>2. Any public comments related to this element</li> </ol>

**DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY**

	efficiencies in city permit processes	will be discussed at the September 16 meeting.
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<b>NATURAL ENVIRONMENT (Goals 2 and 3)</b>	<b>IMPLEMENTATION</b>	<b>DISCUSSION/DIRECTION</b>
<p>NE-1, 7: Maintain the high-quality wetland, creek, and ecological systems – including forested areas associated with critical areas and on ridgelines</p> <p>NE-2, 5: Address stormwater issues through collective and individual management techniques and facilities; encourage natural drainage systems that improve stormwater infiltration and detention to reduce flooding and improve water quality</p> <p>NE-3: Maintain and improve recreational access to North Creek and natural areas for residents and workers, allow for enjoyment of these natural systems</p> <p>NE-4: Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms</p> <p>NE-6: Mitigate transportation project impacts to ecological systems</p> <p>NE-8: Reduce building-related greenhouse gas emissions and encourage energy and water efficient development</p>	<p>NE-1, 7: Rehabilitate North Creek associated wetlands including: creating new overflow channel(s), replanting with native species, and installing habitat features, and retaining more vegetation; explore smaller on-site mitigation projects along the reach; continue to apply city critical area and tree retention regulations</p> <p>NE-2, 5: Explore options with CPBCOA for increasing capacity of existing stormwater facility and improving water quality; study feasibility of options and partnerships for new regional facility in northeast sub-basin; expand use of low impact development techniques and explore opportunities for green stormwater infrastructure to enhance natural systems, including developing incentives and design standards</p> <p>NE-3: Create a program for allowing ongoing beaver activity; add view points and signage to enhance ped experience; explore/expand volunteer programs</p> <p>NE-4: Use best available science to establish a</p>	<p><u>Overall questions:</u></p> <ol style="list-style-type: none"> <li>*Are the policies stated clearly?</li> <li>Do the policies adequately address the natural environment aspects of the relevant goals?</li> <li>Are the implementing actions clear?</li> <li>Are there missing actions or ones that should be removed?</li> </ol> <p><u>Remaining issues:</u></p> <ol style="list-style-type: none"> <li>Any public comments related to this element will be discussed at the September 16 meeting.</li> </ol>

**DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY**

	<p>protocol for enhancing existing buffers created prior to current regulations</p> <p>NE-6: Acknowledging that some proposed transportation projects (e.g. roadway extensions) will impact critical areas and that they will be required to mitigate</p> <p>NE-8: Incentivize/require building design standards/practices that reduce environmental footprint; encourage use of alternative energy sources (e.g. solar)</p>	
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<b>TRANSPORTATION (Goals 1-5)</b>	<b>IMPLEMENTATION</b>	<b>DISCUSSION/DIRECTION</b>
<p>TH-1, 2, 6: Improve multimodal options to make transit and non-car modes more attractive, including access to frequent, reliable transit and providing convenient options for last mile trips</p> <p>TH-5, 7: Create partnerships to encourage reduction of single occupant vehicle trips (e.g. transportation demand management or community trip reduction programs), including shared parking solutions</p> <p>TH-8, 9: Strategically improve street capacity and connectivity to improve traffic flow within the subarea, including intersection improvements</p>	<p>TH-1, 2, 6: New paths, sharrows, trails and through-block connections create a comprehensive ped/bike network; future transit-related actions include transit signal priority and potential BAT lanes on SR-527; partner w/other agencies on a SR-527 corridor study to improve transit flow and overall safety; study additional bridge over North Creek</p> <p>TH-5, 7: Establish stable funding for TDM/CTR programs; partner w/employers/agencies to create and manage programs including priority and reduced parking and last-mile options; site design</p>	<p><u>Overall questions:</u></p> <ol style="list-style-type: none"> <li>*Are the policies stated clearly?</li> <li>Do the policies adequately address the transportation aspects of the relevant goals?</li> <li>Are the implementing actions clear?</li> <li>Are there missing actions or ones that should be removed?</li> </ol> <p><u>Remaining issues:</u></p> <ol style="list-style-type: none"> <li>ED-8 includes access for emergency and delivery vehicles; proposed actions are silent on deliveries – should through-block connections be designed to allow delivery vehicles: Always? Limited</li> </ol>

**DRAFT CANYON PARK SUBAREA PLAN – PROJECT SUMMARY**

<p>and street extensions; minimize ecological impacts to the maximum extent feasible</p> <p>TH-10: Expand access to park-and-rides in subarea to ease transition to non-sov modes</p> <p>TH-12: Consider revising Bothell’s LOS policy to reflect capacity limitations and better support transit and other travel modes</p> <p>ED-8: Functionally support businesses with access for emergency, delivery and other vehicles</p> <p>MN-7, 14; TH-3, 11: see Urban Design &amp; Community Livability MN-15; TH-4: see Land Use</p>	<p>standards include parking for micromobility vehicles</p> <p>TH-8, 9: Prioritize and pursue funding to construct capacity and mitigation projects identified in subarea plan; study additional bridge over North Creek</p> <p>TH-10: Work with WSDOT and Community Transit to redevelop existing park-and-ride as TOD; pursue partnership w/WSDOT, transit agencies and private developers to develop TOD w/park-and-ride west of I-405</p> <p>TH-12: Update city LOS policies to include other modes, recognizing limitations to increasing roadway capacity for car traffic</p> <p>ED-8: Design street extensions and through-block connections to accommodate emergency vehicles and/or adequate access distance; design standards for streets, alleys and through-block connections could support access by delivery and other vehicles; provide curb space for deliveries and transportation network companies</p>	<p>by time and/or location? Never?</p> <ol style="list-style-type: none"> <li>2. Draft regulations propose reduced parking requirements and the draft subarea plan includes an action to study the feasibility of establishing parking maximums. Should the draft planned action ordinance include a requirement to do a right-size parking study for new development as a short term action with the feasibility study for parking maximums being the long term action?</li> <li>3. Any public comments related to this element will be discussed at the September 16 meeting.</li> </ol>
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*\* Similar policies are blended together and stand-alone policies are restated verbatim or somewhat abbreviated to save space. For the actual policy language please refer to the draft subarea plan.*

# *Attachment 2 - Draft Development Regulations*

# Chapter 12.48 – Canyon Park Subarea Regulations

Draft – 8/27/2020

## About this code and draft

The provisions herein are intended to entirely replace existing Chapter 12.48 provisions. The project team carefully reviewed existing Title 12, the Downtown Subarea Regulations (Chapter 12.64), and the Canyon Park Subarea Plan to determine the optimal approach for an updated Chapter 12.48 – both from a chapter organizational standpoint and detailed regulations. Where the approaches in Title 12 and Chapter 12.64 didn't meet the needs of Canyon Park, this draft Chapter 12.48 update integrates new approaches.

Yellow highlighted text warrants special review.

*Code explainer/question notes in gray boxes – are intended to provide clarification about the particular draft regulation.*

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## Chapter 12.04 ZONING CLASSIFICATIONS, SUBAREAS, MAPS & BOUNDARIES

### 12.04.135 Canyon Park subarea zoning classifications.

The Canyon Park subarea regulations in Chapter 12.48 BMC comprise zoning classifications and regulations which are unique to the subarea, except where other regulations in this title are adopted by reference.

<b>Name of Canyon Park Subarea Districts</b>	<b>Symbol</b>
Office/Residential Mixed-Use - High	MU-H
Office/Residential Mixed-Use - Medium	MU-M
Office/Residential Mixed-Use - Low	MU-L
Residential Mixed-Use - High	RMU-H
Residential Mixed-Use - Medium	RMU-M
Employment - Medium	E-M
Employment -Low	E-L

*NOTE: The purpose statements below were drawn from the land use designation descriptions in Chapter 5 of the subarea plan – but have been simplified to only include descriptive elements appropriate for code.*

- A. Office/Residential Mixed-Use - High (MU-H).** This zone is intended for a high-intensity, transit-oriented mix of office, residential, and retail or other commercial services in those areas closest to high capacity transit service. Professional office uses will be emphasized in those areas closest to the planned high capacity transit station. Buildings up to seven-stories are envisioned throughout the district.
- B. Office/Residential Mixed-Use - Medium (MU-M).** This zone is intended for medium-intensity (three to six stories) mix of office, residential, and retail or other commercial services and function as a transition between the high-intensity transit-oriented development and nearby job opportunities.
- C. Office/Residential Mixed-Use - Low (MU-L).** This zone is intended for lower-intensity (up to three stories) mix of office, residential, and retail or other commercial services further from transit and focused public investments and could include “missing middle” housing that makes use of North Creek as an amenity and connects residential areas.
- D. Residential Mixed-Use - High (RMU-H).** This zone is intended for high-intensity residential uses (three to six-stories) within walking distance to high-capacity transit service. Office, retail, and other commercial services are also allowed in the zone.
- E. Residential Mixed-Use - Medium (RMU-M).** This zone is intended for medium-intensity residential uses (three to six-stories) and functions as a transition between the high-intensity transit-oriented development and nearby job opportunities. Office, retail, and other commercial services are also allowed in the zone.
- F. Employment - Medium (E-M).** This zone is intended for medium-intensity (3-6 story) office/flex/manufacturing uses.
- G. Employment - Low (E-L).** This zone is intended for low-intensity (1-2 story) office/flex/manufacturing uses.

# Chapter 12.48 – Canyon Park Subarea Regulations

## PURPOSE & APPLICABILITY

### Sections:

- 12.48.000 Purpose.
- 12.48.010 Applicability.
- 12.48.020 How the provisions of this chapter are applied.
- 12.48.030 Departures.
- 12.48.040 Relationship to other codes.

### 12.48.000 Purpose.

The purpose of this chapter is to help implement the vision for Canyon Park as provided in the adopted Canyon Park Subarea Plan.

### 12.48.010 Applicability.

**A. New construction.** These Development Regulations will be used to evaluate private development projects or improvement plans proposed for properties within the Canyon Park Subarea, forming Chapter 12.48 of the Bothell Municipal Code, with some references to citywide regulations in BMC Title 12, Zoning, and other relevant parts of the Code.

**B. Additions and improvements.** Three different thresholds have been established to determine how the regulations herein are applied to such projects.

1. Level I improvements include all exterior remodels, building additions, and/or site improvements that affect the exterior appearance of the building/site and/or cumulatively increase the gross floor area on a site less than 50-percent within three years of the date of permit issuance. The requirement for such improvements is only that the proposed improvements meet the regulations and do not lead to further nonconformance with the regulations.

For example, if a property owner decides to replace a building façade's siding, then the siding must meet the applicable exterior building material regulations, but elements such as building articulation would not be required.

2. Level II improvements include all improvements that cumulatively increase the gross floor area on a site by 50-percent to 100-percent, within three years of the date of permit issuance. All regulations that do not involve repositioning the building or reconfiguring site development must apply to Level II improvements.

For example, if a property owner of an existing business in the MU-M zone wants to build an addition equaling 75-percent of the current building's footprint, then the following elements must apply:

- a. The location and design of the addition/remodel must be consistent with the block frontage design regulations in BCM 12.48.400 sections of this chapter, which addresses building frontages, entries, parking lot location, and street setback landscaping. For such developments seeking additions to buildings where off-street parking location currently does not comply with applicable parking location regulations, building additions are allowed

provided they do not increase any current nonconformity and generally bring the project closer into conformance with the regulations.

- b. Comply with the site planning design regulations (in BCM 12.48.500 sections of this chapter) associated with proposed site and building improvements.
  - c. Comply with the applicable building design regulations in BCM 12.48.500-sections of this chapter, except architectural scale and materials provisions related to the existing portion of the building where no exterior changes are proposed.
  - d. Comply with applicable off-street parking, landscaping, and signage provisions that relate to proposed improvements.
3. Level III improvements include all improvements that cumulatively increase the gross floor area on a site by more than 100-percent within three years of the date of permit issuance. Such developments must conform to all applicable regulations, except in a case where there are multiple buildings on one site, and only one building is being enlarged. In that scenario, improvements to the additional buildings are not required, but conformance with all other regulations apply.

### **12.48.020 How the provisions of this chapter are applied.**

Most sections within this chapter herein include the following elements:

- A. Purpose statements, which are overarching objectives.
- B. Requirements use words such as “must” and “is/are required,” signifying required actions.
- C. Guidelines use words such as “should” or “is/are recommended,” signifying desired, but voluntary, measures.
- D. Departures are provided for specific regulations. They allow alternative designs provided the Director determines the design meets the purpose of the requirements and guidelines and other applicable criteria. See BMC 12.48.030 below for related procedures associated with departures.
- E. This chapter contains some specific regulations that are easily quantifiable, while others provide a level of discretion in how they are complied with. In the latter case, the applicant must demonstrate to the Director, in writing, how the project meets the purpose of the standard or regulations.

### **12.48.030 Departures.**

*NOTE: Departures are critical in accommodating some flexibility in applying these regulations. This is a provision that MAKERS has successfully used in many communities – where cities can be selective in what regulations they choose to offer such departures – and they can craft the parameters and criteria that best fit the situation.*

- A. Overview and purpose. This chapter provides for a number of specific departure opportunities to development regulations. The purpose is to provide applicants with the option of proposing alternative design treatments provided such departures meet the “purpose” of the particular regulation and any additional departure criteria established for the particular departure opportunity.
- B. Applicability. Departure opportunities are available only where noted for specific regulations.
- C. Procedures. Permit applications that include departure requests go through the standard review procedures in this chapter depending on the application type.

- D. Approval criteria. Project applicants must successfully demonstrate to the decision-maker how the proposed departure meets the purpose(s) of the regulation and other applicable departure criteria that applies to the specific regulation.
- E. Documentation. The decision-maker must document the reasons for approving all departures (to be maintained with project application records) for the purpose of providing consistency in decision-making by the city.

**12.48.040 Relationship to other codes.**

Where provisions of this chapter conflict with provisions in any other section of the Bothell Municipal Code (BMC), this chapter prevails unless otherwise noted.

## ZONING

### Sections:

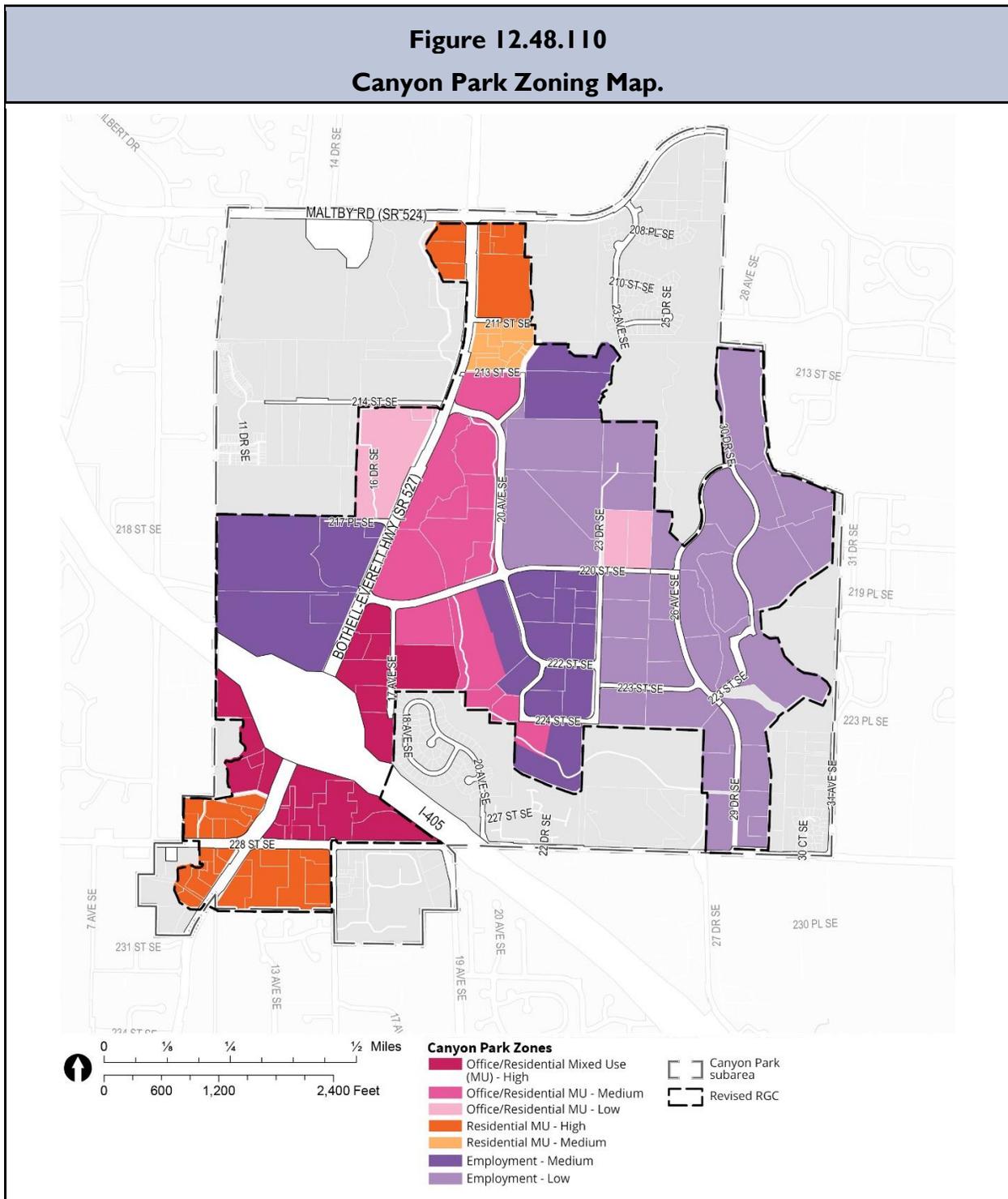
- 12.48.100 Purpose.
- 12.48.110 District map.
- 12.48.120 Uses permitted in Canyon Park Subarea zones.
- 12.48.130 Dimensional regulations for Canyon Park Subarea zones.
- 12.48.140 Floor area ratio calculations.
- 12.48.150 Bonus floor area ratio incentives. PLACEHOLDER.
- 12.48.160 Bonus floor building height ratio incentives. PLACEHOLDER.
- 12.48.170 Maximum block perimeter.
- 12.48.180 Air quality buffer.

### **12.48.100 Purpose.**

The purpose of the BCM 12.48.100 zoning sections is to:

- A. Implement the Canyon Park Subarea Plan goals and policies through land-use regulations.
- B. Provide an efficient and compatible relationship of land uses and zones.

12.48.110 Districts map



When uncertainty exists as to the boundaries of any zoning district, the Community Development Director must make a determination as to the location of the boundary in question via application of BMC 12.04.140.

**12.48.120 Uses permitted in Canyon Park Subarea zones.**

Table 12.48.120 below provides the list of permitted uses in Canyon Park Subarea zones. See BMC 12.06.020 for clarification of table elements.

*NOTE: The approach here is to largely use the umbrella use terms in Chapter 12.06 (Permitted Uses) along with their corresponding definitions in Title 11. Where individual uses under those umbrella terms warrant unique permissions, we've nested those uses under the umbrella term.*

*Also, E-M and E-L zones – are now within the LI zone – and we've handled permissions largely consistent with what's on the books for those zones now.*

<b>Table 12.48.120 Uses permitted in Canyon Park Subarea zones.</b>								
<i>Table legend: P = Permitted use C = Conditional use No letter = Use not permitted</i>	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L	Additional Provisions
<b>Use Categories</b>								
<b>NON-RESIDENTIAL</b>								
Automotive, marine, and heavy equipment services						P	P	
Business or personal services use	P	P	P	P	P	P	P	
Eating and drinking establishments	P	P	P	P	P	P	P	All permissions exclude drive-through order restaurants
Education services	P <sup>x</sup>	P	P	P	P	P <sup>x</sup>	P	Applicable uses occupying 10 acres or more in land area, are subject to conditional use approval in all zones. <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Essential public facilities	C	C	C	C	C	C	C	Essential public facilities are subject to the development conditions in BMC 12.06.080.B.1-2.
Government services, general	P	P	P	P	P	P	P	
Health and social services, except as listed below:	P <sup>x</sup>	P	P	P	P			<sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Day care centers	P <sup>x</sup>	P	P	P	P	P <sup>x</sup>	P	Day care uses include child and adult day care and are subject to all state licensing requirements. <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Hospital	C <sup>x</sup>	C	C	C	C			<sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Hotels and motels	P	P	P	P	P	P	P	

Table 12.48.120 Uses permitted in Canyon Park Subarea zones.								
Table legend: P = Permitted use C = Conditional use No letter = Use not permitted	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L	Additional Provisions
Use Categories								
Manufacturing, except as listed below:			PX	PX	PX	P	P	X Operations must be conducted entirely indoors, except outdoor storage is conditionally permitted
Distribution, storage and warehousing						P	P	
Artisan manufacturing	P	P	P	P	P	P	P	
Recreation, culture and entertainment, except as listed below:	PX	P	P	P	P	P	P	Operations must be conducted entirely indoors X Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Sports fields and courts	PX	P	P	P	P	P	P	X Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
<del>Beaches and other natural water-oriented play areas</del>	<del>PX</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>P</del>	<del>X Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170</del>
Parks	PX	P	P	P	P	P	P	X Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
<del>Stadiums</del>	<del>CX</del>	<del>C</del>	<del>C</del>	<del>C</del>	<del>C</del>	<del>C</del>	<del>C</del>	<del>X Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170</del>
Swimming pools	PX	P	P	P	P	P	P	X Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Retail uses, as listed below and based on gross floor area (GFA)/individual use:								Excludes retail uses with exterior sales and/or storage areas greater than 15,000sf GFA or occupying a greater area than the use's building.
<2,500sf GFA	P	P	P <sup>I</sup>	<sup>I</sup> Retail is permitted as a secondary on-site use (contains less GFA than primary permitted use)				
2,500-12,000sf GFA	P	P	P	P <sup>I</sup>	P <sup>I</sup>	P <sup>I</sup>		<sup>I</sup> Retail is permitted as a secondary on-site use (contains less GFA than primary permitted use)
12,001-50,000sf GFA	P	P						
>50,000sf GFA	P	P						
Temporary uses	See 12.06.160 for allowances/regulations for temporary uses in the GC zone.							

Table 12.48.120 Uses permitted in Canyon Park Subarea zones.								
Table legend: P = Permitted use C = Conditional use No letter = Use not permitted	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L	Additional Provisions
Transportation	See 12.06.160 for allowances/regulations for transportation uses in the GC zone.							
Utilities	See 12.06.160 for allowances/regulations for utility uses in the GC zone.							
<b>RESIDENTIAL</b>								
Note: Residential uses are not allowed on the ground floor facing a designated Primary block frontages (see BMC 12.48.320.B). Exception: Lobbies for permitted multifamily uses provided the units meet the regulations in BMC 12.48.320.B).								
Adult family homes	P <sup>x</sup>	P	P	P	P			Use is subject to obtaining a state license in accordance with Chapter 70.128 RCW <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Dwelling units, accessory	P <sup>x</sup>	P	P	P	P			BMC 12.14.135 <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Dwelling units, multifamily	P <sup>x</sup>	P	P	P	P			<sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Family day care	P <sup>x</sup>	P	P	P	P			Use is subject to: <ul style="list-style-type: none"> <li>Obtaining a state license in accordance with Chapter 74.15 RCW</li> <li>Certification by the office of child care policy licensor that a safe passenger loading area, if necessary, is provided</li> </ul> <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Home occupations	P <sup>x</sup>	P	P	P	P			BMC 12.06.140.B.8 <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Nursing homes	C <sup>x</sup>	C	C	C	C			Chapter 12.10, BMC <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170

<p align="center"><b>Table 12.48.120</b>  <b>Uses permitted in Canyon Park Subarea zones.</b></p>								
<p><i>Table legend:</i>  <i>P = Permitted use</i>  <i>C = Conditional use</i>  <i>No letter = Use not permitted</i></p>	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L	Additional Provisions
Use Categories								
Residential care facilities	P <sup>x</sup>	P	P	P	P			BMC 12.06.140.B.12 <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Specialized senior housing	C <sup>x</sup>	C	C	C	C			Chapter 12.10, BMC <sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170
Uses accessory to principal uses	P <sup>x</sup>	P	P	P	P			<sup>x</sup> Use is prohibited in the Air Quality Buffer as delineated in BMC 12.48.170

**12.48.130 Dimensional regulations for Canyon Park Subarea zones.**

- A. Purpose.** To promote forms of development that reinforce and/or enhance the desired character of the Canyon Park Subarea zones.
- B. Dimensional regulations table.** The table below addresses the form and intensity of development specific to individual Canyon Park Subarea zones. The zone is located on the vertical columns and the form/intensity measure being addressed is located on the horizontal rows.

*NOTES ON PROPOSED MIN F.A.R. PROVISIONS: Whereas PSRC’s growth targets emphasize the term “activity units”, the code here attempt to simplify the approach by employing a minimum FAR. These FAR levels will prohibit low intensity development generally served by surface parking. While greater FAR’s are needed to ultimately meet PSRC’s growth targets, it’s assumed that market conditions will ultimately require more intensive development levels that match land values.*

*NOTES ON PROPOSED BASE MAX F.A.R. PROVISIONS: The proposed base max FAR provisions were developed based on analysis of achieving minimum growth targets from PSRC. MAKERS developed a 3D massing model illustrating development on key developable sites that accommodated these growth targets. MAKERS then examined multiple sites to determine what FAR levels were necessary to achieve those targets. Note that required through-block passages and typical building forms result in FAR levels much lower than the number of stories allowed by permitted building heights.*

*NOTES ON PROPOSED BUILDING HEIGHTS/BONUS: The proposed base max heights largely utilize the current height maximums. The exception is that current max heights in most areas goes up to 100’ for non-residential development. In this new proposal, incentives (TBD) will be needed to achieve heights up to 85’ in most zones. 85’ would allow the relatively new IBC allowed 5-stories wood over 3 concrete.*

Table 12.48.130 Dimensional regulations for Canyon Park Subarea zones.								
Measure	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L	Additional Provisions
DEVELOPMENT INTENSITY & HEIGHT								
Minimum density (du/acre)	90	45	90	45	25-35			BMC 12.48.140
Minimum floor area ratio (FAR)	0.60	0.50	0.60	0.50	0.50	0.50	0.50	BMC 12.48.140
Maximum base FAR	2.0	1.5	2.0	1.5	1.0	2.0	1.0	BMC 12.48.140
Maximum FAR with incentives	There is no set maximum FAR for each zone other than those parameters set forth for the incentive provisions in BMC 12.48.150.							
Maximum base building height (feet)	65	65	65	65	45	100	50	BMC 12.14.110-120
Maximum building height (feet) with incentives	85	85	85	85				BMC 12.48.150
Maximum building coverage (%)	There is no maximum percentage standard for building coverage and hard surface coverage. However, the building and hard surface coverage will be limited by setbacks, required landscaping and open space, compliance with stormwater management provisions (ADD X-REF), critical areas provisions (ADD X-REF), and market conditions, and compliance with other zoning and site design regulations in this chapter (OR TITLE?).							
Maximum hard surface coverage (%)v								

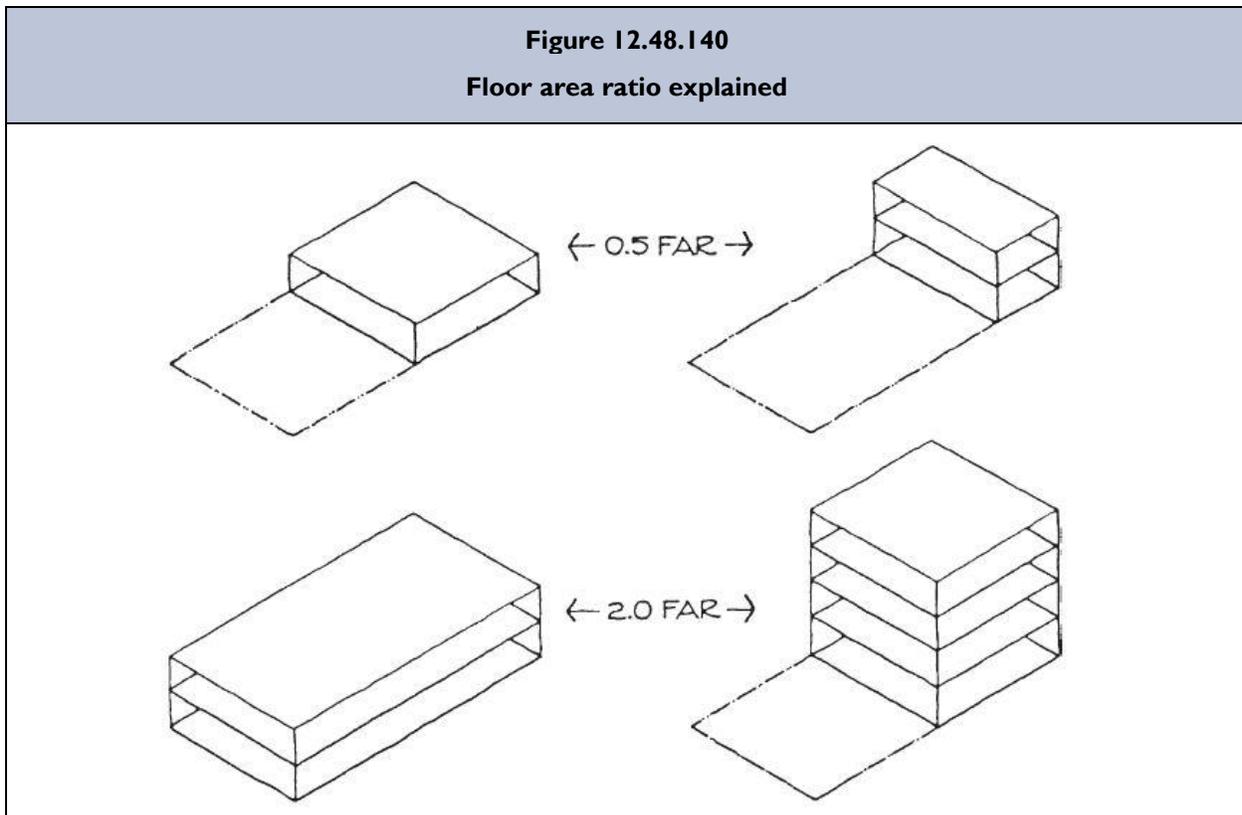
Table 12.48.130 Dimensional regulations for Canyon Park Subarea zones.								
Measure	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L	Additional Provisions
<b>BLOCK AND LOT DIMENSIONS</b>								
Maximum block size (perimeter measured in feet)	1,800	1,800	1,800	1,800	1,800	2,000	2,400	BMC 12.48.160
Minimum lot area, width & depth	There is no minimum lot area, width or depth regulations. However, lot dimensions will be influenced by minimum floor area ratio, permitted uses, market conditions, and other development regulations herein.							
<b>SETBACKS (minimum)</b>								
<i>See BMC 12.14.050-100 for general measurement methods, modifications, and projections allowed</i>								
Front yard setback	See BMC 12.48.400 sections (Design regulations – Block frontages) for applicable regulations							
Side and rear yard setback	See BMC 12.64.510 for applicable side and rear yard setbacks							
Lane setback	See BMC 12.48.400 sections (Design regulations – Block frontages) for applicable regulations							

**12.48.140 Floor area ratio calculations.**

Floor area ratio is defined as the floor area of all buildings on a lot divided by the area of that lot.

Exception: The following site and floor areas are excluded from floor area ratio calculations:

- A. Critical areas and required buffer areas.
- B. Wetland mitigation areas.
- C. Stormwater ponds.
- D. Above grade structured parking facilities.

**12.48.150 Bonus floor area ratio incentives. PLACEHOLDER****12.48.160 Bonus building height incentives. PLACEHOLDER****12.48.170 Maximum block perimeter.**

- A. Purpose. To enhance pedestrian and vehicular circulation within the subarea.
- B. Dimensions. Blocks must be designed to provide publicly accessible pedestrian and/or vehicular connections at intervals no greater than indicated in Table 12.48.130 by zoning district.
- C. Exceptions.
  - I. Developments that complete required through-block connections (delineated in Figure BMC 12.48.200) on the subject property are exempt from these regulations.

2. Where topography, right-of-way, uses that require large site/building footprints, existing construction or physical conditions, or other geographic conditions prevent compliance or impose an unusual hardship on the applicant, the Director may relax the regulations provided the proposed design maximizes pedestrian and vehicular connectivity on the site given the constraints.

**12.48.180 Air quality buffer.**

The Canyon Park Subarea Plan calls for a 500-foot buffer from the centerline of each directional roadway of Interstate 405 to prevent residential and other sensitive uses (e.g., schools, daycares) within close proximity to very heavy traffic volumes (where air pollution and health impacts are typically highest).

## STREET DESIGN, CIRCULATION & PARKING

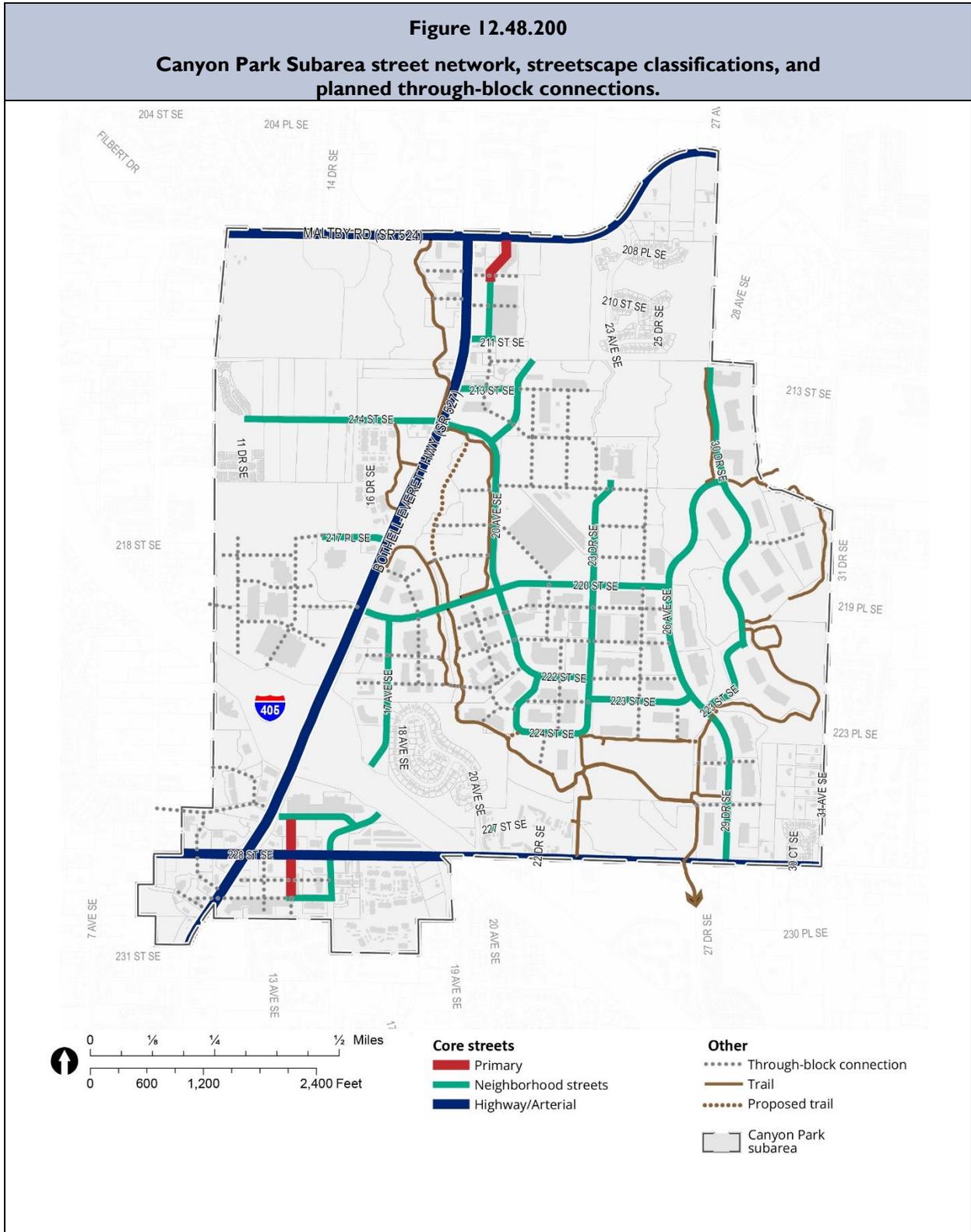
### Sections:

- 12.48.200 Purpose.
- 12.48.210 Provision of new streets.
- 12.48.220 Streetscape classifications and regulations.
- 12.48.230 Through-block connections.
- 12.48.240 Trails.
- 12.48.250 Off-street parking regulations.

### **12.48.200 Purpose.**

The purpose of the BMC 12.48.200 street design, circulation, and parking sections is to:

- A. Expand and enhance Canyon Park’s circulation network and streetscape design that support the envisioned pedestrian-friendly mixed-use development within the subarea.
- B. To emphasize a “complete streets” approach to street improvements within Canyon Park. This involves designing and operating streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities.
- C. Clarify the nature, extent, and location of required street improvements.



**12.48.210 Provision of new streets.**

New street regulations are established to enhance Canyon Park's circulation network and support the envisioned development within the subarea. Required new streets shall be built by developers as development occurs. New streets are required:

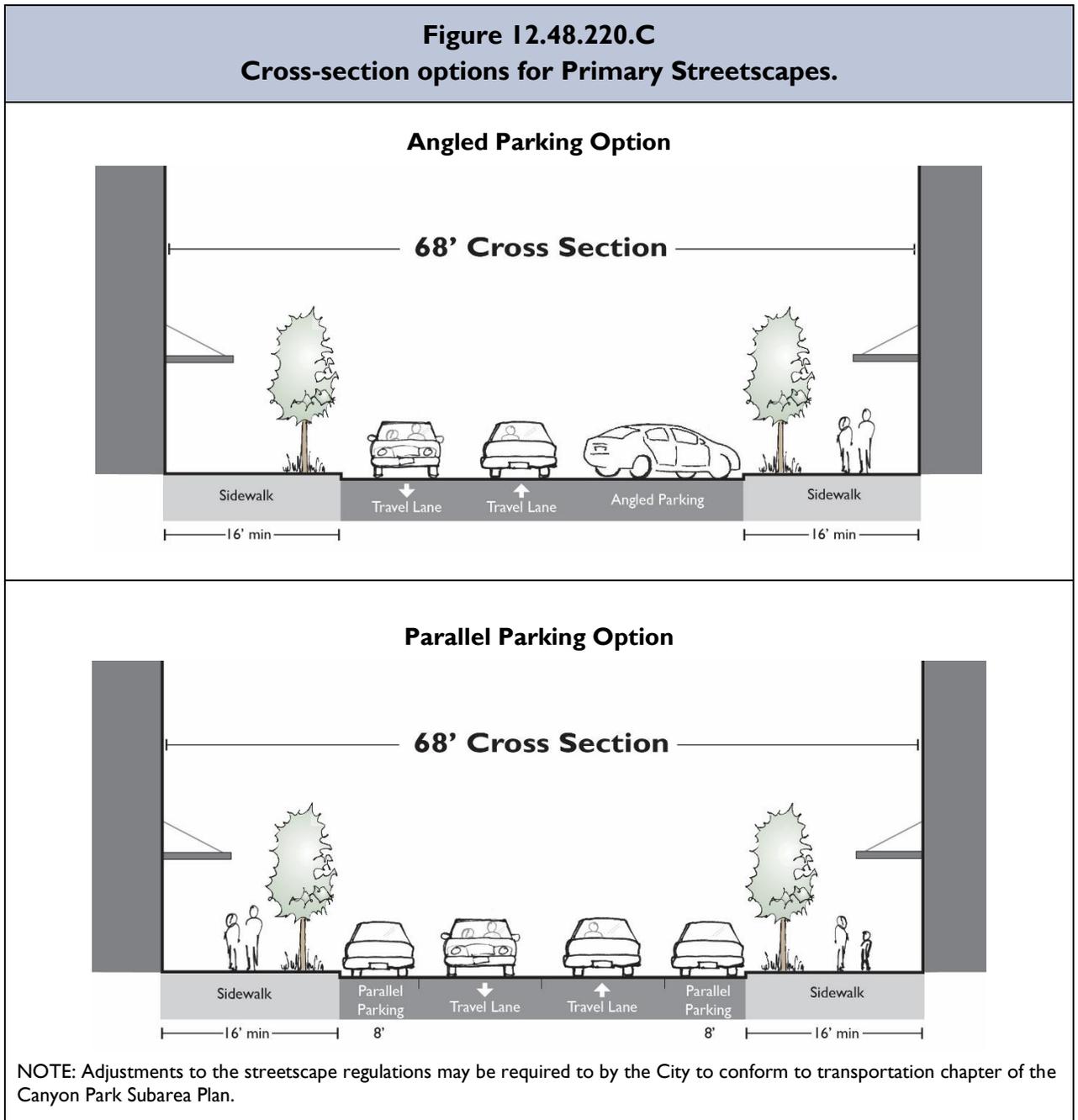
- A. To complete new streets identified in Figure BMC 12.48.200. Specific alignments for new or extended street connections will be developed during the development review process for applicable sites.
- B. To help comply with maximum block requirements in BMC 12.48.160.

**12.48.220 Streetscape classifications and regulations.**

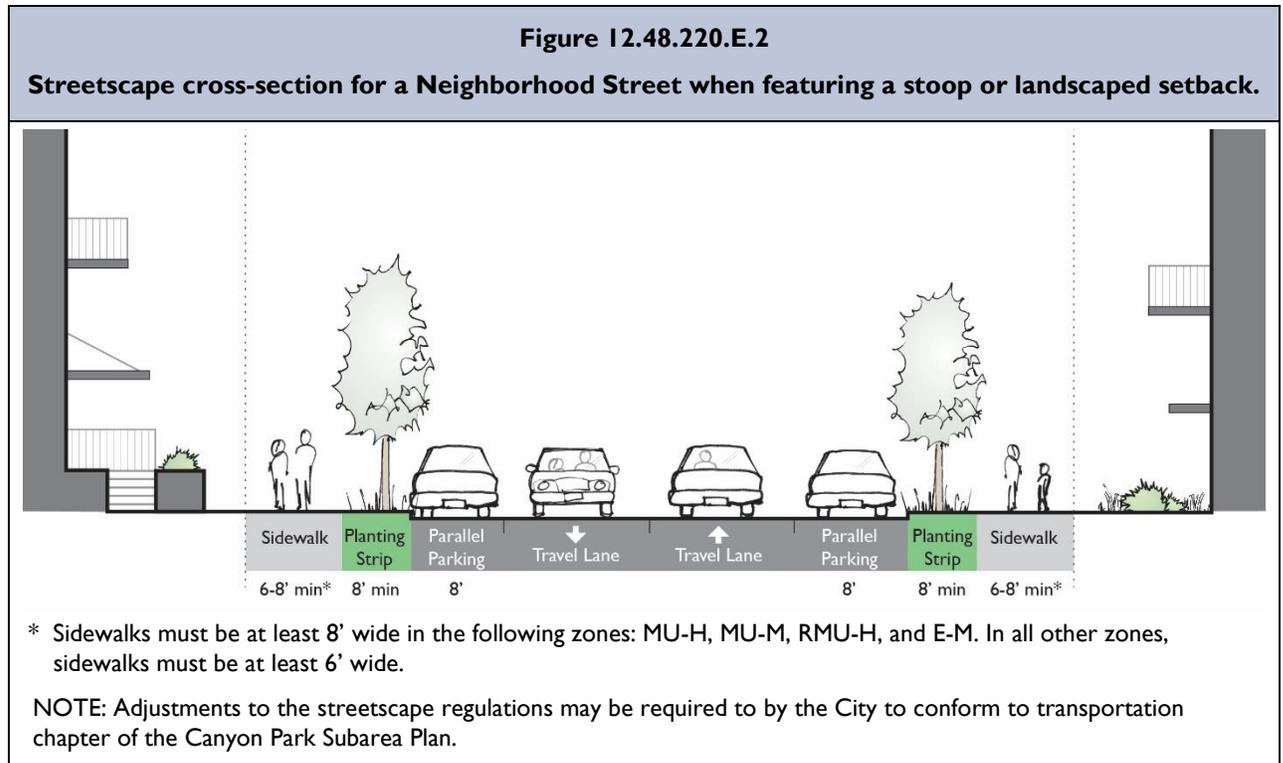
Figure 12.48.200 above illustrates the configuration of three planned streetscape classifications for planned new, extended, and improved streets in the subarea. Subsections C-E below provide the regulations for each streetscape type.

- A. **Required adjustments.** Adjustments to the streetscape regulations may be required to by the City to conform to transportation chapter of the Canyon Park Subarea Plan.
- B. **Design departures.** Adjustments to the streetscape classification regulations in subsections C-E below may be approved by the City as a departure, pursuant to BMC 12.48.030, provided the design meets the goals and policies of the Canyon Park Subarea Plan.

**C. Primary Streetscapes.** Primary Streetscapes are intended to function as the subarea’s primary neighborhood center streets. Figure 12.48.220.C below illustrates optional streetscape cross-sections.





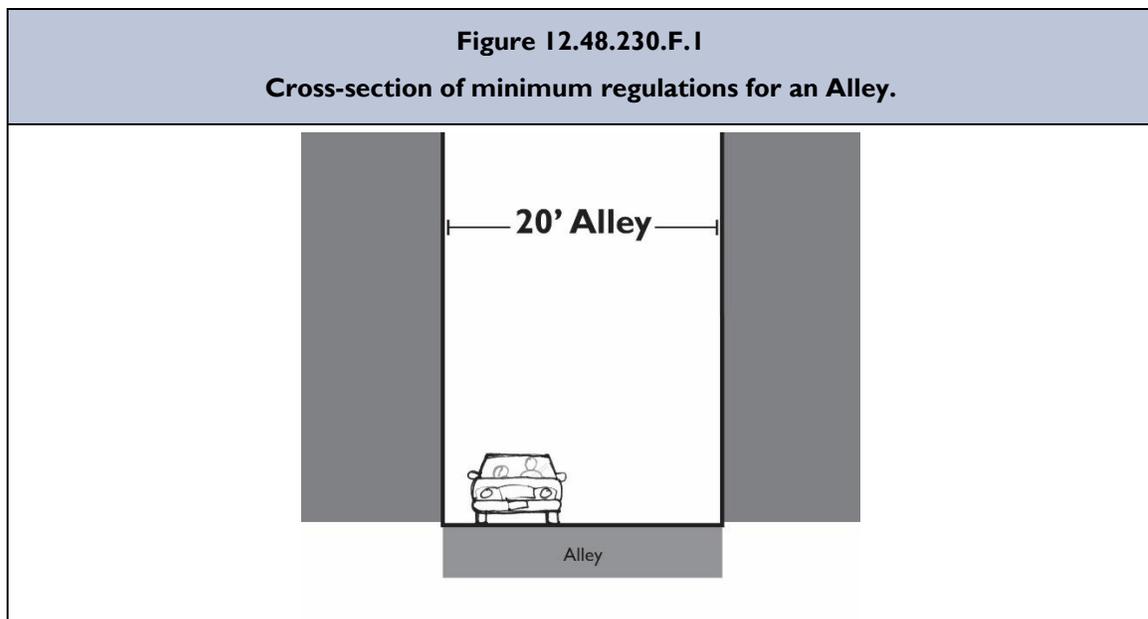


### 12.48.230 Through-block connections.

Figure 12.48.200 above illustrates the configuration of several “through-block connections” intended to primarily enhance pedestrian circulation in the area, while also providing an option for vehicular access to on-site parking, functioning as a design amenity to new development, and breaking of up the massing of buildings on long blocks. Specific regulations:

- A. Required connections and public access easement.** If an applicant owns a lot containing a proposed through-block connection within it or along the edge of the property, the applicant must provide such through-block connections in conjunction with their project development as a public access easement.
- B. Alignment.** Specific alignments for the through-block connections will be developed during the development review process for applicable sites.
- C. Accessibility.** Through-block connections must be accessible to the public at all times and may take a variety of forms, depending on the block size and use mix, as specified in subsection D, Through-block connections, below.
- D. Design departures.** Adjustments to the through-block connection regulations in subsection E below may be approved by the City as a departure, pursuant to BMC 12.48.030, provided the design:
  1. Creates a safe and welcoming pedestrian-route.
  2. Provides an effective transition between the shared lane or path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).
  3. Functions as a design amenity to the development.

- E. Cantilever design.** Buildings may project or cantilever into minimum required easement areas on building levels above the connection provided a 13-foot, six-inch vertical clearance is maintained and all other regulations are met.
- F. Through-block connection types.** Unless otherwise noted below and elsewhere in this chapter, required through-block connections may take any of the following forms set forth in subsections F.1-4 below. A combination of designs set forth above may be used for each connection.
1. Alley design.
    - a. Applicability: The traditional alley design option is permitted on blocks featuring storefronts along at least 50-percent of the block's perimeter frontage.
    - b. 20-foot minimum public access easement.
    - c. 20-foot wide two-way travel lane featuring asphalt, concrete, unit paving, or other similar decorative and durable surface material.



2. Woonerf design.
  - a. Applicability: The “woonerf” – or shared lane may apply to any through-block connection within the subarea.
  - b. 40-foot minimum public access easement.
  - c. 20-foot wide two-way shared travel lane featuring concrete, unit paving, or other similar decorative and durable surface material. Asphalt is prohibited.
  - d. Ten-foot minimum landscaping strips with Type III Landscaping per BMC 12.18.040 on each side of the shared-lane. Curbs and/or raised planter walls may be included in the required landscaping area.
  - e. Where such through-block connection is integrated along the edge of a development, a minimum easement of 20-feet is required for the shared travel lane.
  - f. Woonerf design connections are subject to block frontage regulations in BMC 12.48.355.

Figure 12.48.230.F.2 illustrates the cross-section for minimum regulations for the Woonerf design.

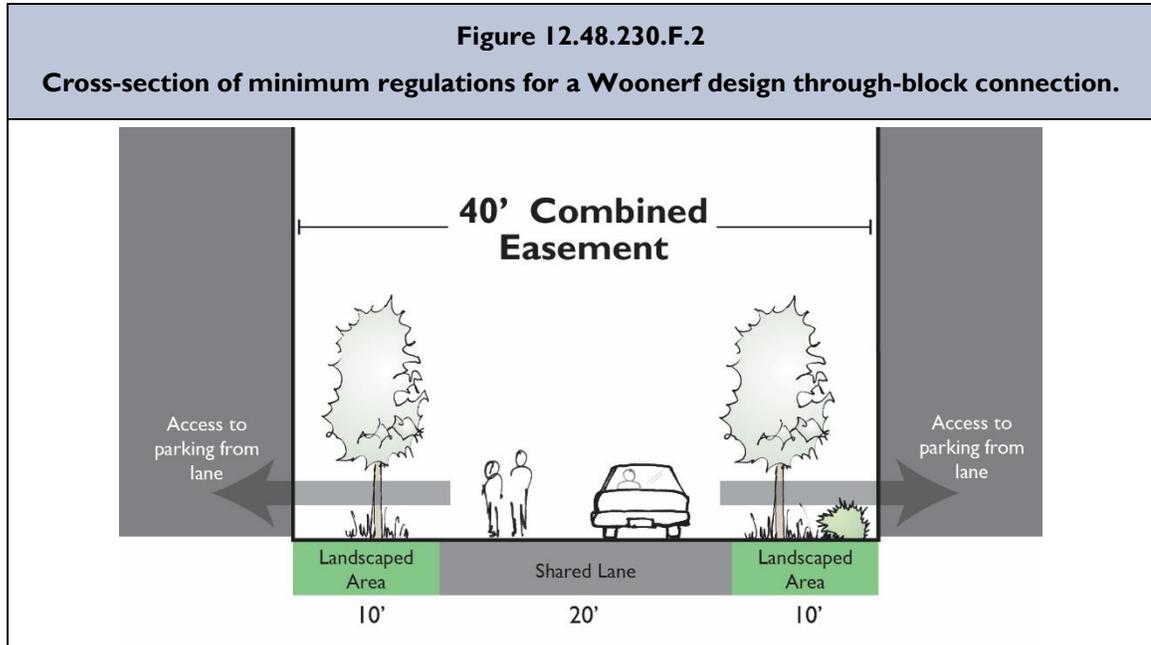
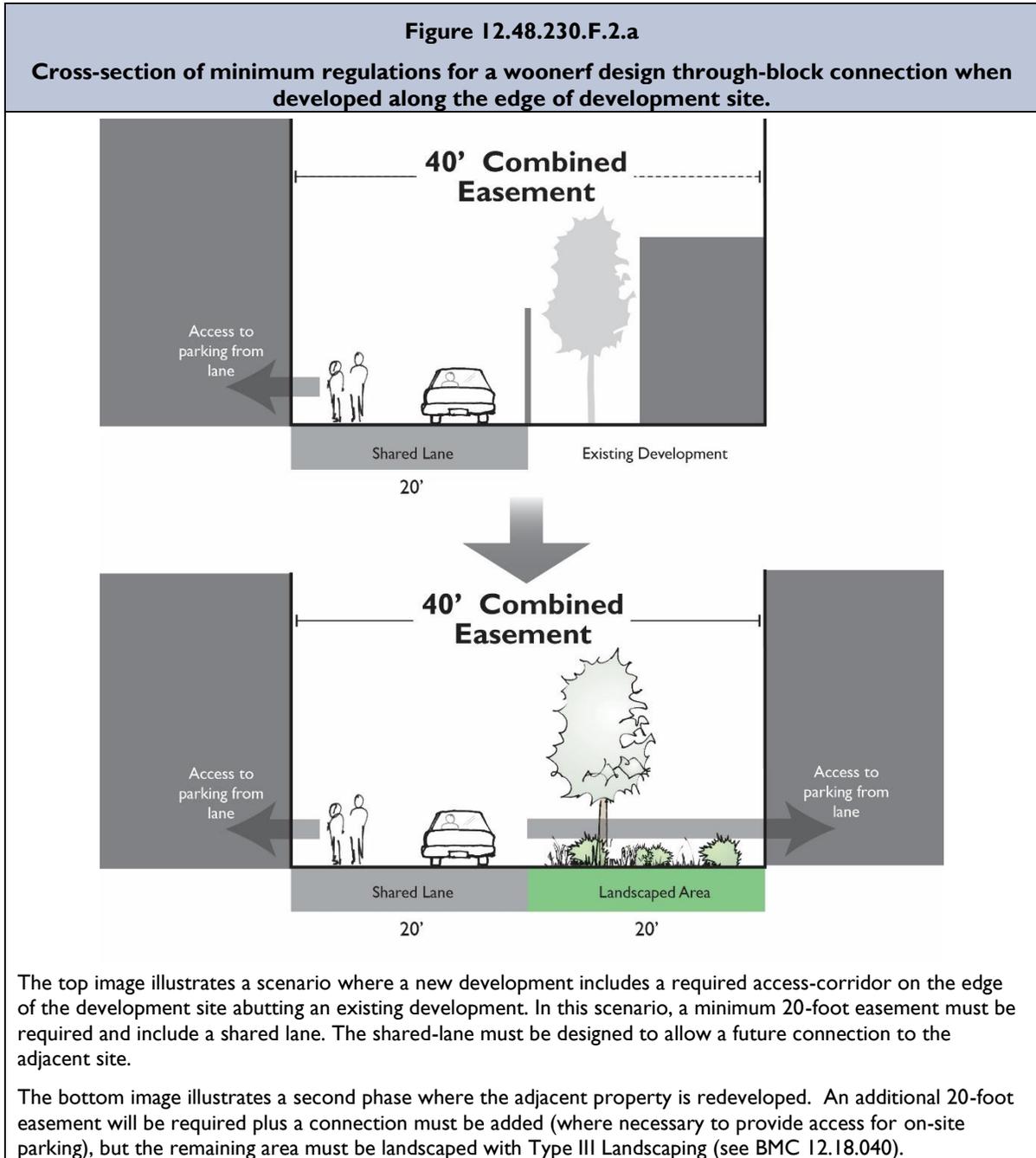
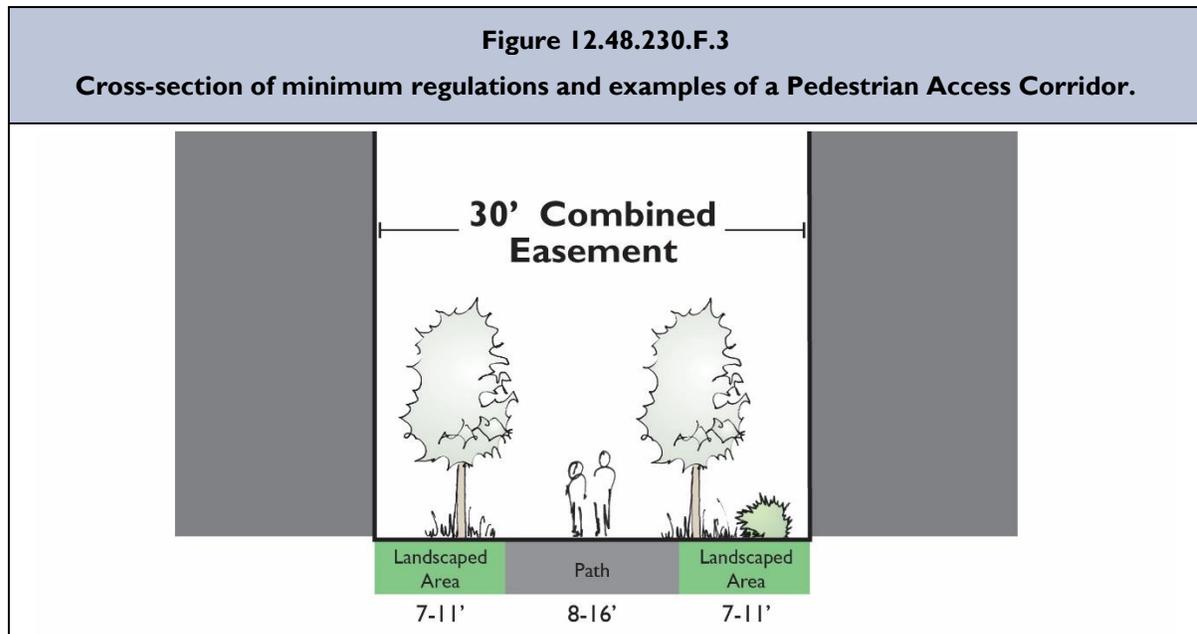


Figure 12.48.230.F.2.a illustrates regulations for scenarios where a through-block connection is located on the edge of a site, where its development likely will be phased in as the adjacent properties redevelop.



3. Landscaped passageway design.
- a. Applicability: Optional design when vehicular access to the site is provided elsewhere on the site.
  - b. 30-foot minimum public access easement.
  - c. Eight to 16-foot walking path. Eight to ten-foot paths are appropriate in a residential context, whereas the wider path is more desirable where active ground level uses with outdoor seating/dining areas.
  - d. Seven to 11-foot minimum landscaping strips (with Type III Landscaping per BMC 12.18.040) on each side of the walking path. Raised planter walls may be included in the required landscaping area.
  - e. Where such through-block connection is integrated along the edge of a development, a minimum easement of 15-feet is required for the subject walking path and landscaping. Adjustments to the walking path and landscaping widths and configurations are allowed provided the design effectively balances the following objectives:
    - (1) Create a safe and welcoming pedestrian-route.
    - (2) Provides an effective transition between the walking path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).
    - (3) Functions as a design amenity to the development.
  - f. Landscaped passageway design connections are subject to block frontage regulations in BMC 12.48.355.



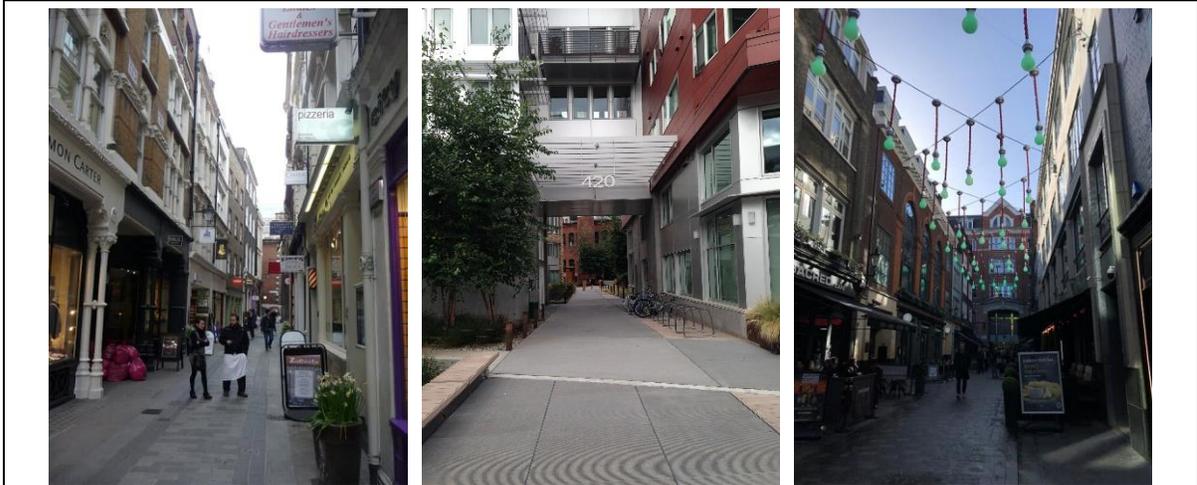
**Figure 12.48.230.F.3**  
**Cross-section of minimum regulations and examples of a Pedestrian Access Corridor.**



4. Urban passage design.

- a. Applicability: Optional design when vehicular access to the site is provided elsewhere on the site and active ground level uses are provided along frontages.
- b. Sixteen-foot minimum public access easement.
- c. Urban passage design connections are subject to block frontage regulations in BMC 12.48.360.

**Figure 12.48.230.F.4**  
**Urban passage examples.**



**12.48.240 Trails.**

Figure 12.48.200 above illustrates the configuration of existing and planned trails to implement the Canyon Park Subarea Plan. Specific regulations:

- A. Required connections and public access easement.** If an applicant owns a lot containing a proposed trail within it or along the edge of the property, the applicant must provide such trail in conjunction with their project development as a public access easement.
- B. Alignment.** Specific alignments for the trail will be developed during the development review process for applicable sites.
- C. Accessibility.** Trails must be accessible to the public at all times.
- D. Design.** Trails must be designed appropriate to the physical context of the site and development to accommodate anticipated use. The following documents provide guidance and/or standards to the design trails in Canyon Park:

- 1. Bothell Design and Construction Standards.
- 2. Parks, Recreation and Open Space (PROS) Plan.
- 3. Canyon Park Subarea Plan.

**12.48.250 Off-street parking regulations.**

The provisions herein supplement the off-street parking provisions in Chapter 12.16, BMC. Where there is a conflict, the provisions herein apply.

A. Off-street parking regulations are set forth in Table 12.48.250 below.

Table 12.48.250 Off-street parking regulations for commercial uses (minimum parking number of parking spaces required).							
Use Categories	RMU-H	RMU-M	OR-H	OR-M	OR-L	E-M	E-L
<b>NON-RESIDENTIAL</b> (spaces per square feet of gross floor area, unless otherwise noted)							
Automotive, marine, and heavy equipment services	1/500sf	1/500sf	1/500sf	1/500sf	1/400sf	1/500sf	1/400sf
Artisan manufacturing							
Business or personal services use							
Eating and drinking establishments							

<b>Table 12.48.250</b>							
<b>Off-street parking regulations for commercial uses (minimum number of parking spaces required).</b>							
<b>Use Categories</b>	<b>RMU-H</b>	<b>RMU-M</b>	<b>OR-H</b>	<b>OR-M</b>	<b>OR-L</b>	<b>E-M</b>	<b>E-L</b>
Education services							
Government services, general							
Health and social services							
Recreation, culture and entertainment, indoor							
Retail uses							
Hotels and motels	1/unit or suite						
Manufacturing, except artisan manufacturing	NA	NA	0.9/1,000sf	0.9/1,000sf	0.9/1,000sf	0.9/1,000sf	0.9/1,000sf
Uses not otherwise categorized	As determined by community development director						
<b>RESIDENTIAL (spaces per dwelling unit)</b>							
Studio + 1-bedroom*	0.75	1.1	0.75	1.1	1.5	NA	NA
2-bedroom*	1.5	2.2	1.5	2.2	2.2	NA	NA
3-bedroom or more*	2.2	2.2	2.2	2.2	2.2	NA	NA

Note, some developments within a ¼ mile of frequent transit may be eligible for a parking minimum exception per HB 1923, modified by HB 2343, allowing a minimum of .75 stalls per unit.

B. Some developments within one-quarter mile of frequent transit may be eligible for a parking minimum exception or reduction per House Bill-1923, modified by House Bill-2343.

# DESIGN REGULATIONS – BLOCK-FRONTAGES

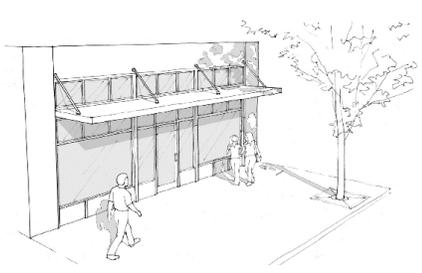
**Sections:**

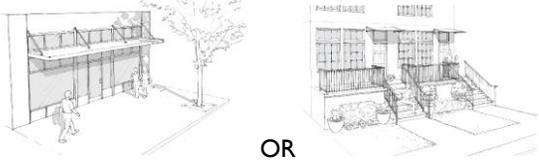
- 12.48.300 Purpose.
- 12.48.305 Block-frontage designation map.
- 12.48.310 About the transparency regulations.
- 12.48.320 Primary block-frontage regulations.
- 12.48.330 Secondary block-frontage regulations.
- 12.48.340 Gateway block frontage regulations.
- 12.48.350 Undesignated (streets with no designated block frontage).
- 12.48.355 Woonerf and Landscaped Passageway frontage regulations.
- 12.48.360 Urban Passage frontage regulations.
- 12.48.370 Where properties front onto multiple streets.
- 12.48.380 Where properties have multiple designations along one frontage.
- 12.48.390 High-visibility street corners.

**12.48.300 Purpose.**

The purpose of the BMC 12.48.300 block frontage design regulation sections is to:

- A. To achieve the envisioned character of Canyon Park Subarea as set forth in the goals and policies of the Canyon Park Subarea Plan.
- B. To enhance pedestrian environments by emphasizing activated ground-level block-frontage designs for commercial, mixed-use, and multifamily developments.
- C. To minimize potential negative impacts of off-street parking facilities on the streetscape in strategic areas.
- D. To promote good visibility between buildings and the street for security for pedestrians and to create a more welcoming and interesting streetscape.

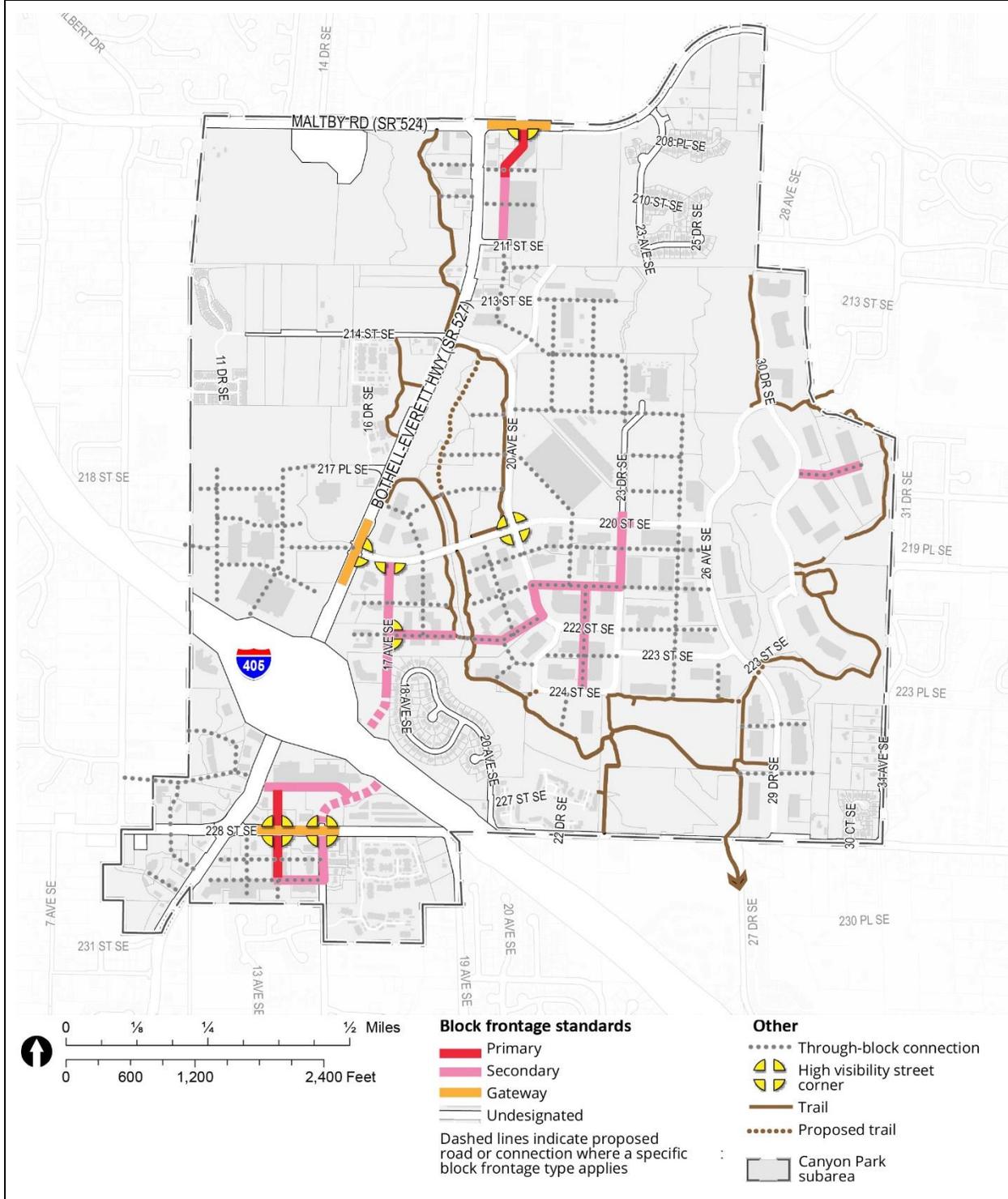
<b>Table 12.48.300</b>		
<b>Summary of key block-frontage types.</b>		
	<b>Permitted Frontage</b>	<b>Details</b>
<b>Primary</b>		<ul style="list-style-type: none"> <li>• No new ground-level parking adjacent to the street.</li> <li>• Special transparency, weather protection, and entry requirements.</li> <li>• Minimum commercial space height and depth.</li> <li>• No ground floor residential uses except for live/work units on select Storefront designated blocks where the storefront space meets height and depth regulations.</li> </ul>

<b>Table 12.48.300</b> <b>Summary of key block-frontage types.</b>		
<b>Secondary</b>	 <p>OR</p> <p>Storefront or Landscape Frontages allowed</p>	<ul style="list-style-type: none"> <li>• Ground-level parking must not be visible from the street.</li> <li>• Landscaping to soften façades of non-storefronts and buffer parking areas.</li> <li>• Minimum façade transparency requirements per use and setback.</li> </ul>
<b>Gateway</b>	 <p>OR</p> <p>Storefront or Landscape Frontages allowed</p>	<ul style="list-style-type: none"> <li>• Emphasizes “Secondary” block frontage regulations for buildings at intersections, but emphasizes the “Undesignated” block frontage regulations between intersections to allow greater flexibility.</li> </ul>
<b>Undesignated</b>	 <p>OR</p> <p>Storefronts are optional in mixed-use zones, otherwise frontages with landscaped setbacks are emphasized</p>	<ul style="list-style-type: none"> <li>• Flexible parking lot location regulations.</li> <li>• Landscaping to soften façades of non-storefronts and buffer parking areas.</li> <li>• Minimum façade transparency requirements per use and setback.</li> </ul>

**12.48.305 Block-frontage designation map.**

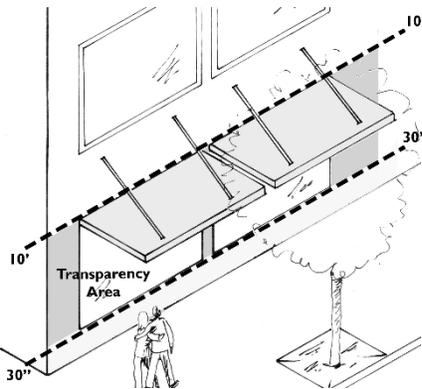
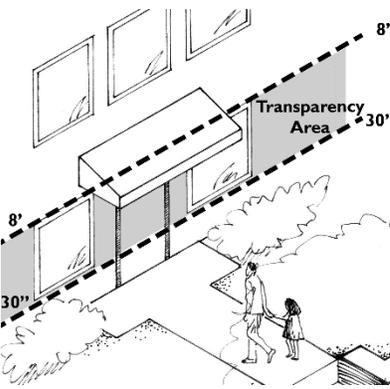
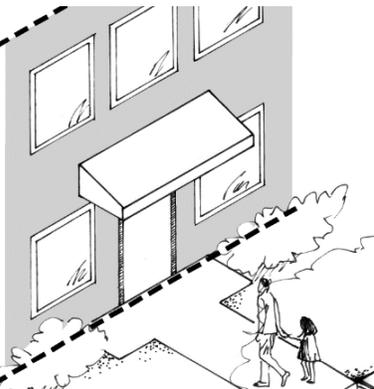
- A. Application of map and block frontage regulations. New development fronting on all streets in the Canyon Park Subarea are subject to applicable regulations in these BMC 12.48.300 sections based on the block frontage designation of the street.
- B. Clarifying the differences between the block frontage designation map and the streetscape designation map in Figure 12.48.200. Block-frontage designations and regulations apply to development frontages, which includes the building and associated site development that occurs within the property boundary. The streetscape designations and regulations set forth in BMC 12.48.220 regulate the design of sidewalks and planting strips along streets.

**Figure 12.48.305**  
**Canyon Park block-frontage designations map.**



**12.48.310 About the transparency regulations.**

Some block-frontage designations contain distinct minimum façade transparency regulations. The purpose of these regulations is to maintain “eyes on the street” for safety and create welcoming pedestrian environments. Table 12.48.310 below includes details in how they are measured.

<b>Table 12.48.310 Transparency regulations</b>		
<b>Transparency area</b>		
<p><b>Storefront</b></p>  <p>The transparency area is on the ground floor between 30” and 10’ above sidewalk grade</p>	<p><b>Ground floor non-residential and non-storefront</b></p>  <p>The transparency area is between 30” and 8’ above grade</p>	<p><b>Residential buildings and residential portions of mixed-use buildings</b></p>  <p>All vertical surfaces of the façade are used in the calculations</p>
<b>Other Transparency Provisions</b>		
<p><b>Windows must be transparent</b></p> <p>Ground-level window area for storefronts and other non-residential uses that is covered, frosted, or perforated in any manner that obscures visibility into the building must not count as transparent window area. Perforated signs are allowed provided they meet window sign regulations in BMC 12. Also, mirrored glass and highly-reflective or darkly-tinted windows must not be counted as transparent windows.</p>	 <p>Covered windows</p>	 <p>Perforated sign</p>

**Table 12.48.310  
Transparency regulations**

**Display windows & parking garages**

Display windows may be used for up to 25% of non-residential transparency requirements (except for ground-level Storefront-designated block-frontages) provided they are at least 30” deep to allow changeable displays and the interior wall is non-structural so it can be removed if the windows are not used for display. Tack-on display cases as shown in the far right example do not qualify as transparent window area.

For parking garages (where allowed by block frontage regulations), the left image illustrates how such a structure can meet (and not meet) the applicable transparency regulations.



Integrated display windows



Tack-on display cases



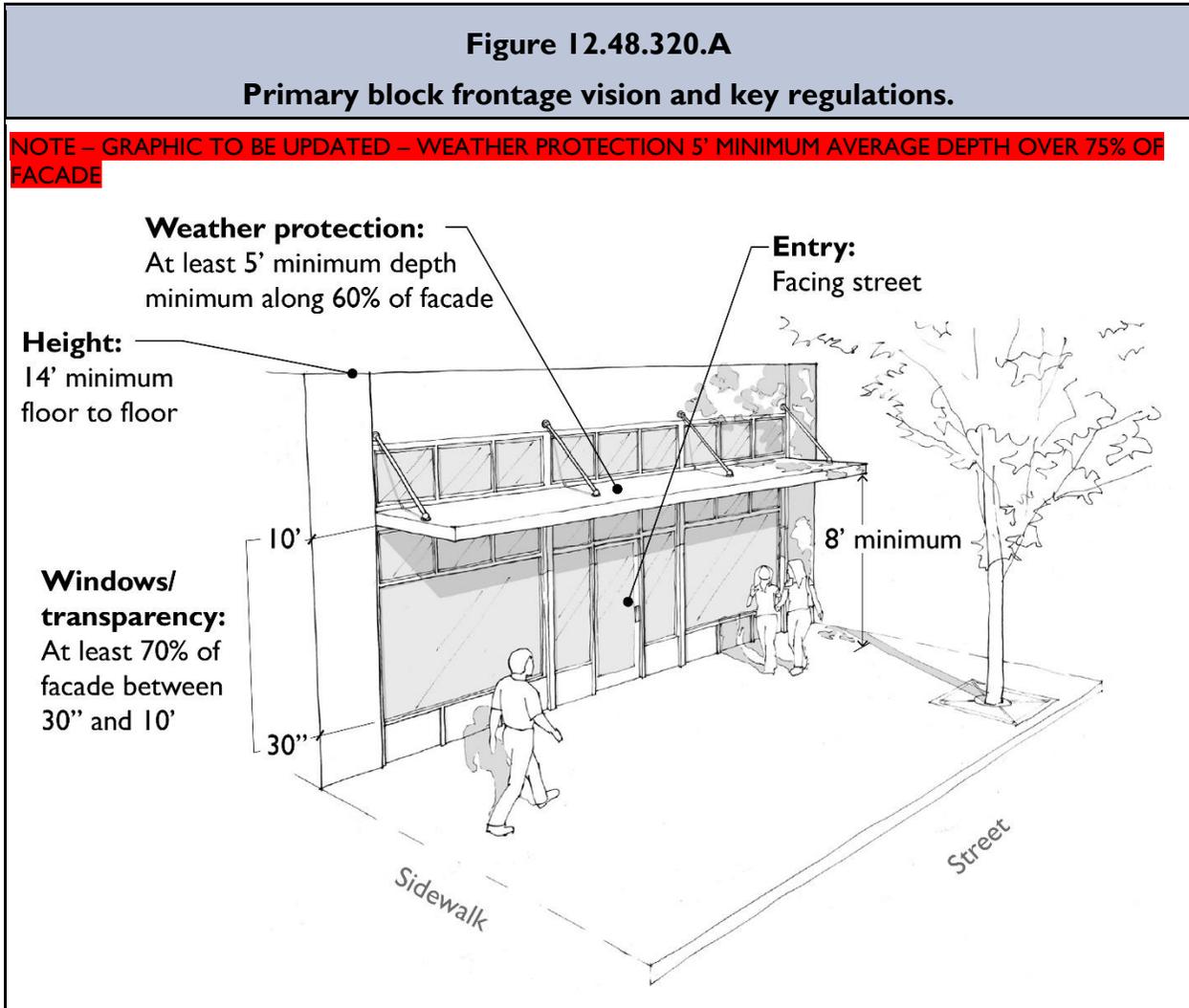
Parking garage with window openings



Parking garage without window openings

**12.48.320 Primary block-frontage regulations.**

**A. Purpose.** Primary block-frontages are the most vibrant and active shopping and dining areas within the subarea. Blocks designated as Primary block-frontages (as shown in Figure 12.48.305) include continuous storefronts placed along the sidewalk edge with small scale shops and many business entries.



**B. Regulations.** All development on sites with a Primary block-frontage designation must comply with the regulations in Table 12.48.320.B below:

<b>Table 12.48.320.B</b>		
<b>Primary block-frontage regulations.</b>		
The ➡ symbol refers to DEPARTURE opportunities. See 12.48.320.C below for special departure criteria.		
Element	Regulation	Additional Provisions & Examples
<b>Ground-level</b>		
Land use	Table 12.48.120 sets forth the basic permitted uses in subarea zoning districts. However, only those uses listed below are permitted on the ground level on Primary block frontages: <ul style="list-style-type: none"> <li>• Personal services use</li> <li>• Eating and drinking establishment</li> <li>• Artisan manufacturing</li> <li>• Recreation, culture &amp; entertainment</li> <li>• Retail uses</li> </ul>	Lobbies and accessory-uses associated with upper-floor hotel/motel, business service, and multifamily residential uses are allowed provided they are limited to 33% of all Primary block-frontages (measured separately for each block).
Floor to ceiling height	14' minimum (applies to new buildings only).	Applies to the minimum retail space depth.
Retail space depth	30' minimum ➡	
<b>Building placement</b>	Buildings must be placed at the back edge of the required sidewalk. Additional setbacks are allowed for a widened sidewalk or pedestrian-oriented space [_____].	 <p>Corner storefront building example.</p>
<b>Building entrances</b>	Primary building entrances must face the street. For corner buildings, primary entrances for ground-level building corner uses may face either street or the street corner.	
<b>Façade transparency</b> (see BMC 12.48.310)	At least 70% of the transparency area. ➡	
<b>Weather protection</b>	Weather protection over the sidewalk is required along at least 75% of the storefront façade, and it must be a minimum of 5' average depth and have 8' minimum vertical clearance. ➡  Weather protection must not interfere with street trees, street lights, street signs, or extend beyond the edge of the sidewalk.	

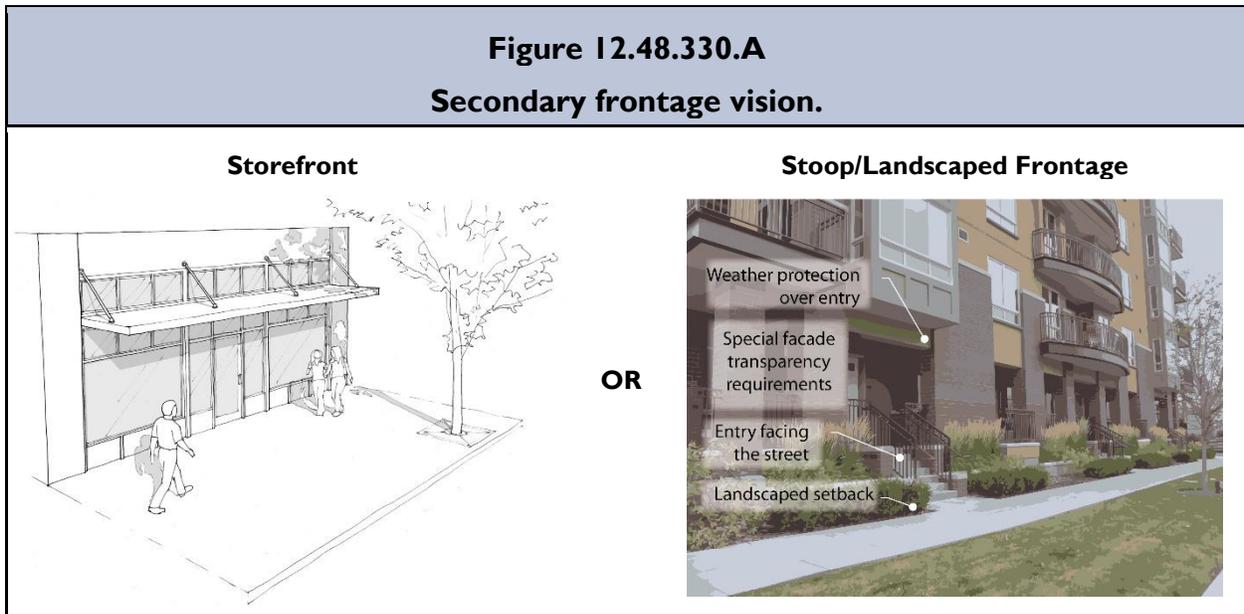
<p align="center"><b>Table 12.48.320.B</b>  <b>Primary block-frontage regulations.</b></p>		
<p>The ➞ symbol refers to DEPARTURE opportunities. See 12.48.320.C below for special departure criteria.</p>		
Element	Regulation	Additional Provisions & Examples
Parking location	New ground-level (surface or structured) parking adjacent to the street is prohibited. Parking may be placed below, above, and/or behind storefronts. ➞	

**C. DEPARTURE criteria.** Departures from the regulations in Table 12.48.320 that feature the ➞ symbol will be considered per BMC 12.48.030 provided the alternative proposal meets the purpose of the regulations and the following criteria:

1. Retail space depth. Reduced depths of up to 25-percent of the applicable block-frontage will be considered where the applicant can successfully demonstrate the proposed alternative design and configuration of the space is viable for a variety of permitted retail uses.
2. Facade transparency. Departures for facade transparency in the transparency area may be reduced to a minimum of 40-percent if the façade design between ground-level windows provides visual interest to the pedestrian and mitigates the impacts of blank walls.
3. Weather-protection. The reduced extent (to no less than 50-percent of block-frontages) or width weather-protection features (to no less than four-feet in width) will be considered provided the designs are proportional to architectural features of the building and building design trade-offs (elements that clearly go beyond minimum building design regulations in this chapter) meet the purpose of the regulations.

**12.48.330 Secondary block-frontage regulations.**

**A. Purpose.** Secondary block-frontages (as shown in Figure 12.48.305) allow flexibility to integrate either a storefront or a stoop/landscaped frontage in a pedestrian-friendly configuration.



**B. Regulations.** Developments or portions thereof choosing to integrate a storefront design must conform to Primary block-frontage regulations set forth in BMC 12.48.320. Other frontage designs must meet the regulations set forth in Table 12.48.330.B below:

**Table 12.48.330.B**  
**Secondary block-frontage regulations (when utilizing non-storefront designs).**

The ➡ symbol refers to DEPARTURE opportunities. See 12.48.330.C below for special departure criteria.

Regulation	Additional Provisions & Examples	Additional Provisions & Examples
<b>Ground-level</b>		
Land use	Table 12.48.120 sets forth permitted land uses.	
<b>Building placement</b>	10' minimum setbacks are required. ➡	
<b>Building entrances</b>	Building entries must face the street or a pedestrian-oriented space [ ] that is adjacent to the street.	

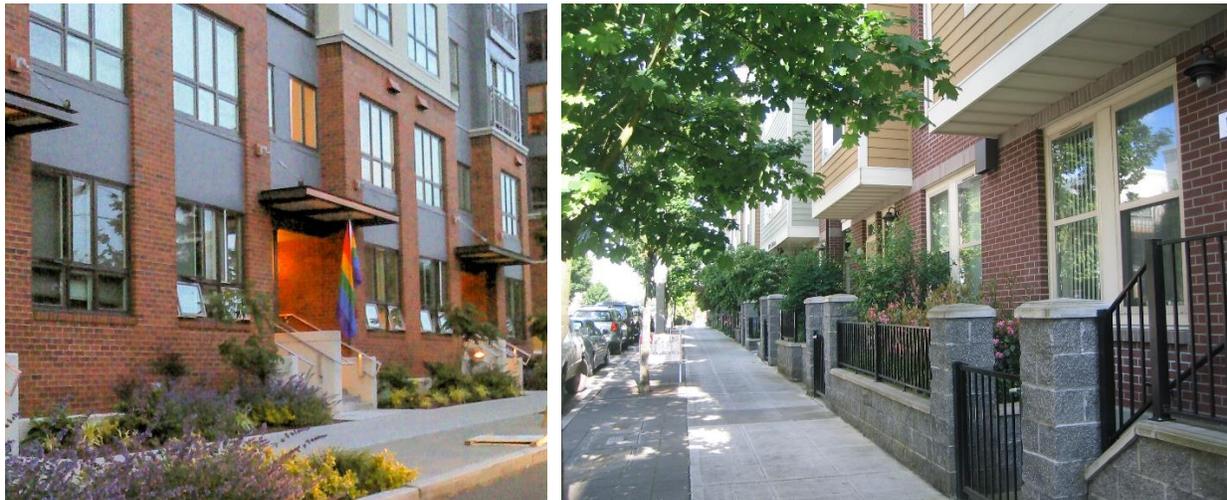
<b>Table 12.48.330.B</b>		
<b>Secondary block-frontage regulations (when utilizing non-storefront designs).</b>		
The ➡ symbol refers to DEPARTURE opportunities. See 12.48.330.C below for special departure criteria.		
<b>Regulation</b>	<b>Additional Provisions &amp; Examples</b>	<b>Additional Provisions &amp; Examples</b>
<b>Façade transparency</b> (see BMC 12.48.310)	Transparent windows must be provided along at least 15% of the entire building façade, plus: <ul style="list-style-type: none"> <li>• Buildings designed with ground-floor non-residential uses within 10' of sidewalk, must feature at least 40% transparency within the transparency area. ➡</li> <li>• Buildings designed with ground floor non-residential uses within 20' of sidewalk, must feature at least 25% transparency within the transparency area. ➡</li> </ul>	 <p>Landscaped frontage example meeting setback, entry, weather protection, and transparency regulations.</p>
<b>Weather protection</b>	Weather protection at least 3' deep must be provided over individual residential and commercial tenant entries and at least 5' deep for shared residential, commercial, and professional office entries.	
<b>Parking location</b>	Ground-level parking must not be visible from the street. Where parking is integrated at or near the ground-level, it must be set-back and completely screened by landscaped berms (upper right example).  The lower right example illustrates a prohibited design.	
<b>Landscaping</b>	All areas between the sidewalk and the building must be landscaped, except for pathways, porches, decks, and other areas meeting the definition of pedestrian-oriented space [_____].  Landscaped areas must contain Types I, II, or IV Landscaping (as defined in _____) and may incorporate rain gardens and other forms of stormwater-management.	

**C. DEPARTURE criteria.** Departures to the Secondary block-frontage regulations in Table 12.48.330.B that feature the ↻ symbol will be considered per BMC 12.48.030 provided the alternative proposal meets the purpose of the regulations and the following criteria:

1. **Building placement:** Reduced setbacks (down to a minimum of eight-feet) will be considered where the ground floor is elevated a minimum average of 30-inches (required when the ground floor setback is less than ten-feet) and design treatments that create an effective transition between the public and private realm. For example, a stoop design or other similar treatments that utilize a low fence or retaining wall, and/or hedge along the sidewalk may provide an effective transition [see Figure 12.48.330.C for examples].
2. **Façade transparency:** Façade transparency in the transparency area may be reduced from the minimum by 50-percent if the façade design between ground-level windows provides visual interest to the pedestrian and mitigates the impacts of blank-walls.

**Figure 12.48.330.C**

**Acceptable examples of possible setback departures.**



The apartment building (left image) includes a street setback of about 6-8-feet and features a landscape planter, an elevated ground-level, and generous window transparency. The elevated-stoop frontages (right image) is another acceptable reduced setback departure example. The combination of landscaping elements, façade transparency, low fencing, and façade materials and detailing help to create an effective transition between the public and private realm.

### 12.48.340 Gateway block frontage regulations.

- A. Purpose.** To enhance the appearance of Canyon Park's highways and arterials, particularly at gateway intersections.
- B. Regulations.** Gateway block frontages (as shown in Figure 12.48.305) adjacent to intersections are subject to Secondary block frontage regulations (e.g., buildings must be placed at or near the street corner and the portion of the building fronting a Gateway designated block frontage must comply with Secondary block frontage regulations). The portion of Gateway designated block frontages that are in between the buildings located at intersections are subject to Undesignated block frontage regulations.

**12.48.350 Undesignated (streets with no designated block frontage).**

- A. Purpose.** Undesignated block frontages (as shown in Figure 12.48.305) should provide visual interest at all observable scales and meet the design objectives for the subarea.
- B. Applicability.** All Undesignated block frontages that are not designated are subject to the regulations of this section. These block frontages are provided greater flexibility with regards to the design of development frontages.

These block frontages include a combination of side streets (where most uses often front on other adjacent streets), business park streets, or other streets where greater flexibility in the frontage regulations is desired. While there is greater flexibility in the amount of transparency of façades and the location of surface and structured parking, design parameters are included to ensure that landscaping and other design elements help to mitigate the potential impacts of parking lots and blank walls along these streets.

DEPARTURES will be considered pursuant to BMC 12.48.030.

**C. Regulations.**

Undesignated block frontages must comply with the regulations in Table 12.48.350.C below.

<b>Table 12.48.350.C</b>	
<b>Undesignated block frontage regulations.</b>	
<b>Element</b>	<b>Regulations</b>
<b>Building placement</b>	Buildings may be placed up to the sidewalk edge within <b>mixed-use districts</b> provided they meet Primary block regulations in BMC 12.48.330 (this includes regulations for ground level, building placement, building entrances, façade transparency, and weather protection elements). Otherwise, buildings must be placed at least 15' behind the sidewalk.
<b>Building entrances</b>	Building entrances facing the street are encouraged. At a minimum, at least one building entry visible and directly accessible from the street is required. Where buildings are setback from the street, pedestrian connections are required from the sidewalk.
<b>Façade transparency</b> (see BMC 12.48.310)	For buildings within 50' of a sidewalk, at least 10% of the entire façade must be transparent. ↻
<b>Weather protection</b>	At least 3' deep over primary business and residential entries and at least 5' deep for shared entries for office and multifamily buildings.
<b>Parking location and vehicle access</b>	There are no parking lot location restrictions, except for required landscaping buffers in _____.
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>The area between the street and any non-storefront building must be landscaped and/or private porch or patio space.</li> <li>See _____ for other landscaping regulations.</li> </ul>

### 12.48.355 Woonerf and Landscaped Passageway frontage regulations.

- A. Applicability.** These regulations apply to those block frontages along through-block connections designed with Woonerf and Landscaped Passageway designs as set forth in BMC 12.48.230. **Exception: Those through-block connections with other applied block frontage designations.**
- B. Purpose.** Woonerf and Landscaped Passageway frontage regulations provide eyes-on-the-pathway to create a safe and welcoming through-block connection while preserving the privacy of any adjacent ground-level residential units.
- C. Regulations.**
1. Building elevations facing a Woonerf or Landscaped Passageway through-block connection must feature at least 10-percent window transparency. ↻
  2. Where ground-level residential uses are within five-feet of a shared-lane or pathway, at least one of the following design features must be integrated to enhance the safety and privacy of adjacent residential units:
    - a. Windows must be placed at least six vertical-feet above the access corridor.
    - b. A combination of landscaping, planter walls, and/or elevated ground floor (at least one-foot above access corridor grade) that meet the purpose of the regulations.
  3. Where non-residential ground-level uses abut an access corridor, at least 25-percent of the applicable building-elevation between four and eight-feet above the ground-floor surface elevation must be transparent. ↻
  4. Weather protection at least 3' deep must be provided over individual residential and commercial tenant entries and at least 5' deep for shared residential and professional office entries facing the subject through-block connection. Exception: For residential uses, weather protection is required only for the unit's primary entrance.

**Figure 12.48.355.B**

**Woonerf and Landscaped Passageway frontage design examples.**



### 12.48.360 Urban Passage frontage regulations.

**A. Applicability.** These regulations apply to those block frontages along through-block connections designed with Urban Passage designs.

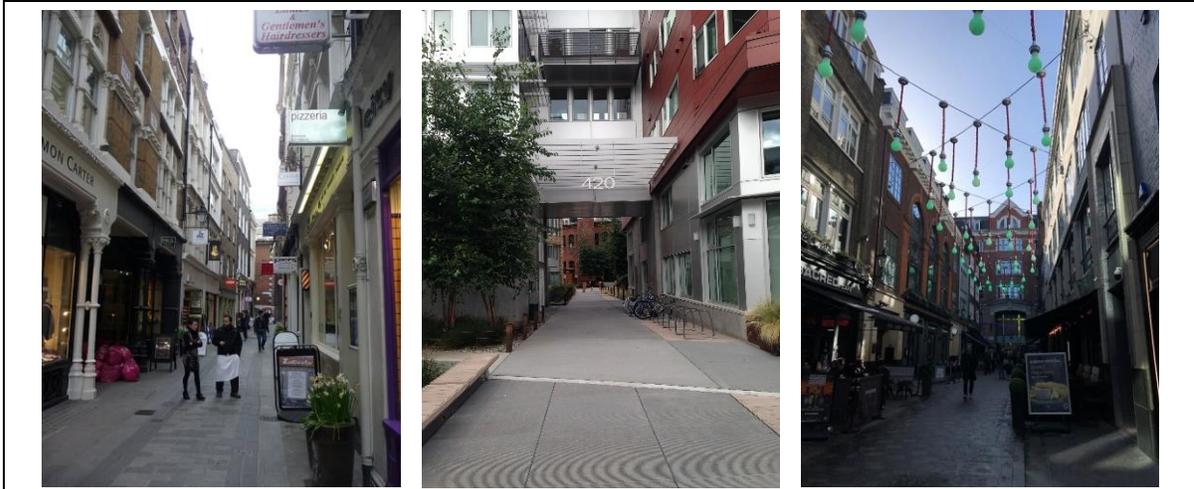
**B. Purpose.** To promote the development of pedestrian-friendly passages lined with active uses.

**C. Regulations.**

1. Dwelling units **and surface/ground-level parking** directly adjacent to an Urban Passage are prohibited (lobbies and common/amenity areas, however, are allowed).
2. Ground level building elevations facing a Urban Passage through-block connection must feature at least 40-percent window transparency (applied to storefront transparency area per BMC 12.48.310). ↻
3. Weather protection at least 3' deep must be provided over individual commercial tenant entries and at least 5' deep for shared residential and professional office entries facing the subject through-block connection. Recessed entries are encouraged.

**Figure 12.48.360**

**Urban passage frontage examples.**



### 12.48.370 Where properties front onto multiple streets.

Where a property fronts onto more than one street, each building frontage must comply with the regulations for the block-frontage upon which it fronts, with the following clarifications:

- A.** Where a conflict exists between frontage regulations, the Director will apply the regulations of a block-frontage pursuant to the following order of preference:
1. Primary;
  2. Secondary; then
  3. Undesignated.

Subsections (B) and (C) below clarify how the order of preference works for particular frontage elements.

- B. Entrances: For corner sites, entrances on both streets are encouraged, but only one entrance is required. For corner sites with frontage on a Primary block-frontage on one side, an entrance must be placed on the Primary block-frontage side or facing the corner. For corner sites with a mix of designations that do not include a Primary block-frontage, the entry must be placed on the order of preference identified above.

DEPARTURES may be considered provided the location and design of the entry and block-frontage treatments are compatible with the character of the area and enhance the character of the street.

- C. Transparency: For corner-sites - at least one block-frontage must meet the applicable transparency regulations (based on the order of preference above. For the second block-frontage, the Director may approve a reduction in the minimum amount of transparency by 50-percent. For street corners with the same designations on both frontages, buildings must employ the full transparency on the dominant frontage (based on the frontage width or established neighborhood pattern).

### **12.48.380 Where properties have multiple designations along one frontage.**

Where an individual property has a frontage with multiple block-frontage designations, the following regulations apply:

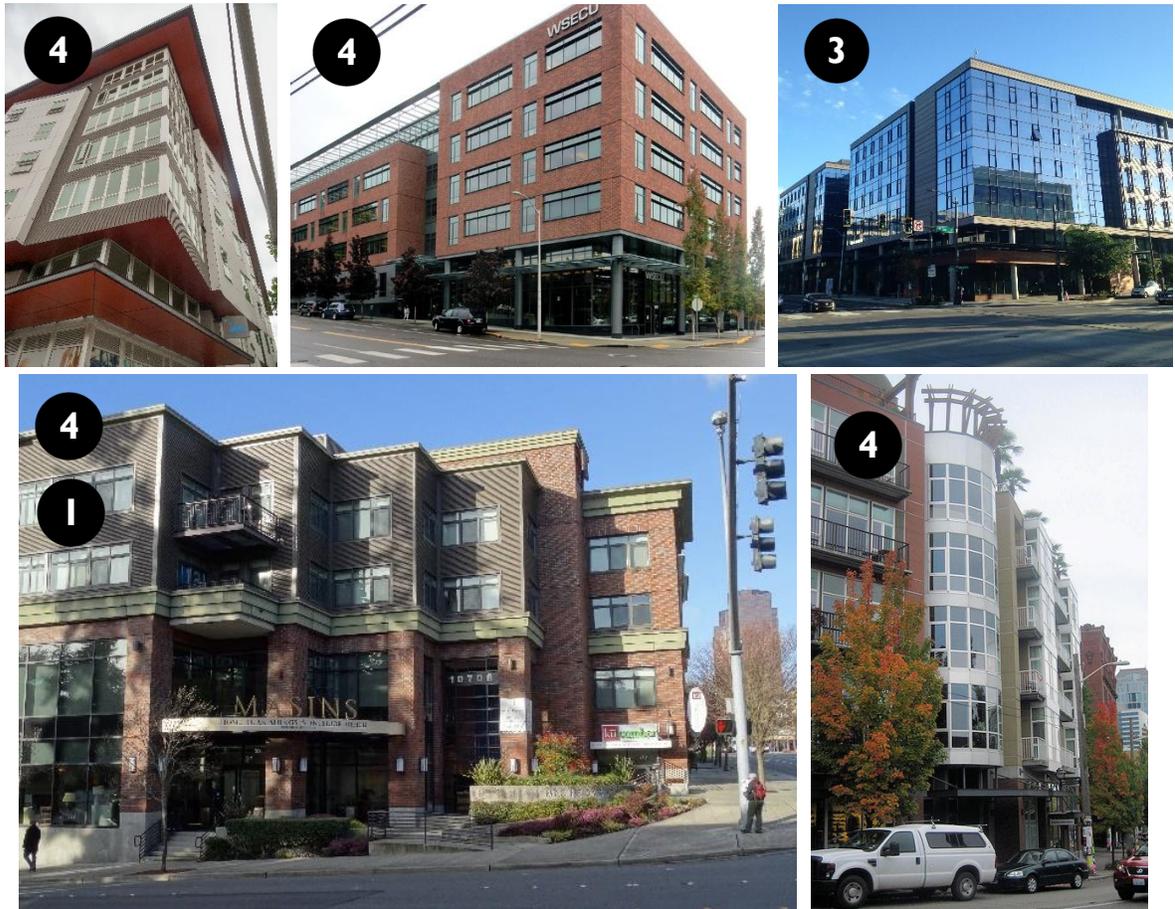
- A. Primary and any other block-frontage designation: Primary block-frontage designation applies.
- B. Secondary and Undesignated block-frontage designation: Secondary block-frontage designation applies.

### **12.48.390 High-visibility street corners.**

- A. Description/purpose.** The high visibility street-corner requirements apply to those sites designated as such on Figure 12.48.305. The purpose is to accentuate designated street-corners with high visibility to the public.
- B. Regulations.** At least one of the following special features must be included [Figure 12.48.390(A) below illustrates acceptable examples]:
1. Corner plaza.
  2. Cropped building corner with a special entry feature.
  3. Decorative use of building materials at the corner.
  4. Distinctive façade massing or articulation.
  5. Sculptural architectural element.
  6. Other decorative elements that meet the purpose of the regulations.

Figure 12.48.390.B

Acceptable high visibility street corner examples.



All of the buildings above integrate distinctive articulation features (4). The bottom left example also integrates a corner plaza (1).

# DESIGN REGULATIONS – SITE PLANNING

**Sections:**

- 12.48.400 Purpose.
- 12.48.410 Side and rear-yard setbacks.
- 12.48.420 Internal open space.
- 12.48.430 Internal pedestrian access and design.
- 12.48.440 Service areas and mechanical equipment.

**12.48.400 Purpose.**

The purpose of the BMC 12.48.400 site planning design regulation sections is to:

- A. To promote thoughtful layout of buildings, parking areas, and circulation, service, landscaping, and amenity elements.
- B. Enhance Canyon Park’s visual character.
- C. Promote compatibility between developments and uses.
- D. To integrate usable open space into new developments.
- E. Enhance the function and resilience of developments.

**12.48.410 Side and rear-yard setbacks.**

**A. Purpose.**

- 1. To promote the functional and visual compatibility between developments, particularly between zones of different intensity.
- 2. To protect the privacy of residents on adjacent properties.

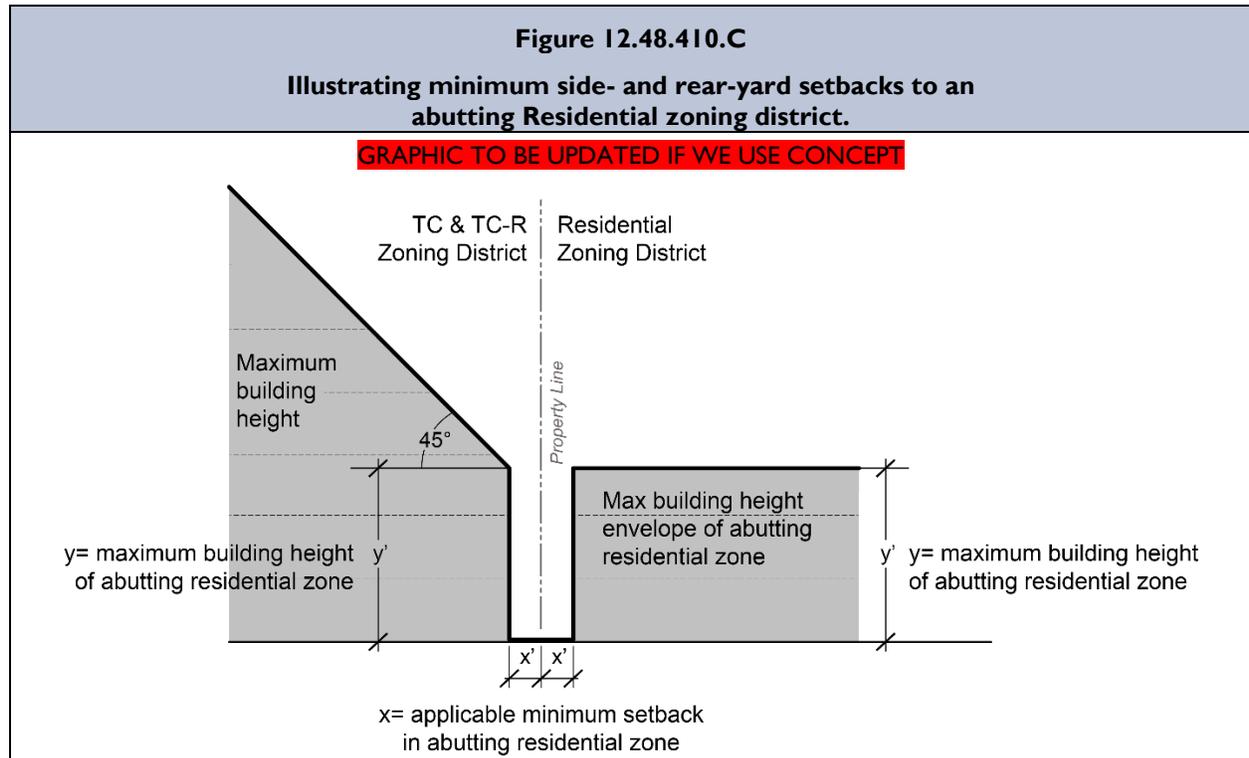
**B. Side and rear setback regulations.** Table 12.48.130 sets forth a range of minimum side and rear-yard setbacks in all subarea zones between 0-15-feet. The provisions below clarify specific setback requirements:

- 1. Zero side and rear-yard setbacks are allowed where developments integrated window-less firewalls that meet the design provisions of BMC 12.48.540.D.

<b>Table 12.48.410.B Minimum side- and rear-yard setbacks in the subarea.</b>	
<b>Min. Setback</b>	<b>Applicability/Standard</b>
0'	For window-less firewalls. All firewalls must meet the design provisions of _____.
5'	Minimum setback except: <ul style="list-style-type: none"> <li>• Where zero setbacks are allowed (window-less firewalls as described above)</li> <li>• Where setbacks greater than 5' are required per provisions below</li> </ul>

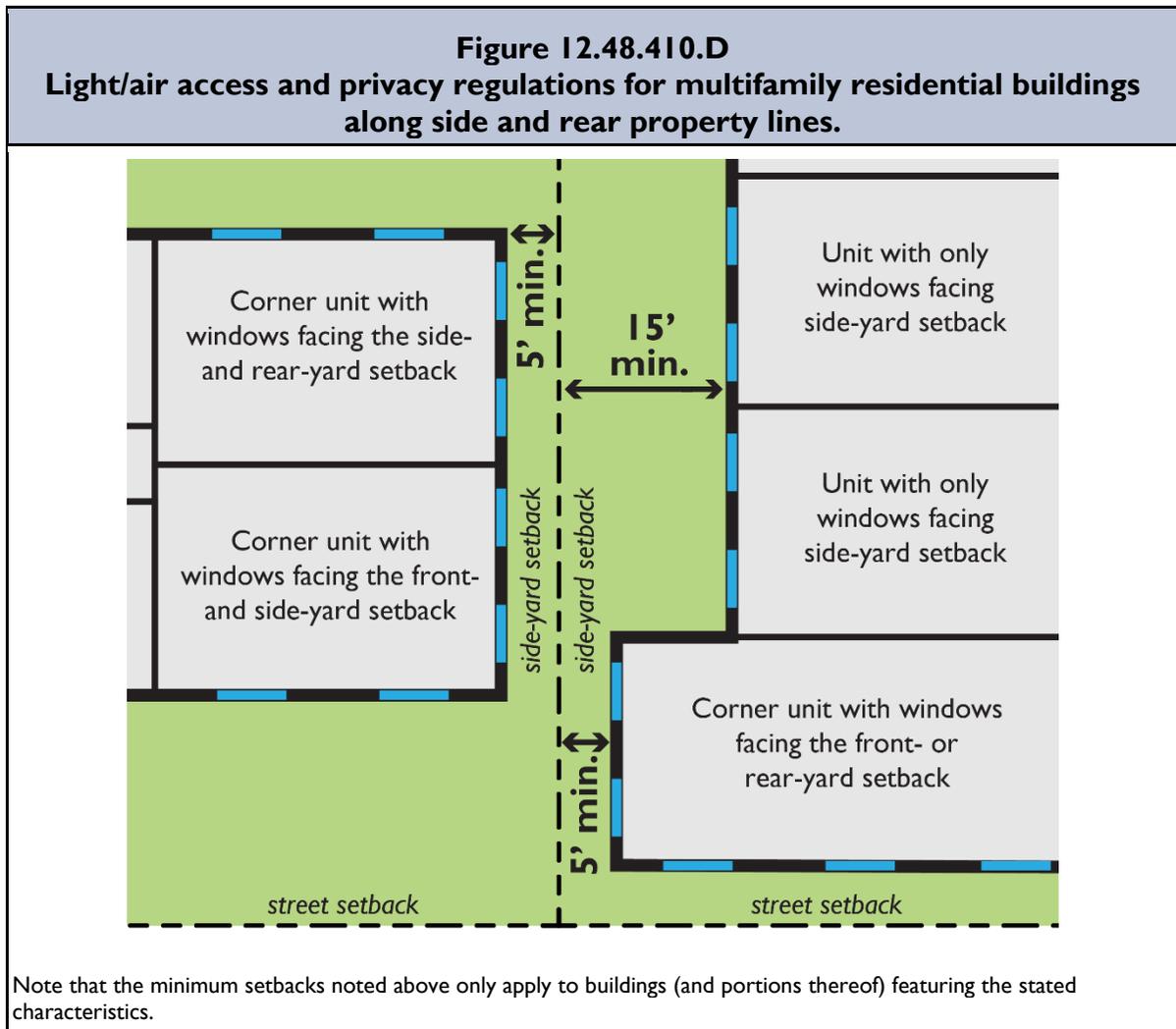
<b>Table 12.48.410.B</b> <b>Minimum side- and rear-yard setbacks in the subarea.</b>	
15'-20'	When required per subsection (E) below for light and air access and privacy along side and rear property lines.

**C. Special setback/building height regulations for sites abutting residential zones.** For sites abutting a residential zone, the side- and rear-yard setback must be the same as the applicable residential zoning district, up to the maximum height limit of the applicable residential zoning district, above which the minimum side yard setback must increase at a 45-degree angle inward up to the maximum height of the applicable subarea zoning district. See Figure 12.48.410.C for an illustration.



**D. Light and air access and privacy near interior side and rear property lines.** Buildings or portions thereof containing multifamily dwelling units whose only solar access (windows) is from the applicable side or rear of the building (facing towards the side or rear property line) must be set back from the applicable side or rear property lines at least 15-feet. See Figure 12.48.410.D. For such building elevations taller than four-stories, floors above the fourth-floor must be setback at least 20-feet from the applicable side or rear property lines. Note: These regulations do not apply to side or rear property lines where adjacent to a street, access corridor, or easement where no building may be developed.

DEPARTURES will be allowed where it is determined that the proposed design will not create a compatibility problem in the near and long-term based on the unique site context.



**12.48.420 Internal open space.**

**A. Purpose.**

1. To create useable space that is suitable for leisure or recreational activities for residents.
2. To create open space that contributes to the residential setting.
3. To provide plazas that attract shoppers to commercial areas.
4. To provide plazas and other pedestrian oriented spaces in commercial areas that enhance the employees’ and public’s opportunity for active and passive activities, such as dining, resting, people watching, and recreational activities.
5. To enhance the development character and attractiveness of commercial development.

**B. Regulations.**

1. All multifamily development, including multifamily portions of mixed-use development, must provide minimum usable on-site open space equal to **20-percent of gross leasable floor area**.

*NOTE: Suggestion above updated from 150sf/unit – which we thought might be too high. In thinking about the average size of units – likely being in the 650sf range, 15% comes out to 97sf while 20% comes out to 120sf. Note that since we’re only requiring 50% of the open space to be publicly accessible, the higher number seems more applicable here.*

2. All non-residential development must provide minimum usable on-site outdoor space equal to **8-percent of gross floor area**. Developments featuring less than **2,500 square feet** of gross floor area (if mixed-use, this includes residential and non-residential development) are exempt from this requirement.

*NOTES re non-res open space: Previous version required 5% - but staff noted that downtown transition and corridor districts require 10%, DN 6% - thus – for discussion purposes – we split the difference and went with 8%.*

3. Table 12.48.420 illustrate the types of on-site outdoor spaces that may be used to meet the requirements in subsections B.1-2 above.

<b>Table 12.48.420</b>		
<b>Usable outdoor space types</b>		
<b>Usable outdoor space type</b>	<b>Percentage of required outdoor space</b>	<b>Cross-reference to applicable design regulations</b>
Publicly accessible outdoor space	50-100%	IMC 18.62.040(E)(1)
Common outdoor space	Up to 40%	IMC 18.62.040(E)(2)
Balconies and other private outdoor space	Up to 20%	IMC 18.62.040(E)(5)

*NOTES open space types:*

1. The 50% minimum, effectively “halves” current public space requirement of downtown – but the team thought it might be appropriate in CP.
2. We took out option for using indoor open space – as the market is taking care of that – and the desire here is for outdoor open space.

4. Large multi-phase developments under single ownership. Each phase of development must meet the minimum usable on-site outdoor space requirements herein. Developments have the option to integrate a surplus of usable on-site outdoor space in early phases and apply the surplus space towards meeting the requirements for subsequent phases, provided all applicable regulations are met.
5. Fee-in-lieu option.
  - a. The following developments qualify for a fee-in-lieu of usable on-site outdoor space requirements:
    - i. Multifamily developments featuring less than 20 dwelling units. Such projects are eligible for the fee-in-lieu option for up to 50-percent of the usable on-site outdoor space requirement.
    - ii. Non-residential development featuring less than 5,000-square feet of gross floor area. Such developments may qualify for up to a fee-in-lieu of up to 50-percent of the required usable outdoor space.
  - b. Calculations for the applicable fee and details on the administration of the fees are set forth in **PLACEHOLDER FOR CROSS REFERENCE AND CALCULATION STANDARDS**.

**C. Minimum usable on-site outdoor space design regulations.**

- I. Publicly accessible outdoor space.
  - a. Regulations.
    - i. The space must abut a public sidewalk or other major internal pedestrian route and be designed to function as a focal point and gathering spot.
    - ii. The space must be ADA compliant and generally level with the adjacent sidewalk or internal pedestrian route. Steps, ramps and grade changes may be acceptable provided the outdoor space is designed to be visually and physically accessible from the adjacent sidewalk or internal pedestrian route and the space meets all other regulations herein.
    - iii. The space must feature no dimension less than 15-feet in order to provide functional leisure or recreational activity. Exception: Portions of sidewalk area widened beyond minimum regulations may qualify as publicly accessible outdoor space provided storefronts abut the sidewalk.

*NOTES: Downtown the min. is 20', except developments requiring more than 3000sf can split the space in 2 or more spaces, provided none are less than 1000sf w/ a min. dimension of 15'. This may be a bit more straightforward. Regarding the exception – we suggest that it only apply to storefront (commercial) situations.*

- iv. The space must be publicly accessible from 6AM to 10PM.
- v. Large spaces (>5,000 square feet) must be designed to be multi-functional to accommodate a variety of uses and activities.
- vi. The space must be framed on at least two sides by buildings that are oriented towards the space (via entries and generous façade transparency). Alternatives will be considered for unique configurations or designs that meet the purpose of the regulations.
- vii. Paved walking surfaces of either concrete or approved unit paving are required. Form-in-place pervious concrete paving is allowed.

- viii. Pedestrian amenities must be integrated into the space. Examples include site furniture, artwork, drinking fountains, shade structures kiosks, or other similar features that complement the space and encourage use of the space by a variety of users.
  - ix. Lighting is required and integral to the design of the space for (1) safety and security, (2) intended activities or events, and (3) creating a distinct and inviting atmosphere. Lighting must conform to (ADD X-REF TO LIGHTING REGULATIONS SECTION).
  - x. At least one individual seat per 60-square-feet of plaza area or open space is required. At least 50-percent of the required seating must be built-in seating elements, while provisions for moveable seating may be used for the remaining percentage. Two-feet of seating area on a bench or ledge at least 16-inches deep at an appropriate seating height qualifies as an individual seat. Reductions of up to 50-percent will be allowed for the integration of specialized open spaces that meet the purpose of regulations herein.
  - xi. Landscaping components that add visual interest and do not act as a visual barrier. This could include trees, planting beds, raised planters, and/or potted plants, or both.
  - xii. Permanent weather protection along at least 50-percent of building edges (associated with non-residential uses) at least six feet deep with horizontal clearance between eight and 15-feet.
  - xiii. The space must be proportional to the intended function and adjacent uses. For example, such spaces should not look or feel empty, barren, or too big when not in use.
  - xiv. The space must include design elements that appeal to the senses. Examples include the sound of water, the smell of plants, and/or the heat of fire. Sensory experiences may vary with the season, with water being present in the summer and a fire lit in the winter.
  - xv. Stormwater management elements and LID BMPs, like rain gardens, may be integrated into the design of the space and may occupy up to 25-percent of the required space. Where multiple publicly accessible open spaces are included within a development, this standard applies to all such space combined, to allow flexibility in the design of individual spaces.
  - xvi. Rules of conduct similar to those for public parks may be posted.
- b. Features prohibited within a publicly accessible outdoor space:
- i. Large expanses of uninterrupted paving or paving without pattern.
  - ii. Service and utility areas or venting of mechanical systems.
  - iii. Long, narrow space with limited access.
  - iv. Space providing vehicular access. Exception: Woonerf style shared access lanes may be allowed (counted at 50-percent discount) provided through traffic is minimal and the design of access feature is well-integrated into the design of the larger space.
  - v. Asphalt paving.
  - vi. Adjacent chain-link fences.
  - vii. Adjacent “blank walls” without “blank wall treatment” (ADD X-REFERENCE).
  - viii. Outdoor storage.

2. Common outdoor space. Common outdoor space refers to spaces that are internal to a development and accessible to all tenants of a development, but may not be accessible to the general public. Exception: For mixed-use buildings with commercial and residential uses, the common outdoor spaces only need to be accessible to all dwelling units within the building. Common outdoor spaces can include landscaped courtyards or decks, entrance plazas, gardens with pathways, children's play areas, pools, and water features. Accessible areas with native vegetation and areas used for storm water retention, infiltration, or other multipurpose recreational and/or green spaces that meet the design criteria herein may qualify as common outdoor space.

Common outdoor space design regulations and guidelines:

- a. Common outdoor space must be located in centralized areas that are visible from tenants within the development.
- b. Required setback areas must not count as common outdoor space unless the design of the space meets the regulations herein.
- c. Common outdoor space must feature paths or walkable lawns, landscaping, seating, lighting, and play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable for a range of users.
- d. Common outdoor space must be separated from ground level windows, streets, service areas and parking lots with landscaping, fencing, and/or other acceptable treatments that enhance safety and privacy for both the shared open space and dwelling units.
- e. When possible, the space should be oriented to receive sunlight, facing east, west or preferably south. Provisions for shade, however, must also be integrated in spaces that will be exposed to extensive sunlight.
- f. Stairways and service elements located within or on the edge of common outdoor space must not be included in the open space calculations.
- g. Shared porches may qualify as common outdoor space, provided they are at least eight-feet in depth and 96-square-feet in total area.
- h. The space must be accessible to all residents of the development.
- i. LID BMPs, like rain gardens, may be integrated into the design of the space and may occupy up to 25-percent of the common outdoor space.

**Figure 12.48.420.C.2**  
**Usable outdoor space types**



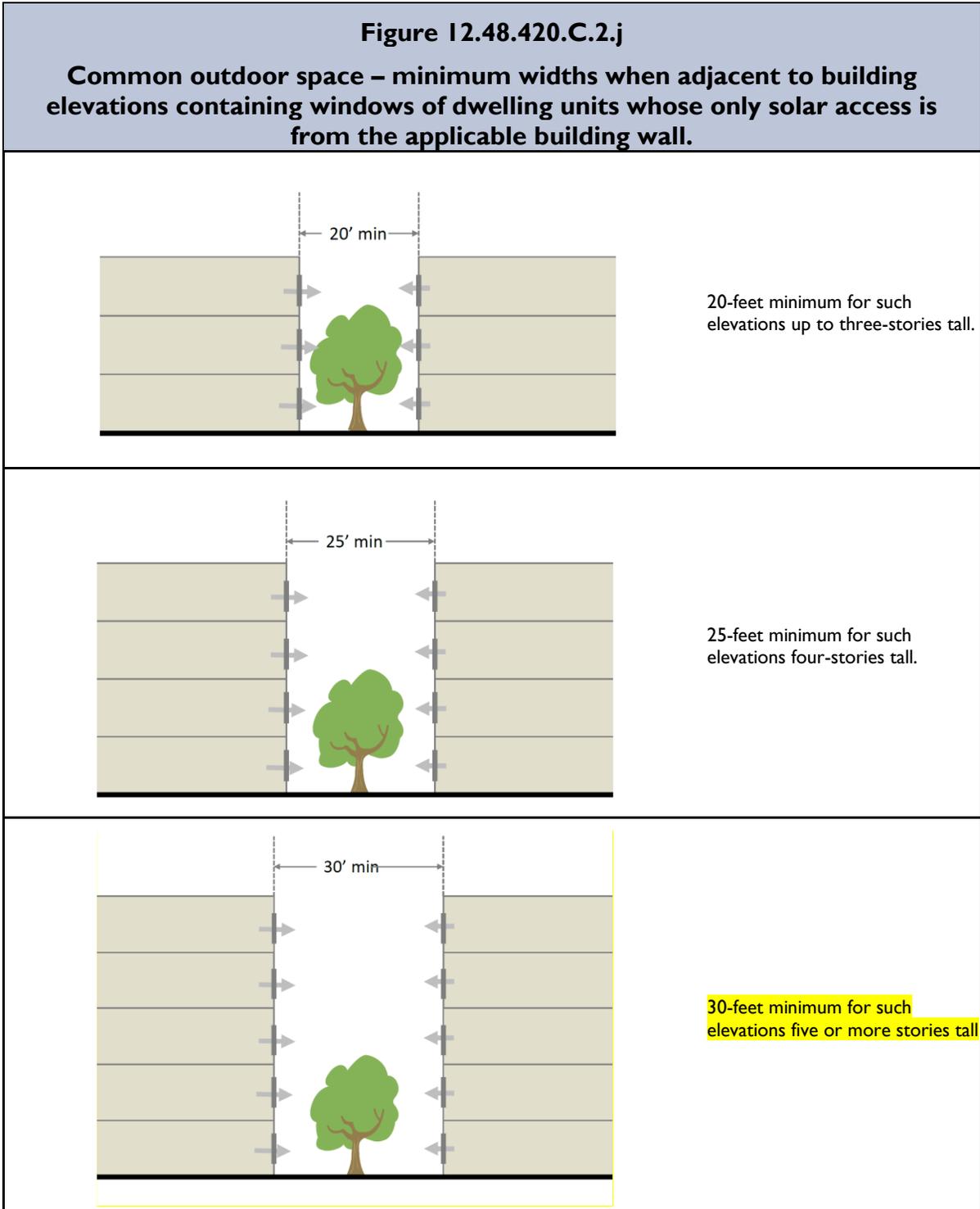
**TO ADD TEXT EXPLAINING AMENITIES**



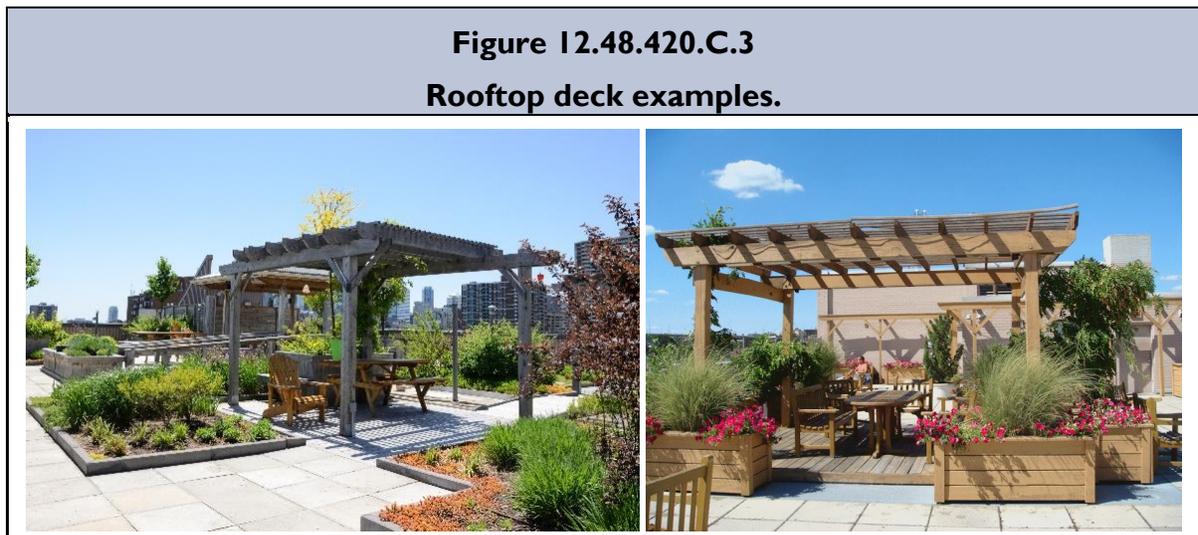
The left image above includes a covered gathering space with outdoor grills adjacent to a landscaped commons with a central pathway. The right image includes a pond area with boardwalk and seating areas.

- j. Common outdoor space must feature no dimension less than 15-feet in order to provide functional leisure or recreational activity. Wider minimum dimensions are required perpendicular to building elevations containing windows of dwelling units whose only solar access is from the applicable building wall. Specifically:
  - i. 20-feet minimum for such elevations up to three-stories tall.

- ii. 25-foot minimum for such elevations four-stories tall.
- iii. 30-foot minimum for such elevations five or more stories tall.



3. Common roof deck. Such spaces may qualify as common outdoor space provided they meet the following requirements:
  - a. Space must feature hard-surfacing and integrate amenities such as seating areas and other features that encourage use.
  - b. Space must integrate landscaping elements that enhance the character of the space and encourage its use.
  - c. Space must incorporate features that provide for the safety of residents, such as enclosures, railings, and appropriate lighting levels.
  - d. Space must feature no dimension less than 15-feet in order to provide functional leisure or recreational activity.



4. Balcony design requirements. Such spaces must have minimum dimensions of six feet and contain at least 48 square feet of area (not including railings) to provide a space usable for human activity.



**12.48.430 Internal pedestrian access and design.****A. Purpose.**

1. To improve the pedestrian and bicycling environment by making it easier, safer, and more comfortable to walk or ride among businesses, residences, to streets and sidewalks, to transit stops, and connections throughout the city.
2. To enhance access to on- and off-site open space areas and pedestrian/bicycle paths.

**B. Access to sidewalk.** All buildings must feature pedestrian connections to a sidewalk per applicable block-frontage regulations in BMC 12.48.300-sections of this chapter.

**C. Internal circulation.**

1. For sites with multiple buildings, pedestrian paths connecting businesses and residential entries on the same development site must be provided. Routes that minimize walking distances must be utilized to the extent practical.

DEPARTURES will be allowed where steep slopes prevent a direct connection or where an indirect route would enhance the design and/or use of a common usable open space.

2. Sites with residential units. Provide direct pedestrian access between all ground related unit entries and a public street or to a clearly marked pathway network or open space that has direct access to a public street. Residential developments must provide a pedestrian circulation network that connects all main entrances on the site to other areas of the site, such as:
  - a. Parking areas.
  - b. Recreational areas.
  - c. Common outdoor areas.
  - d. Any pedestrian amenities.

For townhouses or other residential units fronting the street, the sidewalk may be used to meet this standard.

## **12.48.440 Service areas and mechanical equipment.**

### **A. Purpose.**

1. To minimize adverse visual, odor, and noise impacts of mechanical equipment, utility cabinets and service areas at ground and roof levels.
2. To provide adequate, durable, well-maintained, and accessible service and equipment areas.
3. To protect residential uses and adjacent properties from impacts due to location and utilization of service areas.

### **B. Location of ground related service areas and mechanical equipment.**

Service areas (loading docks, trash dumpsters, compactors, recycling areas, electrical panels, and mechanical equipment areas) must be located for convenient service access while avoiding negative visual, auditory, olfactory, or physical impacts on the streetscape environment, pedestrian-oriented spaces, uses within the development, and adjacent residentially zoned properties. Specifically:

1. Dumpsters must be set back a minimum of five feet from side property lines, 10 feet from rear property lines and 10 feet from front property lines; or be located to minimize visibility from any street, pedestrian walkway, or public park. Where the Director finds that the only option for locating a service area is an area visible from a street, internal pathway or pedestrian area, or from an adjacent property, the area must be screened with structural and or landscaping screening measures provided in subsection (C) below.
2. Dumpster storage areas must be sized to accommodate the minimum dumpster sizes (as required by the applicable utility provider) for garbage, recycling, and composting.

### **C. Screening of ground related service areas and mechanical equipment.** Service elements are encouraged to be integrated within the structure. Where they are not provided within the structure, the following regulations apply:

1. Where screening of ground-level service areas is required, the following applies:
  - a. A structural enclosure must be constructed of masonry, architectural concrete, heavy-gauge metal, or decay-resistant material that is also used with the architecture of the main building. The Director may allow materials other than those used for the main building if the finishes are similar in color and texture or if the proposed enclosure materials are more durable than those for the main structure. The walls must be sufficient to provide full screening from the affected roadway, pedestrian areas or adjacent use. The enclosure may use overlapping walls to screen dumpsters and other materials.
  - b. Gates must be made of heavy-gauge, site-obscuring material. Chain link or chain link with slats is not an acceptable material for enclosures or gates.
  - c. Where the interior of a service enclosures is visible from surrounding buildings, an opaque or semi-opaque horizontal cover or screen must be used to mitigate unsightly views. The horizontal screen/cover should be integrated into the enclosure design (in terms of materials and/or design). See Figure 12.48.440.C for examples.
  - d. Collection points must be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle vehicular traffic, or does not require that a hauling truck project into any public right-of-way. Ensure that screening elements allow for efficient service delivery and removal operations.
  - e. The service area must be paved.

### Figure 12.48.440.C

#### Service enclosure screening examples

Both enclosures include screening features on all sides, including above. Landscaping elements on the sides of the enclosures also help to mitigate the visual impacts.



2. The sides and rear of service enclosures must be screened with landscaping at least five-feet wide in locations visible from the street, parking lots, and pathways to soften views of the screening element and add visual interest.

DEPARTURES to the provisions of subsections C.1-2 will be considered provided the enclosure and landscaping treatment meet the purpose of the regulations and add visual interest to site users.

3. Where loading docks are sited along block frontages (only allowed when no other reasonable options are available as determined by the Director), they must be designed to minimize impacts on the pedestrian environment. Regulations:
  - a. Configure loading docks/bays to minimize their frontage length along blocks.
  - b. Integrate architectural and/or landscaping design features to screen loading dock elements and add visual interest to pedestrians along adjacent sidewalks. See Blank Wall provisions of BMC 12.48.440 for regulations and examples.

**D. Utility meters, electrical conduit, and other service utility apparatus.**

These elements must be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these regulations. If such elements are mounted in a location visible from the street, pedestrian pathway, shared open space, or shared auto courtyards, they must be screened with vegetation and/or integrated into the building's architecture.

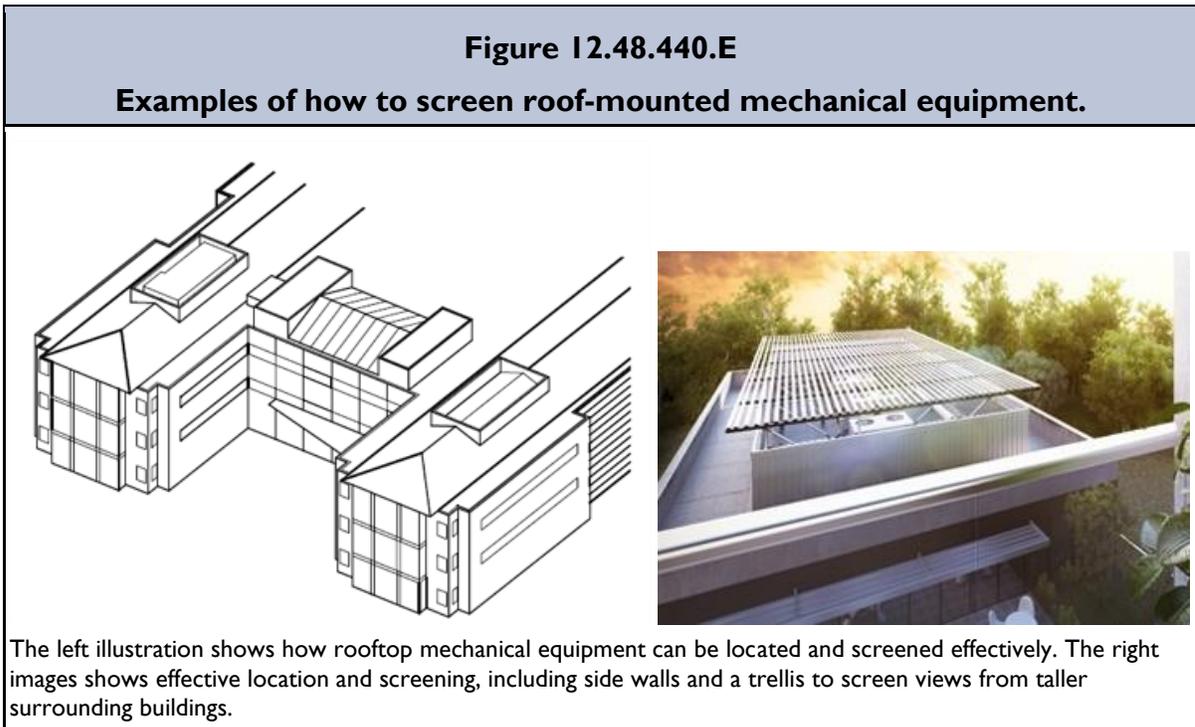
**Figure 12.48.440.D****Utility meter location and screening - good and bad examples.**

Place utility meters in less visible locations. The lower left example is successfully tucked away in a less visible location and screened by vegetation. The right image is poorly executed and would not be permitted in such visible locations (along the sidewalk). Such meters must be coordinated and better integrated with the architecture of the building.

**E. Location and screening of roof mounted mechanical equipment.**

1. All rooftop mechanical equipment, including air conditioners, heaters, vents, and similar equipment must be effectively integrated (from design standpoint) or screened from public view both at grade and from nearby higher buildings with the exception of solar panels and roof-mounted wind turbines. Screening must be located so as not to interfere with operation of the equipment.
2. Rooftop mechanical equipment and associated screening features must be setback from the exterior building walls by at least ten-feet. Exceptions may be made where the screening element is designed to help meet one or more building design regulations in BMC 12.48.400-sections of this chapter.
3. For rooftop equipment, all screening devices must be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood must not be used for screens or enclosures. Louvered designs are acceptable if consistent with building design style. Perforated metal is not permitted.
4. The screening materials must be of material requiring minimal maintenance and must be as high as the equipment being screened.
5. Locate and/or shield noise producing mechanical equipment such as fans, heat pumps, etc. to minimize sounds and reduce impacts to not at property lines adjacent properties.

Also see BMC 12.48.520.D for design provisions for flat rooftops.



# DESIGN REGULATIONS – BUILDING DESIGN

## Sections:

- 12.48.500 Purpose.
- 12.48.510 Building massing and articulation.
- 12.48.520 Building details.
- 12.48.530 Building materials.
- 12.48.540 Blank wall treatment.

### 12.48.500 Purpose.

The BMC 12.48.500 building design sections provide direction for the design of buildings consistent with the goals and policies of the Canyon Park Subarea Plan. See the individual “purpose” statements for each section in this chapter.

### 12.48.510 Building massing and articulation.

#### A. Purpose.

To employ façade articulation techniques that reduce the perceived scale of large buildings and add visual interest from all observable scales.

*NOTE: Adjusting the articulation intervals by a combination of use/Primary designation/zones makes a lot of sense. See note below re office buildings and Employment zone – if we apply them, these provisions serve as a good negotiation tool (also see that only two features are required in that zone, instead of three). Keep in mind that with the departure option – these thresholds function more as “guidelines”. As long as the applicant can meet the criteria, they can exceed the intervals and/or include fewer articulation features. It creates the ability for City to say NO if the design doesn’t meet the intent.*

**B. Façade-articulation.** All applicable buildings must include façade-articulation features at maximum-specified intervals to create a human-scaled pattern. These regulations apply to building elevations facing streets (public and private), parks, and through-block connections (except alley designs).

#### I. Maximum facade-articulation intervals:

- a. Residential elevations: The width of the dwelling units inside the building (e.g., if the units are 25-feet wide, the façade-articulation must be 25-feet wide). This includes residential portions of mixed-use buildings.
- b. Storefronts: 30-feet. This refers to all ground-level elevations along Primary designated block frontages.
- c. Other ground-level elevations in the Residential Mixed-Use and Residential/Office Mixed-Use zones: 40-feet.

*NOTE: One obvious option is to exempt buildings in the Employment zone – just require them to comply with other applicable provisions – including maximum façade width – arguably more important for such buildings.*

- d. Office buildings and other upper-level non-residential elevations in the Residential Mixed-Use and Residential/Office Mixed-Use zones: 60-feet.

e. Building elevations in the Employment zones: 60-feet.

2. Articulation features. At least three of the following articulation features must be employed for all buildings in compliance with the maximum-specified façade-articulation intervals. **Exception: Office buildings/floors and all buildings in the Employment zones must include at least two articulation features.**
  - a. Use of a window-fenestration pattern.
  - b. Use of weather protection features.
  - c. Use of vertical piers/columns (applies to all floors of the façade, excluding upper level stepbacks).
  - d. Change in roofline per subsection (E) below.
  - e. Change in building material and/or siding style (applies to all floors of the façade, excluding upper-level stepbacks).
  - f. Vertical elements such as a trellis with plants, green wall, art element that meet the purpose of the standard.
  - g. Providing vertical building modulation of at least 12-inches in depth if tied to a change in roofline per subsection (E) below or a change in building material, siding style, or color. Balconies may be used to qualify for this option if they are recessed or projected from the façade by at least 18-inches.
  - h. Other design techniques that effectively reinforce a pattern of articulated facades compatible with the building's surrounding context.

DEPARTURES will be considered provided they meet the purpose of the regulations and the design criteria below. For example, a departure may propose a design with only two articulation features instead of three and/or the articulation features exceed the maximum articulation interval.

**Figure 12.48.510.C.2**  
**Façade articulation examples.**



The apartment building on the left uses window patterns, horizontal building modulation, changes in building materials, and balconies to articulate the façade. The mixed-use building on the right uses window patterns, vertical columns/piers, and weather protection features for the storefront level and window patterns, horizontal building modulation, and changes in building materials on upper residential floors.

**Figure 12.48.510.C.2**  
**Façade articulation examples.**



Employment/Office examples: The building on the left uses window/entry pattern and weather protection features. The building on the right uses window patterns, horizontal building modulation, and material changes.

*NOTES: It's actually difficult finding good photo examples of office buildings that meet the articulation regulations – which further leads me to think – maybe exempting them – letting the max façade width provision apply. But I still wanted to keep the initial draft language in here for consideration – along with these examples (and the departure examples will become that much more important)*

3. DEPARTURE criteria associated with articulation regulations. Proposals must meet the purpose of the regulations. The following criteria will be considered in determining whether the proposed articulation treatment meets the “purpose”.
  - a. Consider the type and width of the proposed articulation treatment and how effective it is in meeting the purpose given the building’s current and desired context (per Canyon Park Subarea Plan).
  - b. Consider the applicable block-frontage designation. Secondary or Undesignated block-frontages warrant more flexibility than Primary block-frontages.
  - c. Consider the size and width of the building. Smaller buildings (less than 120-feet wide) warrant greater flexibility than larger buildings.
  - d. Consider the quality of façade materials in concert with doors, windows, and other façade features and their ability to add visual interest to the street from a pedestrian scale and more distant observable scales.

Figure 12.48.510.C.3

## Façade articulation departure examples.



The middle segment on the left exceeds the width of individual apartment units inside, but the “average of the articulation features (notably the projecting balconies) likely meet the standard. Multiple segments of the mixed-use apartment building on the right exceed the articulation interval, but the combination of vertical and horizontal building modulation combined with the use of materials, window fenestration, and detailing make the composition as a whole meet the purpose of the regulations.

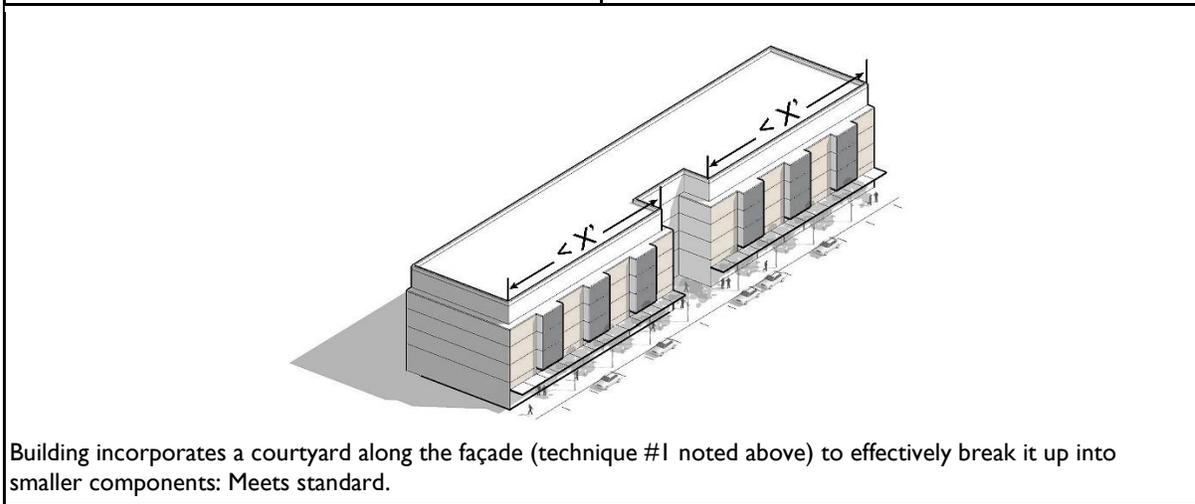
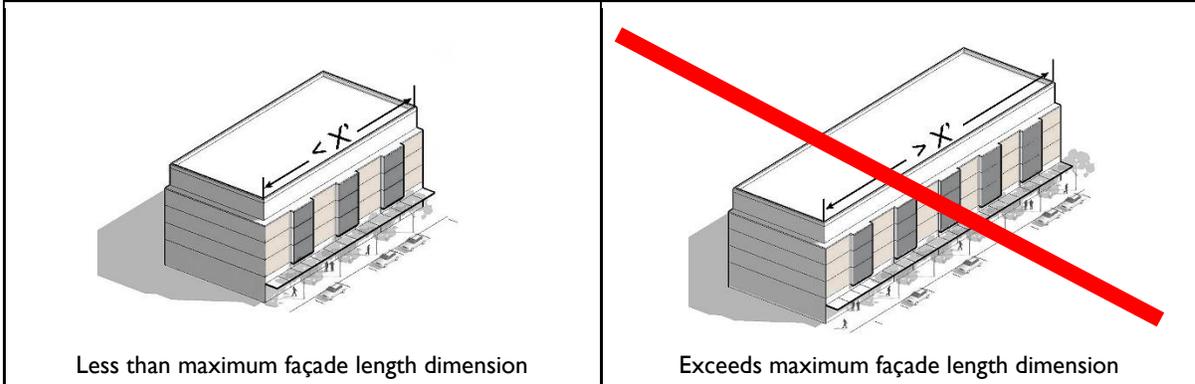
*NOTES: Again, this provision is important to all uses – but particularly important to office buildings – especially if they are exempted from articulation regulations.*

**D. Maximum façade length.** Building facades and other building elevations facing lower intensity zone edge must include at least one of the following features to break up the massing of the building and add visual interest. This standard applies to building elevations longer than 140-feet in the Residential Mixed-Use zone, 160-feet in the Office/Residential Mixed-Use zone, and 200-feet in the employment zone.

1. Provide vertical building modulation at least six-feet deep and 15-feet long in the mixed-use zones and at least eight feet deep and 20-feet long in the employment zones. For multi-story buildings, the modulation must extend through at least one-half of the building floors.
2. Use of a contrasting vertical modulated design component featuring all of the following:
  - a. Utilizes a change in building materials that effectively contrast from the rest of the façade.
  - b. Component is modulated vertically from the rest of the façade by an average of six-inches.
3. Façade employs building walls with contrasting articulation that make it appear like multiple distinct buildings. To qualify for this option, these contrasting façades must employ all of the following:
  - a. Different building materials and/or configuration of building materials.
  - b. Contrasting window design (sizes or configurations).
4. DEPARTURES to subsections (D)(1-3) will be considered provided the design meets the purpose of the regulations. Supplemental consideration for approving alternative designs:
  - a. Width of the façade. The larger the façade, the more substantial articulation/ modulation features need to be.

- b. Block-frontage designation. Primary designated block-frontages warrant the most scrutiny.
- c. The type of articulation treatment and how effective it is in meeting the purpose given the building's context.

**Figure 12.48.510.D**  
**Illustrating maximum façade length regulations and good and bad examples.**  
 X' refers to the maximum façade length dimension



The left building uses technique # 1 (vertical building modulation at least six-feet deep and 15-feet wide). The right building uses technique #2 (contrasting vertical modulated design component) together with different window fenestration designs on each side. Both examples are effective in breaking up the perceived scale of the building and adding visual interest.

**E. Roofline modulation.** Roofline modulation is encouraged and it can be used as one of the facade articulation features in subsections C and D above. In order to qualify as an articulation feature, rooflines must employ one or more of the following:

1. For flat roofs or façades with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two-feet or 0.1 multiplied by the wall height (finish grade to top of the wall) when combined with vertical building modulation techniques described in subsections above. Otherwise, the minimum vertical dimension of roofline modulation is the greater of four-feet or 0.2 multiplied by the wall height.
2. A pitched roofline or gabled roofline segment of at least 20-feet in width. Buildings with pitched roofs must include a minimum slope of 5:12 and feature modulated roofline components at the interval required per the applicable standard above.
3. A combination of the above.

DEPARTURES will be considered provided the roofline modulation design effectively reduces the perceived scale of the building and adds visual interest.

**Figure 12.48.510.E**

**Acceptable examples of roofline modulation.**



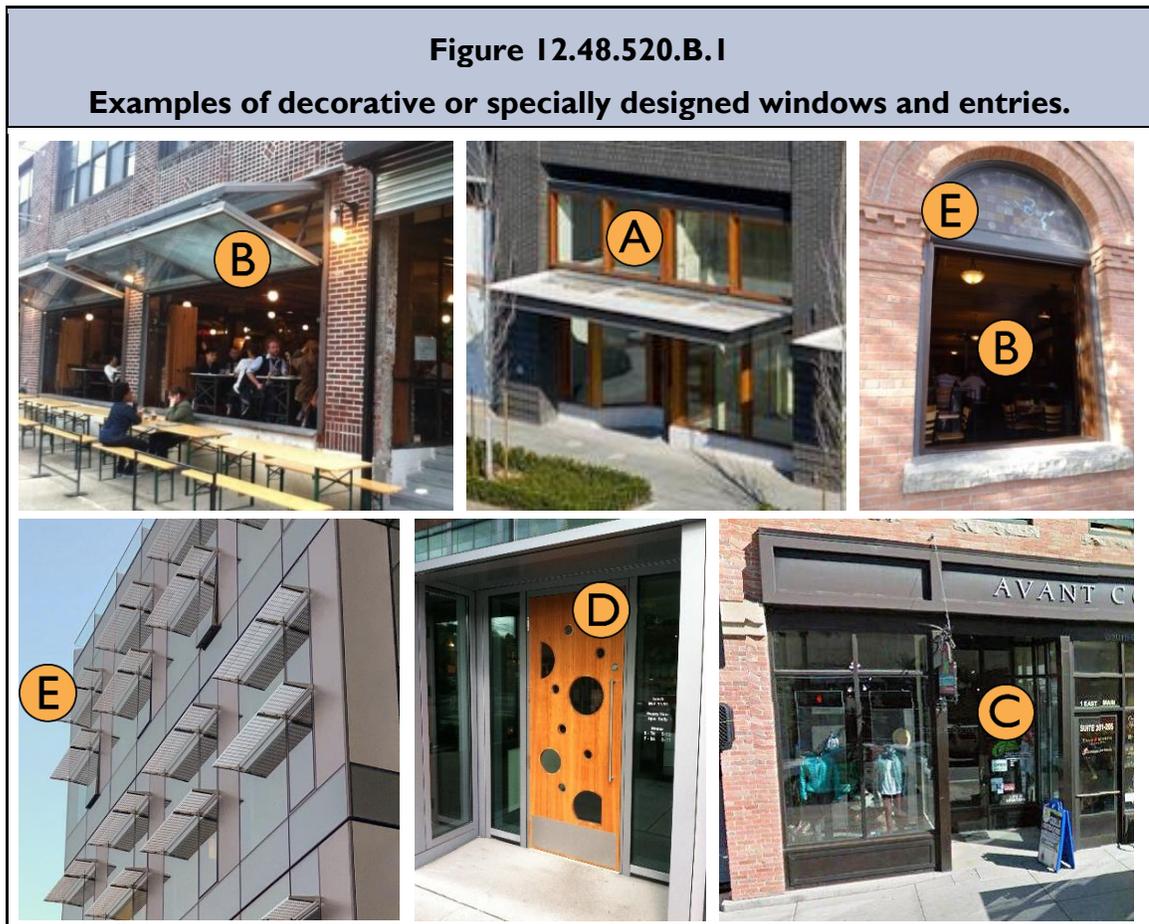
**12.48.520 Building details.**

**A. Purpose.**

1. To encourage the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.
2. To integrate window design that adds depth, richness, and visual interest to the façade.

**B. Façade details - non-residential and mixed-use buildings.** All building façades and other building elevations facing parks, pedestrian-oriented spaces, and containing primary building entrances must be enhanced with appropriate details. All new buildings must employ at least one detail element from each of the three categories below for each façade articulation interval [see BMC 12.48.510(B)].

- I. Window and/or entry treatment, such as:
  - a. Transom windows.
  - b. Roll-up windows/doors.
  - c. Recessed entry.
  - d. Decorative door.
  - e. Other decorative or specially designed window, shading or entry treatment that meets the purpose of the regulations.



**Figure 12.48.520.B.1**

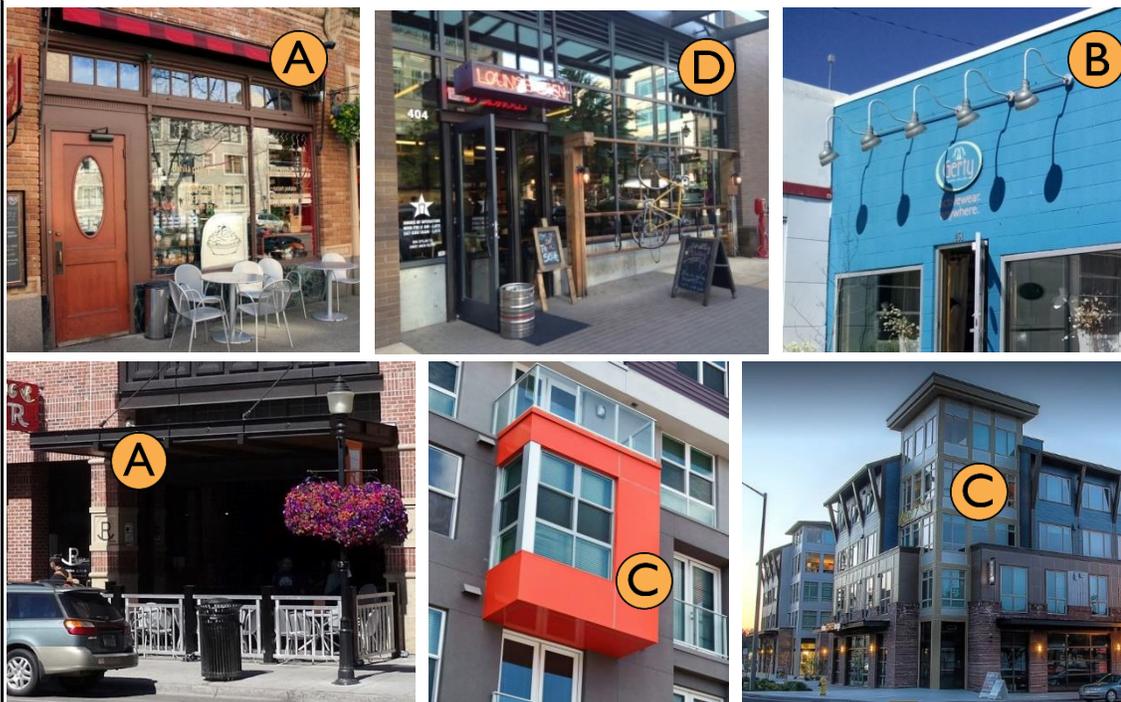
**Examples of decorative or specially designed windows and entries.**

Examples of decorative or specially designed windows and entries. Upper left (b) = openable storefront window. Center top (a) = transom windows. Upper right (e) = openable window with decorative details. Lower left (e) = decorative window shades. Bottom middle (d) = Decorative door. Bottom right (c) = recessed entry.

2. Building elements and façade details, such as:
  - a. Custom-designed weather protection element such as a steel canopy, glass, or retractable awning. Custom-designed cloth awnings may be counted as a detail provided they are constructed of durable, high-quality material.
  - b. Decorative building-mounted light fixtures.
  - c. Bay windows, trellises, towers, and similar elements.
  - d. Other details or elements that meet the purpose of these regulations.

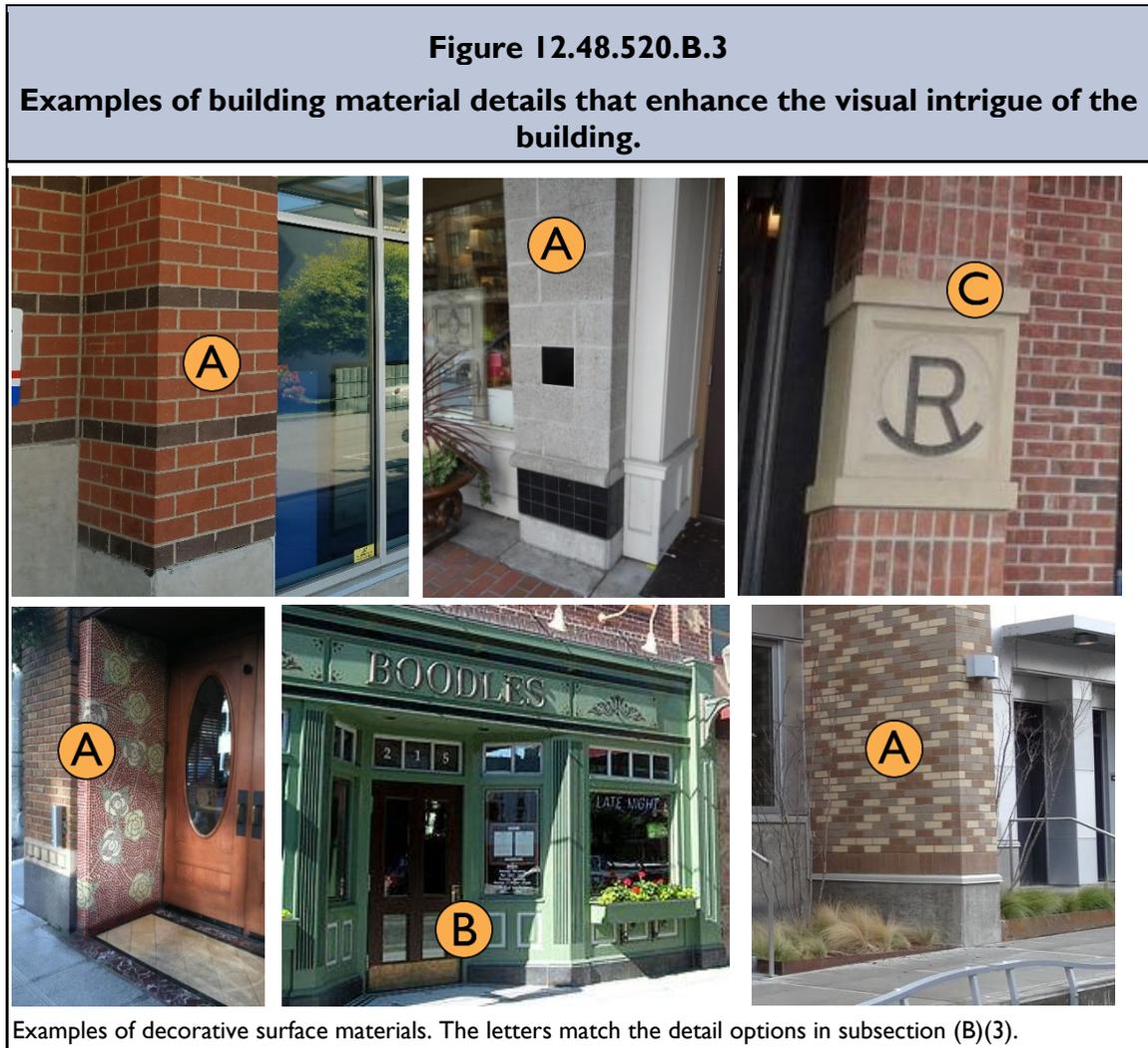
**Figure 12.48.520.B.2**

**Examples of attached elements that enhance the visual intrigue of the building.**



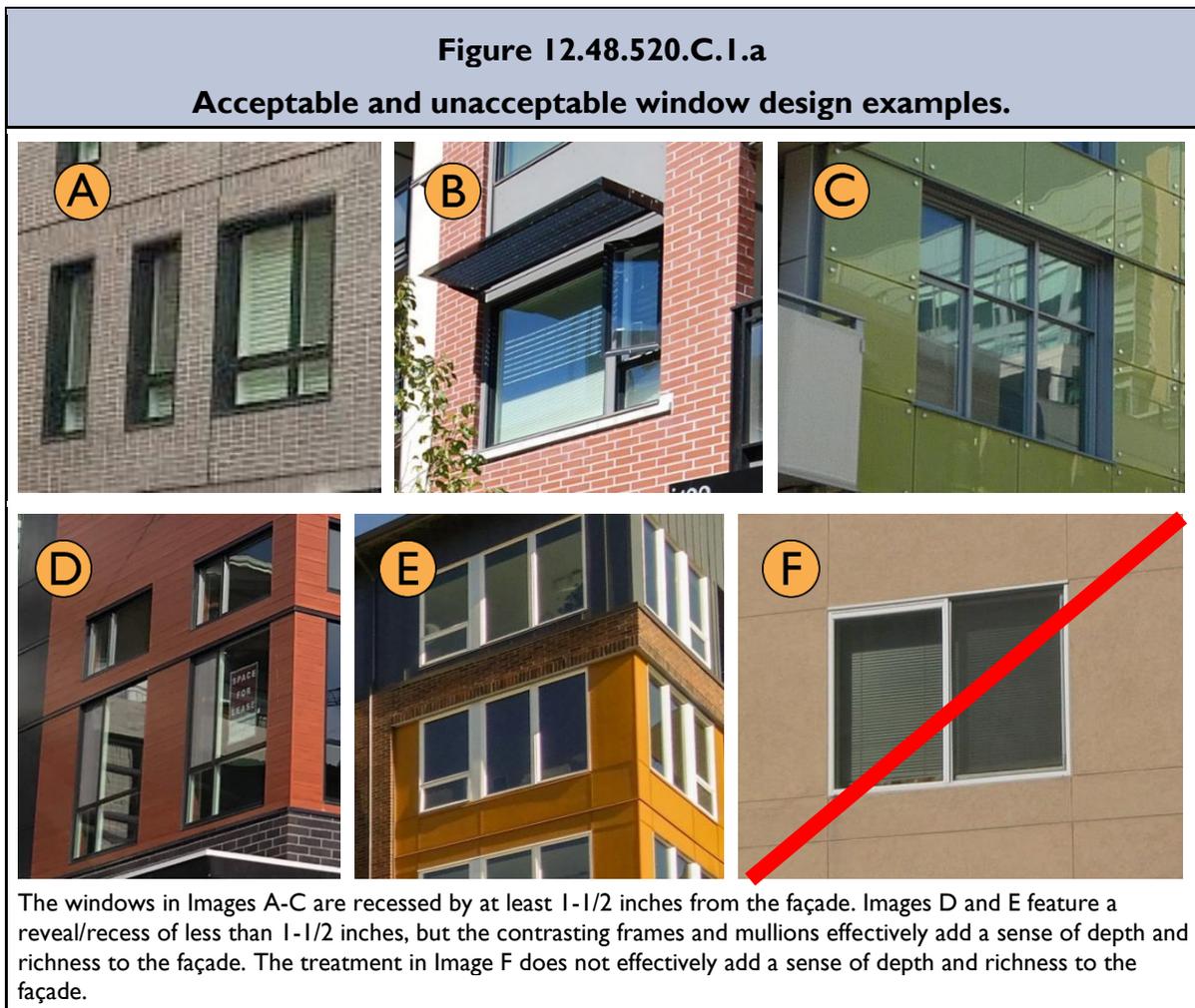
Examples of elements attached to façades that enhance the visual intrigue of the building: Upper left (a) = retractable awning; Top center (d) = custom hanging bike rack and repair station integrated as a Primary design element; Upper right (b) = decorative lighting fixtures; Lower left (a) = steel canopy; Bottom center (c) = bay window; Lower right (c) = decorative corner tower.

3. Building materials and other façade elements, such as:
  - a. Use of decorative building materials/use of building materials. Examples include decorative use of brick, tile, or stonework.
  - b. Decorative kick-plate, pilaster, base panel, or other similar feature.
  - c. Hand-crafted material, such as special wrought iron or carved wood.
  - d. Other details that meet the purpose of the regulations.



DEPARTURES for façade detail regulations of subsection (B) will be considered provided the façade (at the overall scale and at the individual articulation scale) meets the purpose of the regulations.

- C. Window design regulations.** All windows must employ designs that add depth and richness to the building façade. At least one of the following features must be included to meet this requirement:
1. Recess windows at least one and one-half-inches from the façade.
  2. Incorporate window trim (at least three-inches wide) around windows.
  3. Incorporate other design treatments that add depth, richness, and visual interest to the façade.



**D. Cornice/roofline design.** Buildings employing a flat roof must employ a distinctive roofline that effectively provides an identifiable “top” to the building. This could include a traditional cornice line or a contemporary interpretation of a traditional cornice line.

1. Such rooflines must be proportional to the size and scale of the building.
2. Understated cornice lines are permitted depending on the materials and design of the base and middle elements in reinforcing the base/middle/top configuration.

Figure 12.48.520.D below illustrate acceptable and unacceptable examples.

Figure 12.48.520.D

Examples of buildings employing confident and distinctive rooflines.



Building A uses a dramatic overhanging cornice at the corner. Building B uses a simple glass railing and an upper level building stepback. Building C uses a dramatic overhanging cornice line. Building D uses a “V” shaped roofline on its penthouse floor. Building E uses a highly articulated roofline with stepped overhangs.



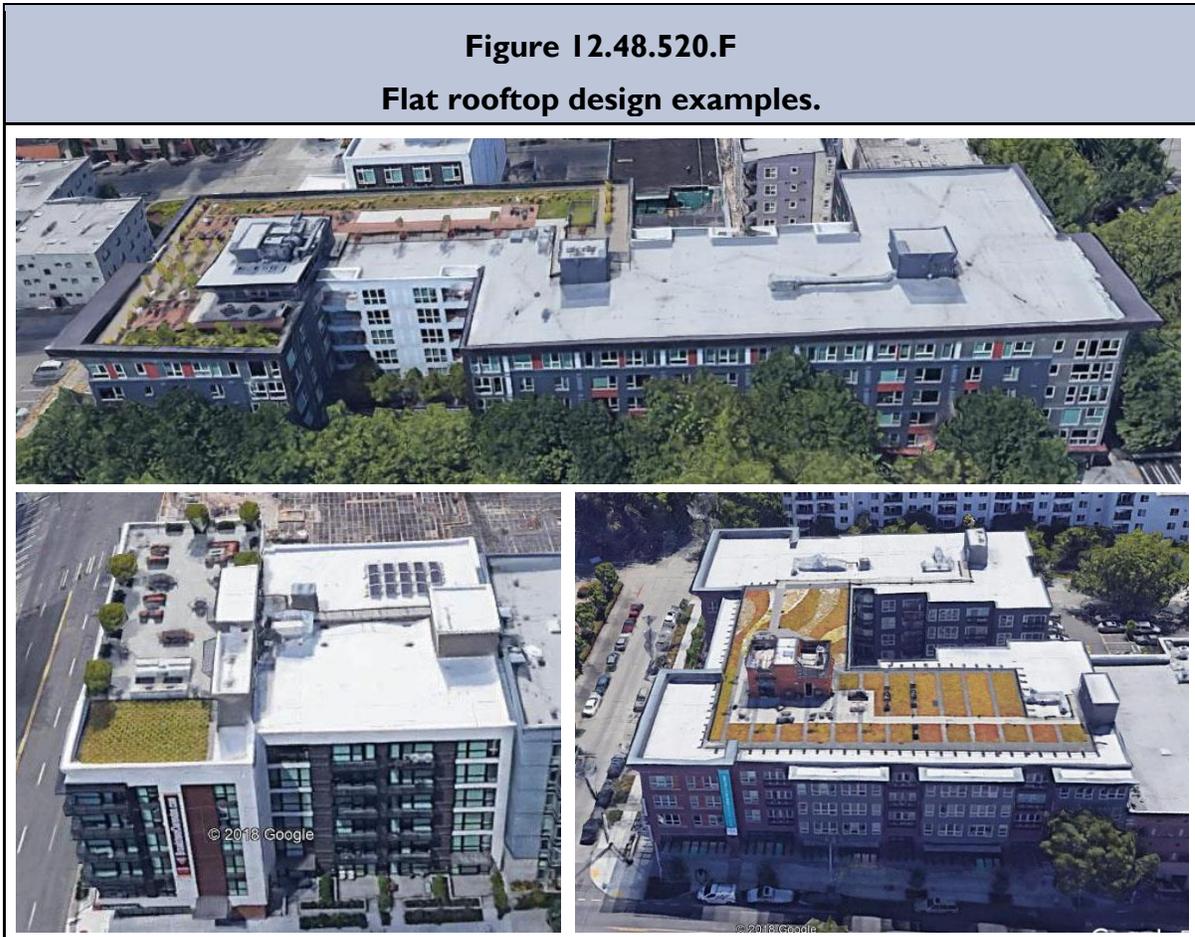
Buildings F and G simply appear to end without any statement of confidence and do not meet the standard.

Rooftop solar units are permitted, provided the placement and design of units visible from the surrounding streetscape are carefully integrated into the overall design concept of the building.

- E. Articulated building entries.** The primary building entrance for an office building, hotel, apartment building, public or community-based facility or other multi-story commercial building must be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances must be easily distinguishable from regular storefront entrances on the building. Such entries must be scaled proportional to the building. See Figure 19.123.250(E) below for good examples.



- F. Flat rooftop design.** All roofs must be designed as a fifth building elevation. This can be accomplished by exhibiting patterns of roofing colors and/or materials to add visual interest from surrounding development (current and future). Green roofs and rooftop decks are encouraged as a means to help comply with this standard.



**12.48.530 Building materials.**

**A. Purpose.**

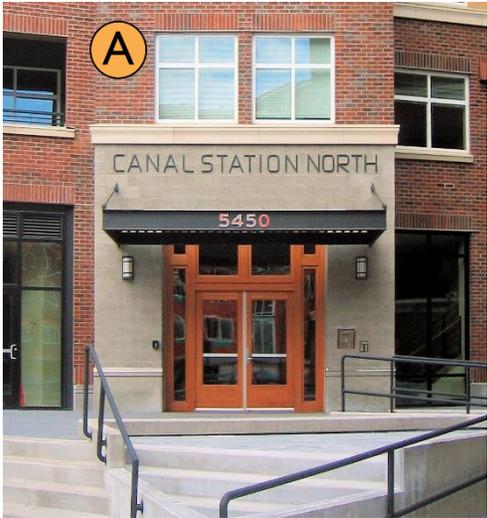
1. To encourage the use of durable, high quality, and urban building materials that minimize maintenance cost and provide visual interest from all observable vantage points.
2. To promote the use of a distinctive mix of materials that helps to articulate façades and lends a sense of depth and richness to the buildings.
3. To place the highest priority on the first floor in the quality and detailing of materials at the pedestrian scale.

**B. Special conditions and limitations for the use of certain cladding materials.**

1. Concrete block (a.k.a. Concrete Masonry Unit or CMU) may be used as a secondary cladding material (no more than 1/3 of total façade cladding) on all building façades and other building elevations facing parks, pedestrian-oriented spaces, and containing primary building entrances provided it is incorporated with other permitted materials.

DEPARTURES will be considered for alternative designs that use concrete block as the primary, but not the only, cladding material provided the design incorporates a combination of textures and/or colors to add visual interest. For example, combining split or rock-façade units with smooth blocks can create distinctive patterns. The figures below illustrate acceptable concrete block use/designs.

**Figure 12.48.530.B.1**  
**Acceptable concrete block use/design.**

 <p>Building A uses smooth-faced CMU as a contrasting feature that helps to highlight the main building entry. The simple design helps to add emphasis to the doors, canopy and decorative sconce lights.</p>	 <p>Building B illustrates an acceptable departure example, as CMU is used as the primary cladding material. Note the use of beige split-façade CMU's above each of the awnings and coupled with the use of smooth-faced gray CMU's on the vertical columns (which employ black accent tiles for added interest).</p>
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2. Metal siding may be used on all street facing building elevations provided it complies with the following regulations:
  - a. It must feature visible corner molding and trim. Masonry, concrete, or other durable material must be incorporated between the metal siding and the ground plane for all residential buildings and storefronts.
  - b. Metal siding must be factory finished, with a matte, non-reflective surface.

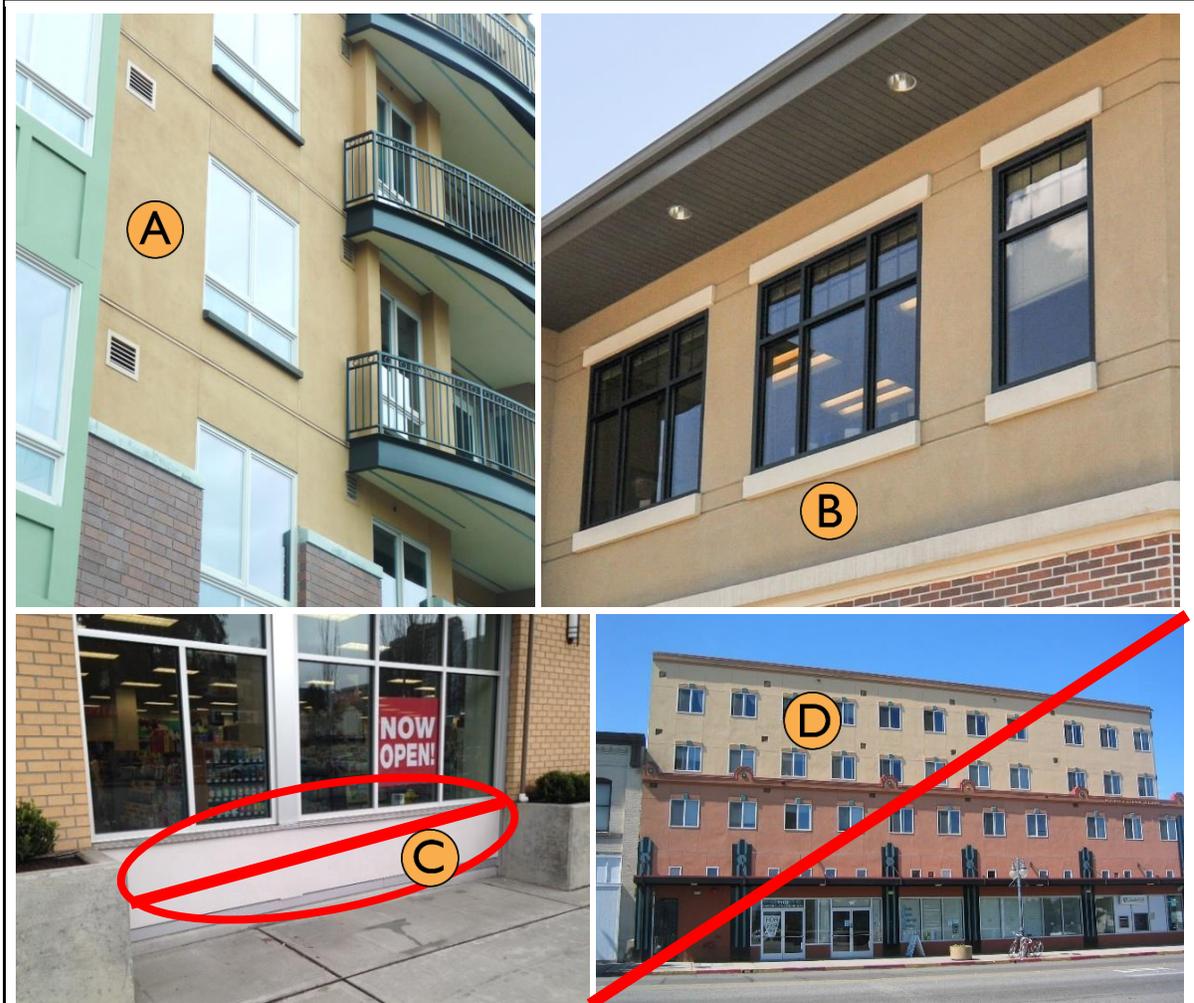
DEPARTURES will be considered provided the material’s integration and overall façade composition meets the purpose of the regulations.



3. Regulations for the use of Exterior Insulation and Finish System (EIFS). Such material/finishes may be used when it complies with the following:
  - a. EIFS is limited to no more than 20-percent of the total façade area and may not be the primary cladding material on non-residential and mixed-use buildings.
  - b. EIFS must feature a smooth or sand finish only.
  - c. EIFS must be trimmed in wood, masonry, or other material and must be sheltered from weather by roof overhangs or other methods.
  - d. EIFS must not be used on the ground floor of facades containing non-residential uses.

DEPARTURES will be considered provided the material’s integration and overall façade composition meets the purpose of the regulations.

**Figure 12.48.530.B.3**  
**Acceptable and unacceptable EIFS examples.**

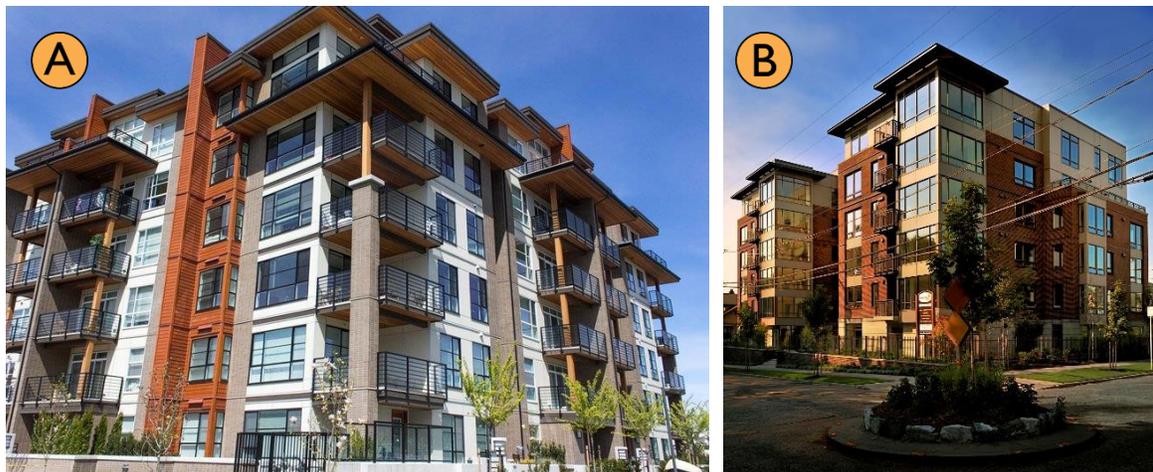


Buildings A and B mix EIFS with brick and other materials and integrate trim details around windows to add a sense of depth to the façade. Building C uses EIFS *is-in* between the window and sidewalk - this design is prohibited. Building D uses EIFS as the primary siding material, which is prohibited.

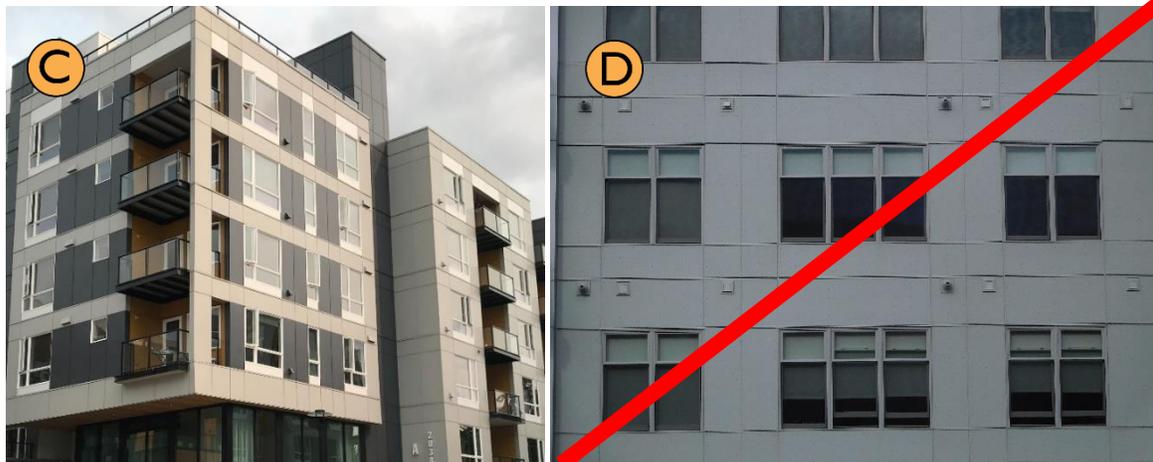
4. Cementitious wall board paneling/siding may be used provided it meets the following provisions:
  - a. Cement board paneling/siding may not be used on ground-level facades containing non-residential uses.
  - b. Where cement board paneling/siding is the dominant siding material, the design must integrate a mix of colors and/or textures that are articulated consistent with windows, balconies, and modulated building surfaces and are balanced with façade details that add visual interest from the ground-level and adjacent buildings.

DEPARTURES will be considered provided the material's integration and overall façade composition meets the purpose of the regulations.

**Figure 12.48.530.B.4**  
**Acceptable and unacceptable cementitious wall board examples.**



The above building uses cementitious wall board in different textures and colors to help articulate the façade.



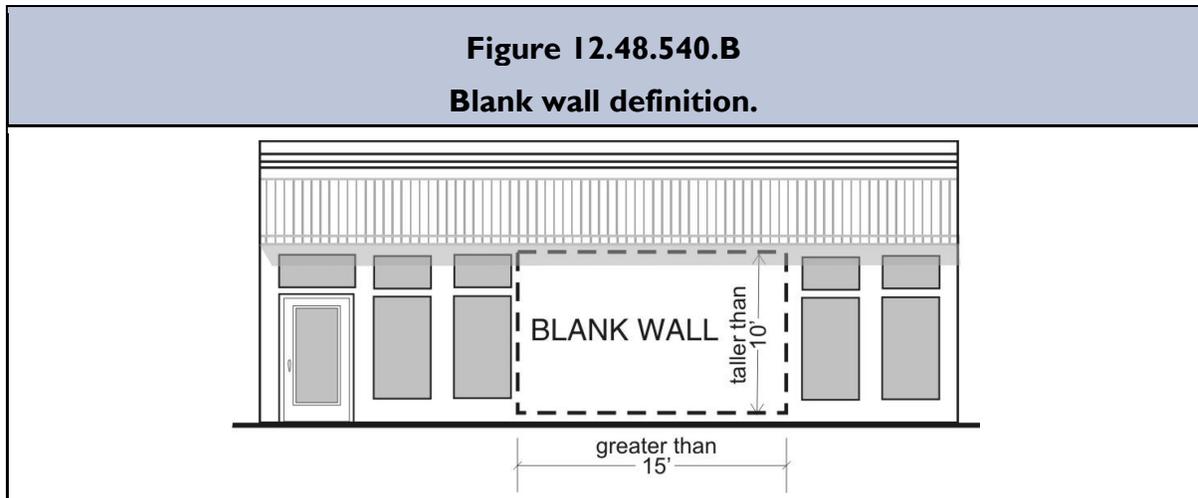
The Image C building uses different color panels effectively to emphasize the façade's fenestration and modulation patterns. The wall board panels covering a large area in a single color as in Image D would not meet the purpose of the regulations.

### 12.48.540 Blank wall treatment.

#### A. Purpose.

1. To avoid untreated blank walls.
2. To retain and enhance the character of Canyon Park's streetscapes.

**B. Blank wall definition.** "Blank wall" means a ground floor wall or portion of a ground floor wall over 10-feet in height and a horizontal length greater than 15-feet and does not include a transparent window or door.



**C. Blank wall treatment regulations.** Untreated blank walls adjacent to a public street, pedestrian-oriented space, common usable open space, or pedestrian pathway are prohibited. Methods to treat blank walls can include:

1. Display windows at least 16-inches of depth to allow for changeable displays. Tack-on display cases [see Figure 12.48.540.C below] do not qualify as a blank wall treatment.
2. Landscape planting bed at least five-feet deep or a raised planter bed at least two-feet high and three-feet deep in front of the wall with planting materials that are sufficient to obscure or screen at least 60-percent of the wall's surface within three years.
3. Installing a vertical trellis in front of the wall with climbing vines or plant materials.
4. Installing a mural as approved by the Director and reviewed by the \_\_\_\_\_ Commission. Commercial advertisements are not permitted on such murals.
5. Special building detailing that adds visual interest at a pedestrian scale. Such detailing must use a variety of surfaces; monotonous designs will not meet the purpose of the regulations.

For large visible blank walls, a variety of treatments may be required to meet the purpose of the regulations.

**Figure 12.48.540.C**  
**Blank wall treatment examples.**



Buildings A-C feature acceptable treatments including a combination of high quality materials and landscaping (1), decorative lighting/sculptural element (2), and decorative artwork. The display cases in Building D don't meet the 16" depth requirement, nor do they meet the purpose of the regulations.

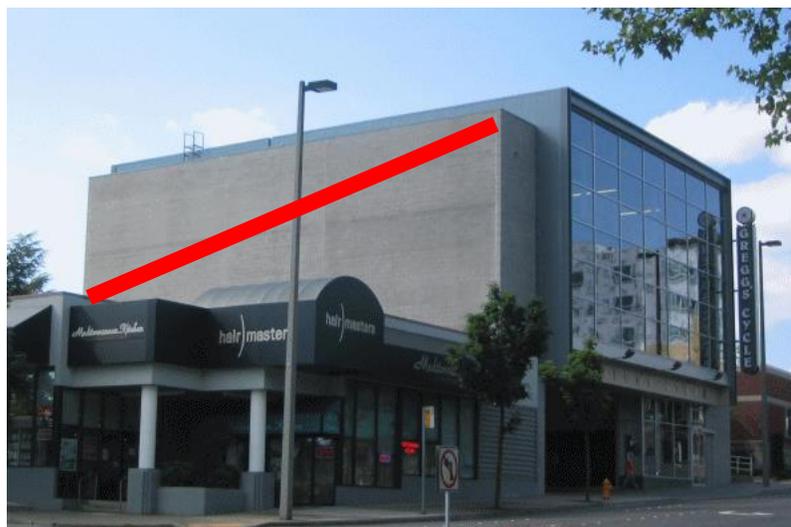
**D. Firewalls.** Firewalls along property lines are exempt from the above regulations, but where they are visible to the public (from the adjacent street), they must be designed to provide visual interest from all observable distances. Examples may include the use of varying materials, textures, and/or colors, the use of green or living walls, and/or the use of modulated building walls to form design patterns.

Murals are also encouraged as a firewall treatment. Murals are subject to review by the \_\_\_\_\_ Commission and approval by the Director. Commercial advertisements are not permitted on such murals.

**Figure 12.48.540.D**  
**Acceptable firewall design where visible to the public.**



The left images uses a combination of paint bands and ivy to enhance the appearance of this large exposed firewall. The building in the right image uses simple scoring patterns and change in materials and color on part of the top floor to add visual interest.



Plain-gray concrete block firewalls such as this are not allowed when visible from the street.

# DESIGN REGULATIONS – SIGN DESIGN

## Sections:

- 12.48.600 Purpose.
- 12.48.610 Base sign regulations.
- 12.48.620 Supplemental Canyon Park sign regulations.

### **12.48.600 Purpose.**

The BMC 12.48.600 sign design sections supplement citywide sign regulations to ensure that signs are compatible with the desired character of Canyon Park.

### **12.48.610 Base sign regulations.**

New signs within all zones of the Canyon Park Subarea are subject to the regulations for commercial zones set forth in BMC Chapter 12.22, except where conflicting with the supplemental Canyon Park sign regulations in BMC 12.48.620 below.

### **12.48.620 Supplemental Canyon Park sign regulations.**

Regulations below supersede conflicting regulations set forth in BMC Chapter 12.22.

#### **A. Sign illumination.**

1. General illumination regulations.
  - a. Indirect sign illumination must be no further away from the sign than the height of the sign.
  - b. Externally illuminated signs must be arranged so that no direct rays of light are projected from such artificial source into residences, business or any street right-of-way.
  - c. External sign light fixtures must complement the design of the sign and building façades or structures associated with the sign.
  - d. External sign lighting must be “full cutoff” and must not result in direct illumination of the sky and adjacent properties and structures, and must be designed to minimize reflected glare to adjacent properties and structures.
2. Permitted sign illumination types. Table 12.48.620.A below specifies permitted sign illumination types by zone.

<b>Table 12.48.620.A</b>			
<b>Permitted signs illumination types.</b>			
<b>Illumination Type</b>		<b>Permitted?</b>	<b>Other requirements</b>
Channel letter. Light is emitted through the front or face of the letters.		Yes	May be incorporated into a permitted wall, pole, or monument sign
Halo illumination. Letter faces are opaque and light source provides halo effect through backlighting.		Yes	May be incorporated into a permitted wall, pole, or monument sign
Push-through. Letters are cut out of opaque sign face. Interior light shines through letter faces only.		Yes	May be incorporated into a permitted wall, pole, or monument sign
Neon.		Yes	May be incorporated into a permitted wall, projecting, window, pole, or monument sign
Externally-illuminated sign.		Yes	Illumination techniques must focus the light on the sign and avoid glare to the sky, streets, sidewalks, and other public spaces, and adjacent uses.

<b>Table 12.48.620.A</b>			
<b>Permitted signs illumination types.</b>			
<b>Illumination Type</b>		<b>Permitted?</b>	<b>Other requirements</b>
Internally-illuminated cabinet signs. Sign face is illuminated through translucent casing. This includes internally illuminated changeable copy signs.		No	
Internally-illuminated awning signs. Awning face is illuminated through awning material.		No	
Animated signage. A sign which contains electronically-operated moving parts or which flashes or simulates motion by the use of electric lights.		Only permitted for night clubs, movie theaters, and live performance theaters with a capacity of greater than 200 persons	

**B. Monument signs.** Monument signs are a type of freestanding sign which are mounted on the ground and are flush or have a clearance from the ground of not more than two feet, and supported by a solid base, one or more uprights, braces, columns poles, or similar structural components. Monument sign regulations:

1. Where permitted: Non-residential or multifamily residential uses with a dedicated ground floor entrance.
2. Maximum number of sign faces: Two.
3. Maximum height: Six feet above grade.
4. Maximum size: 50-square feet per sign face when adjacent to Interstate 405 or SR-527 and 36 square feet per sign face in all other locations.
5. Materials and design. Monument signs must include durable high-quality materials such as stone, brick, concrete, or steel and a design that relates to and/or complements the design of on-site buildings and/or is coordinated with other site design elements (such as distinctive lighting, monuments, way-finding signs).

**C. Freestanding signs.**

1. Where permitted: Adjacent to Interstate 405 or SR 527 on parcels with at least 330 lineal feet of frontage on Interstate 405 or SR 527. Freestanding signs are only permitted for non-residential uses with a dedicated ground floor entrance.
2. Maximum number of sign faces: Two.
3. Maximum height: 15-feet above grade.
4. Maximum size: 50-square feet per face.
5. Sign location: No freestanding sign may be erected closer than 10 feet to any adjacent property line or closer to any driveway, alley, or vehicular access than will provide adequate sight lines.
6. Design and materials.
  - a. Freestanding signs must include design elements that effectively frame the sign on both faces. Alternatively, signs that have a substantial framing element on one side will meet this provision.
  - b. Freestanding signs must include durable high-quality materials such as stone, brick, concrete, or steel and a design that relates to and/or complements the design of on-site buildings and/or is coordinated with other site design elements (such as distinctive lighting, monuments, way-finding signs).
  - c. Freestanding signs must integrate a top, middle, and bottom element. The top could include a distinctive sign cap and/or include the name of a multi-tenant center. The middle can include a consistent framing technique for an individual sign or multiple signs in a multi-tenant center. The bottom could include a distinctive base design with special materials and/or design. See the figures below for examples that meet this requirement.
  - d. The architecture and composition of a freestanding sign structure must provide visual interest and detail at both automotive and pedestrian-scale speed and perception.

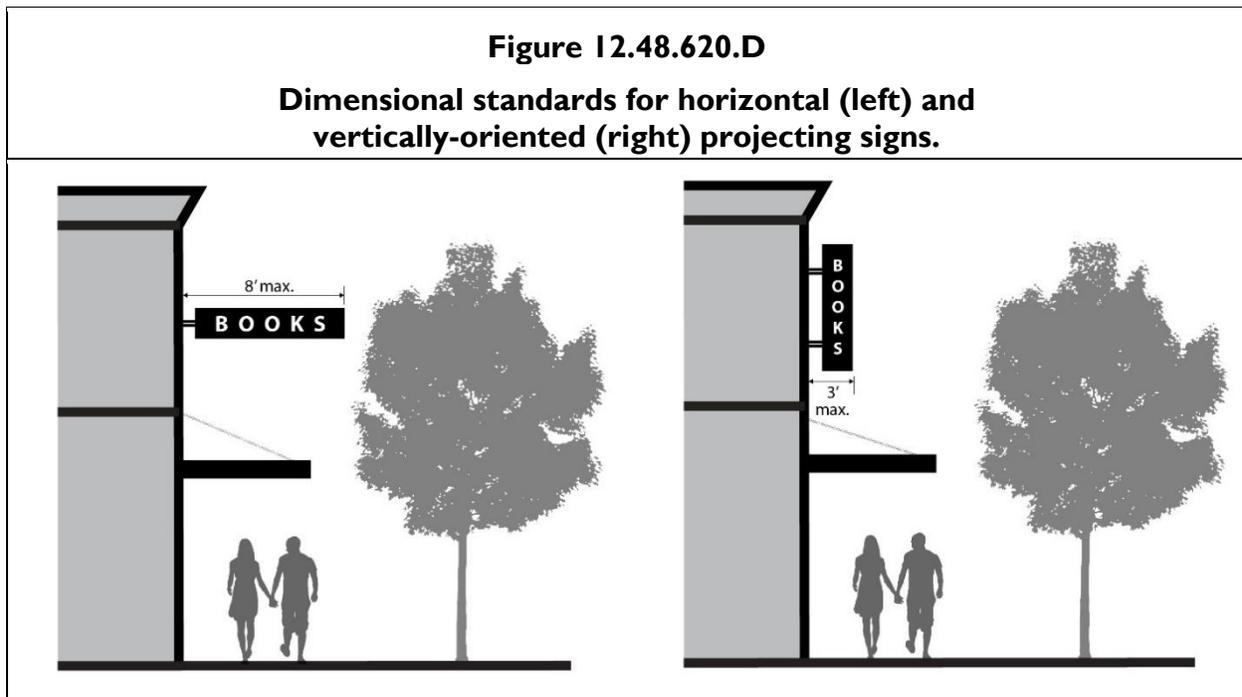
DEPARTURES per BMC 12.48.030 will be considered provided the design meets other regulations herein and integrates a distinctive, one-of-a-kind design that contributes to the visual character of the area.

7. Prohibited freestanding signs: “Pole signs” (i.e. a single or double unornamented pole support design topped by a “can” sign typical of a “commercial strip”).

**D. Projecting signs.** Projecting signs meeting the following conditions are allowed for

1. Where permitted: Commercial uses adjacent to and facing a street.
2. Orientation: Projecting signs may be either vertical or horizontal oriented.
3. Projection.
  - a. Horizontally oriented signs: No more than eight feet.
  - b. Square or vertically oriented signs: No more than three feet.
  - c. Signs may project over a sidewalk adjacent to storefront buildings, but must not extend over the curb into a parking or travel lane.
4. Height.
  - a. Horizontally oriented signs: No more than three-feet.
  - b. Vertically oriented signs: Must not extend above the building parapet, soffit, the eave line or the roof of the building.

5. Minimum vertical clearance (over sidewalk): Eight feet.

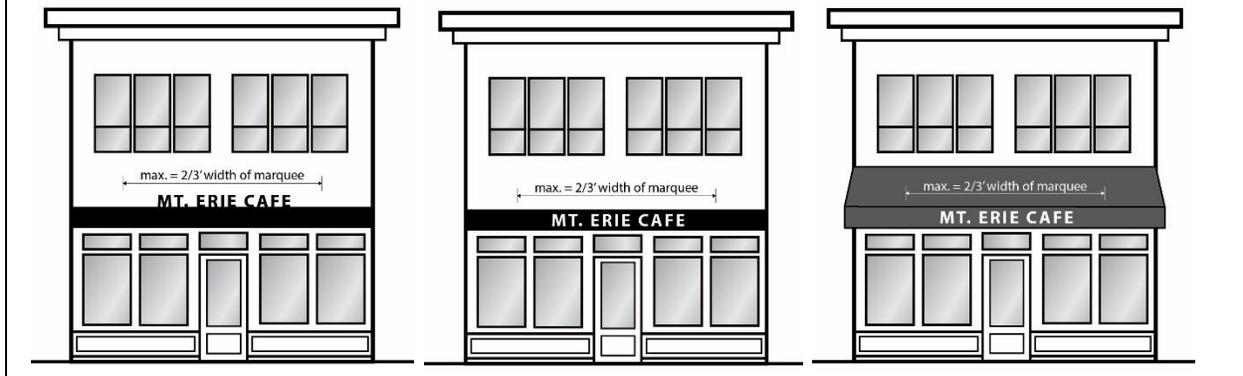


**E. Marquee/awning signs.** Marquee/awning signs are a type of building-mounted sign that is either attached to, affixed to, or painted on a marquee, awning, or canopy. Marquee/awning sign regulations:

I. Sign form and size.

- a. Signs consisting of individual letters placed on the outside edge of the marquee or above the marquee are limited in 200-percent of the height of the vertical dimension of the marquee. For example, if the vertical dimension of the marquee is 12-inches, the letters may be up to 24-inches high. Such signs are limited to 2/3 of individual marquee width dimension or no more than 20-feet, whichever is less.
- b. Sign boards may be placed on vertical edge of a canopy provided the height of the sign board is no more than 200-percent the height of the vertical dimension of the marquee. For example, if the vertical dimension of the marquee is 12-inches, the sign board may be up to 24-inches high. Such signs are limited to 2/3 of individual marquee width dimension or no more than 20-feet, whichever is less.
- c. Signs placed on the vertical edge of awnings are limited to 80-percent the height of the vertical edge of the awning. Where signs are placed on sloping portion of the awning, they must be sized proportional to the architectural features of the building and are limited to two-feet in height. The width of awning signs are limited to 2/3 of individual awning width dimension or no more than 20-feet, whichever is less.

**Figure 12.48.620.E**  
**Marquee and awning sign examples & regulations.**



**F. Under-canopy signs.** Under canopy signs are a type of building-mounted sign attached to the underside of an awning, canopy, balcony or arcade and placed perpendicular to the storefronts and thus oriented to pedestrians on the sidewalk or an internal pathway.

**Figure 12.48.620.F**  
**Under canopy regulations and example.**

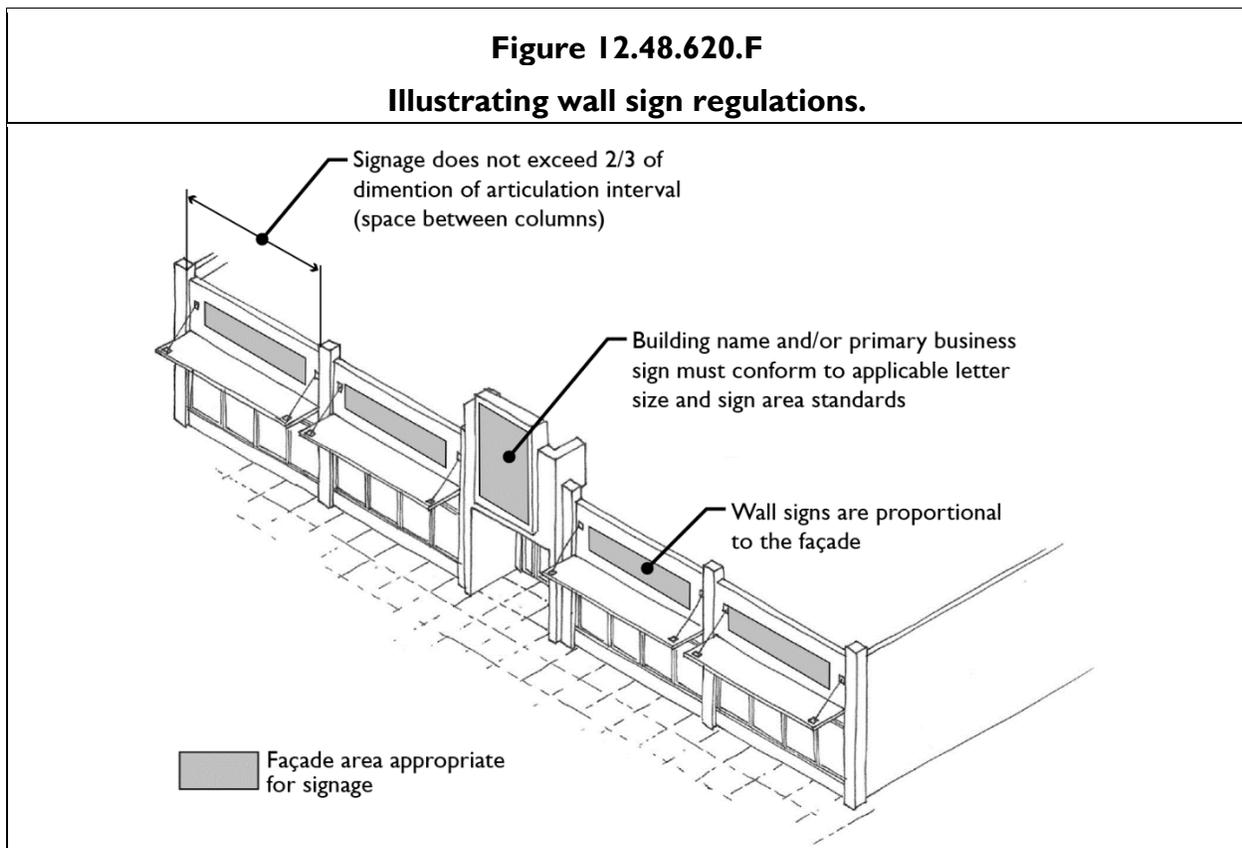


**G. Wall signs.**

I. Permitted number of signs.

- a. In multi-story buildings, businesses above the ground floor are limited to one sign per business, except that a business with frontage on more than one street may have one sign facing each street. Each sign must consist only of lettering and/or a logo painted on or applied to the surface of one window in a manner that allows light to pass between and around the individual letters. The area of the sign may not exceed 12-square-feet.
- b. In a multi-tenant building with businesses on upper floors and/or in interior spaces having no street façade on which to place a sign, a building directory listing businesses in the building, and not exceeding 12-square-feet, may be located on the building wall at each primary entrance. This directory may be in addition to the sign area permitted for the building.

2. Location and design.
  - a. Wall signs must be proportional to the façade and are limited to 2/3 of individual façade width dimension. This regulation also applies to upper level businesses.
  - b. Wall signs may not cover windows, building trim, an existing building name sign, or special ornamentation features. Preferred areas for installation of wall signs include blank areas above marquees, areas between vertical piers or columns, blank areas on a gabled roof, or upper reaches of a false fronted building.
  - c. Stacked words on wall signs are permitted. Generally, the primary business name is encouraged to be provided on one line, with additional text on rows above and/or below providing supporting information about the business in smaller fonts.



3. Mounting.
  - a. Wall signs should be mounted plumb with the building, with a maximum protrusion of one-foot plus a four-inch mounting, unless the sign incorporates sculptural elements or architectural devices.
  - b. The sign frame must be concealed or integrated into the building's architectural character in terms of form, color, and materials.

**H. Building identification wall sign.** Building identification wall signs are signs located on and parallel to a building wall that announce the name of a building. Building identification wall sign regulations:

- I. When permitted: Only be permitted for non-residential or multifamily residential uses with a dedicated ground floor entrance.

2. Where permitted: Only located on the frieze, cornice, or fascia area of storefront level; frieze, cornice, fascia, parapet of the uppermost floor; or above the entrance to main building lobby.
  3. Number permitted: Only one building identification wall sign shall be permitted per building per street-facing façade.
  4. Sign area exemption: The area of building identification wall signs shall not count towards the total sign area allotment per BMC Chapter 12.22.
  5. Maximum sign height: No taller than 24 inches in height.
  6. Maximum projection: No more than 1 foot from the façade of the building.
  7. Projecting sign alternative: One building identification wall sign per establishment may be substituted by a projecting sign meeting the requirements of subsection D above.
  8. Illumination: External illumination or halo illumination only.
- I. Window signs.** Window signs are signs which are applied directly to a window or mounted or suspended directly behind a window.
1. Where permitted: Window signs are permitted only for non-residential uses with a dedicated ground floor entrance and on windows below the second-floor level only.
  2. Maximum sign area: No more than 30-percent of storefront window.
  3. Maximum letter height: The letter height of each window sign shall not exceed 12 inches.
  4. Illumination: Exposed neon tube illumination only.

*Attachment 3 - Draft Planned Action Ordinance*

**ORDINANCE NO.** \_\_\_\_\_

**AN ORDINANCE** of the City Council of the City of Bothell, Washington, establishing a planned action for the Canyon Park Subarea 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

WHEREAS, the City has received a legislative appropriation to conduct a subarea plan and planned action environmental impact statement for the Canyon Park Subarea through this planning process; and

WHEREAS, to guide Canyon Park’s growth and redevelopment, the City has engaged in extensive subarea planning and has adopted amendments to the Bothell Comprehensive Plan including the Canyon Park Subarea Plan Update; and

WHEREAS, the City desires to designate a Planned Action for the Canyon Park Subarea; 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 Canyon Park Planned Action EIS identifies impacts and mitigation measures associated with planned development in the Canyon Park Subarea; and

WHEREAS, the City has adopted development regulations and ordinances which will help protect the environment, and is adopting regulations specific to the Canyon Park Subarea which will guide the allocation, form, and quality of desired development; and

WHEREAS, the City’s SEPA Rules, set forth in BMC 14.02.020 provide for Planned Actions within the City; and

WHEREAS, the City as lead agency provided public comment opportunities through an EIS scoping period from April 8 to April 29, 2019, and a public comment period for the Canyon Park Subarea Planned Action EIS from December 6, 2019 to January 13, 2020, and held public meetings and hearings as part of a coordinated Canyon Park public participation program throughout 2019 and 2020; and

WHEREAS, the City conducted a community meeting on April 25, 2019 during the EIS scoping period and provided notice to all affected federally recognized tribal

governments and agencies with jurisdiction over the future development anticipated for the planned action, in compliance with RCW 43.21C.440; and

WHEREAS, on XX, 2020 the City provided notification of a public hearing to be held on XX, 2020 before the Planning Commission to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development for the Canyon Park Subarea Plan; and

WHEREAS, the Planning Commission held a public hearing on XX, 2020, considered public comment and recommended approval of the Canyon Park Subarea Plan as Ordinance XXXX; and

WHEREAS, on XX, 2020 the City provided notification of a public hearing to be held on XX, 2020 before the City Council to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development for the Canyon Park Subarea Plan; and

WHEREAS, the City Council held a public hearing on XX, 2020, considered public comment and approved the Canyon Park Subarea Plan as Ordinance XXXX; and

WHEREAS, on XX, 2020 the City provided legal notice in its newspaper of record of a public hearing to be held on XX, 2020 for the planned action; and

WHEREAS, on XX, 2020 the City provided notification of a public hearing to be held on XX, 2020 before the City Council to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action; and

WHEREAS, the City Council held a public hearing on XX, 2020 and considered public comment and approved the Canyon Park Subarea Plan and associated Comprehensive Plan Amendments on XXX, 2020; NOW, THEREFORE,

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

**SECTION 1. Recitals.** The recitals set forth in this ordinance are hereby incorporated as if fully set forth herein.

**SECTION 2. Purpose.** The City Council declares that the purpose of this ordinance is to:

A. Combine environmental analysis, land use plans, development regulations, City codes and ordinances together with the mitigation measures in the Canyon Park Planned Action EIS to mitigate environmental impacts and process planned action development applications in the Planned Action Area;

B. Designate the Canyon Park as a Planned Action Area for purposes of environmental review and permitting of subsequent, implementing projects pursuant to SEPA, RCW 43.21C.440;

C. Determine that the EIS prepared for the Canyon Park Subarea Plan meets the requirements of a Planned Action EIS pursuant to SEPA;

- D. Establish criteria and procedures, consistent with state law, that will determine whether subsequent projects within the Planned Action Area qualify as Planned Actions;
- E. Provide the public with information about Planned Actions and how the City will process implementing projects within the Planned Action Area;
- F. Streamline and expedite the land use permit review process by relying on the EIS completed for the Planned Action; and
- G. 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 this Ordinance.

**SECTION 3. Findings.** The City Council finds as follows:

- A. The City is subject to the requirements of the GMA (RCW 36.70A), and is applying the Planned Action to a UGA [Urban Growth Area]; and
- 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 the Canyon Park Subarea; and
- C. The City is adopting development regulations concurrent with the Canyon Park Subarea Plan to implement said Plan, including this ordinance; and
- D. An EIS has been prepared for the Planned Action Area, and the City Council finds that the EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area; and
- E. The mitigation measures identified in the Canyon Park Planned Action EIS and attached to this ordinance as Exhibit B, incorporated herein by reference, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Planned Action Area; and
- F. The Canyon Park Subarea Plan and Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action; and
- G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development; and
- H. The City provided several opportunities for meaningful public involvement in the Canyon Park Subarea Plan and Planned Action EIS, including a community meeting prior to the publication of notice for the planned action ordinance; have considered all comments received; and, as appropriate, have modified the proposal or mitigation measures in response to comments;
- I. Essential public facilities defined in RCW 47.06.140 are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a planned action; and
- J. The Planned Action applies to a defined area that is smaller than the overall City boundaries and smaller than overall County designated UGAs; and
- K. Public services and facilities are adequate to serve the proposed Planned Action, with implementation of Subarea Plan and mitigation measures identified in the EIS.

**SECTION 4. Procedures and Criteria for Evaluating and Determining Planned Action Projects within Planned Action Area.**

- A. **Planned Action Area.** This Planned Action designation shall apply to the area shown in **Exhibit A**, incorporated herein by reference.
- B. **Environmental Document.** A Planned Action determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Draft EIS issued by the City on December 6, 2019 and the Final EIS published

on XX, 2020. The Draft and Final EIS documents shall comprise the Planned Action EIS for the Planned Action Area. The mitigation measures contained in **Exhibit B**, attached to this Ordinance, and incorporated herein by reference, are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

C. Planned Action Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection 4(D) and the mitigation measures contained in **Exhibit B**, are designated Planned Actions or Planned Action Projects pursuant to RCW 43.21C.440. A development application for a site-specific Planned Action project located within Planned Action Area shall be designated a Planned Action if it completes the modified SEPA Checklist in **Exhibit B** and meets the criteria set forth in Subsection 4(D) of this Ordinance and all other applicable laws, codes, development regulations and standards of the City are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the Canyon Park Subarea Plan and are considered Planned Actions:

- i. Office/Residential Mixed Use
- ii. Residential Mixed Use
- iii. Employment Uses

(b) Planned Action Uses: A land use shall be considered a Planned Action Land Use when:

- i. it is within the Planned Action Area as shown in Exhibit A;
- ii. it is within the one or more of the land use categories described in subsection 1(a) above; and
- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action may be a single Planned Action use or a combination of Planned Action uses together in a mixed use development. Planned Action uses include accessory uses.

(c) Public Services: The following public services, infrastructure and associated environmental mitigation proposals are also planned actions: multi-modal transportation improvements, public gathering spaces, environmental mitigation, and stormwater improvements considered in capital plans associated with the Canyon Park Subarea Plan.

- i. Applicants for public services, infrastructure and environmental mitigation projects shall demonstrate consistency with the Canyon Park Subarea Plan, Bothell Shoreline Master Program, and Bothell Critical Areas Ordinance.
- ii. Essential public facilities defined in RCW 47.06.140 are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a planned action.

(2) Development Thresholds:

(a) Land Use: The following amounts of various new land uses are contemplated by the Planned Action:

**Table D2a-1. Preferred Alternative Net Growth: Regional Growth Center**

Alternative	Dwelling Capacity	Population Capacity	Job Capacity
Regional Growth Center (RGC)	4,075	6,142	7,598
Total Study Area including RGC	4,687	7,162	8,305

(b) Shifting development amounts between land uses in Subsection 4(D)(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B.

(c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action or combination of Planned Actions exceed the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

(a) Trip Ranges & Thresholds. The maximum number of PM peak hour trips anticipated in the Planned Action Area and reviewed in the EIS is as follows:

**Table D3a-1. PM Peak Hour Vehicle Trips Generated**

	In	Out	Total
MXD 1 Canyon Park Main Area	1,360	2,120	3,480
MXD 2 South of I-405/SR 527 Interchange	630	680	1,310
MXD 3 Thrasher's Corner/north of SR 524	120	100	220
<b>Total (FEIS Preferred Alternative)</b>	<b>2,110</b>	<b>2,900</b>	<b>5,010</b>

Source: Fehr & Peers, 2020. Values rounded to the nearest 10.

- New PM Peak Hour Vehicle Trip Generation (MXD+ Tool).

- Assumes a 14% reduction in Vehicle Trips with TDM Strategies.

(b) Concurrency. All Planned Actions shall meet the transportation concurrency requirements and the level of service (LOS) thresholds established in the Bothell Comprehensive Plan, Canyon Park Subarea Plan, and BMC Chapter 17.03.

(c) Traffic Impact and Mitigation. The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified

in Subsection 3.D(3)(a) are not exceeded, that the project meets the concurrency standards of Subsection 3.D(3)(b), and that the project has mitigated impacts consistent with **Exhibit B**.

(d) **Discretion.** The City Engineer or his/her designee 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 or her sole discretion, for each project permit application proposed under this Planned Action.

(4) **Elements of the Environment and Degree of Impacts.** A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS, would not qualify as a Planned Action.

(5) **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.

(6) **Substantive Authority.** Pursuant to SEPA Substantive Authority at BMC XXX and Comprehensive Plan Policies, impacts shall be mitigated through the measures included in **Exhibit B**.

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 area identified in **Exhibit A** of this ordinance;

(b) The proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection 4(D) of this ordinance;

(c) The proposal is within the Planned Action thresholds and other criteria of Subsection 4(D) of this ordinance;

(d) The proposal is consistent with the City of Bothell Comprehensive Plan and the Canyon Park Subarea Plan;

(e) The proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) The proposal's significant impacts 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 SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) The proposal is not an essential public facility as defined by RCW 36.70A.200(1) unless the essential public facility is accessory to or part of a development that is designated as a planned action under this ordinance.

(2) The City shall base its decision on review of a Planned Action SEPA checklist (**Exhibit B**), or an alternative form approved by state law, 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 of 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 by the SEPA Responsible Official means that a qualifying proposal has been reviewed in accordance with this Ordinance and found to be

consistent with the development parameters and thresholds established herein, 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 Subsection 4(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 the Planned Action SEPA checklist (Exhibit B).

(2) The City's SEPA Responsible Official shall determine whether the application is complete as provided in BMC Title 11.

(3) If the application is for a project within the Planned Action Area 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.

(a) The decision of the City's SEPA Responsible Official regarding qualification of a project as a Planned Action is a Type 1 decision. The SEPA Responsible Official shall notify the applicant of his/her decision. Notice of the determination on Type 1 decisions involving a planned action shall also be mailed or otherwise verifiably delivered to federally recognized tribal governments and to agencies with jurisdiction over the planned action project, pursuant to RCW 43.21C.440.

(b) 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 Title 11, except that no SEPA threshold determination, EIS or additional SEPA review shall be required.

(c) Notice of the application for a planned action project shall be consistent with BMC Title 11.

(4) If notice is otherwise required 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. See Subsection 4(G)(3)(a) regarding notice of the Type 1 decision.

(5) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action project, 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 5. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate 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 Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five years from its effective date. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action area, the impacts of development, and required mitigation measures. The SEPA Responsible Official shall also consider the implementation of Public Agency Actions and Commitments in Exhibit C. Based upon this review, the City may propose amendments to this ordinance and/or may supplement or revise the Planned Action EIS.

**SECTION 6. Conflict.** In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any Ordinance or regulation of the City, the provisions of this Ordinance shall control, except that the provision of any International Building Code shall supersede.

**SECTION 7. Severability.** If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

**SECTION 8. Effective Date.** This ordinance shall take effect and be in force ten (10) days from and after its passage, approval and publication as provided by law.

PASSED by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Liam Olsen, Mayor

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
, City Clerk

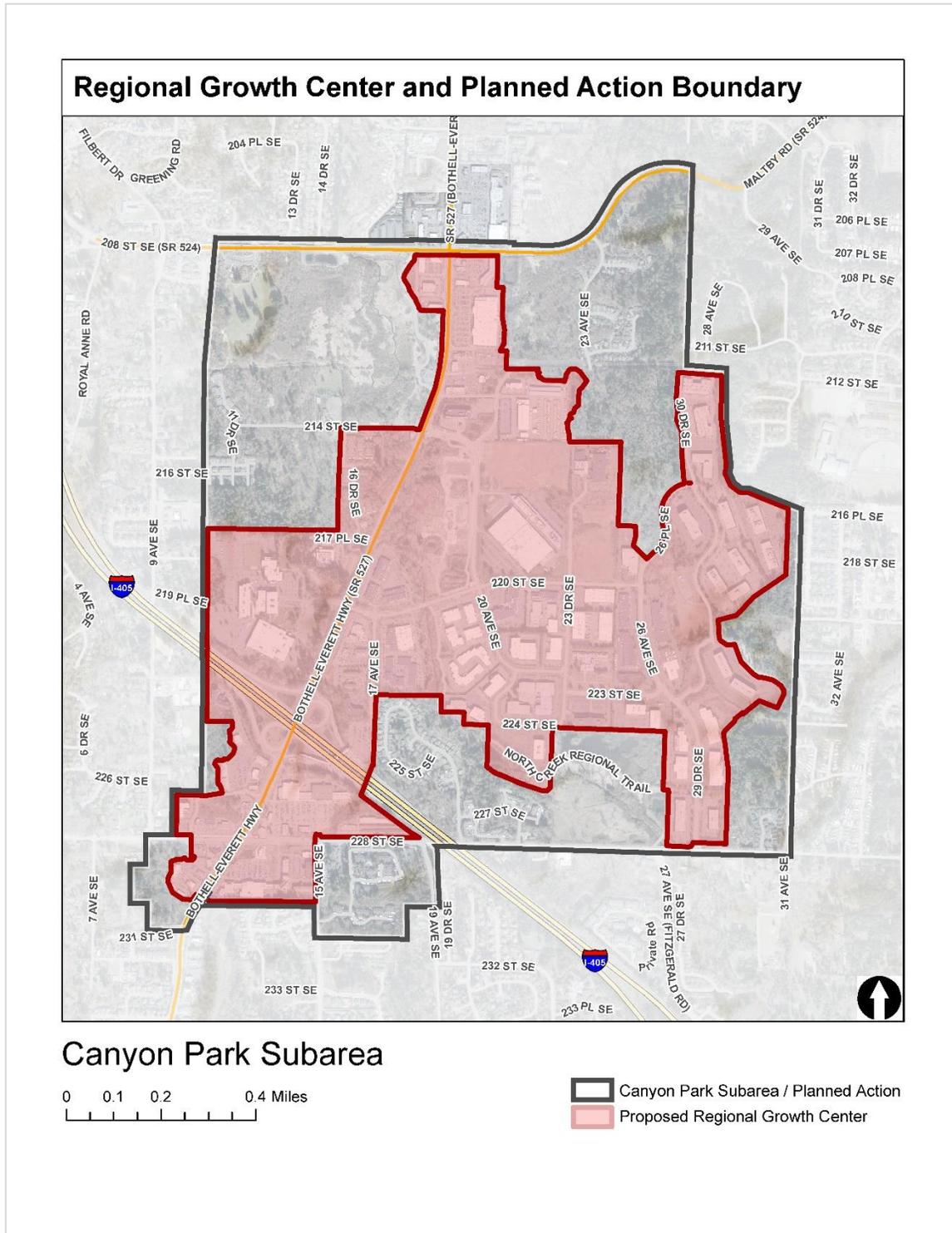
\_\_\_\_\_  
, City Attorney

PUBLISHED the \_\_\_\_\_ day of \_\_\_\_\_, 2020

EFFECTIVE the \_\_\_\_\_ day of \_\_\_\_\_, 2020

ORDINANCE NO. \_\_\_\_\_

# Exhibit A: Canyon Park Planned Action Area



# Exhibit B. SEPA Checklist and Mitigation Measures

## Exhibit B: Example Environmental Checklist and Required Mitigation Document

### INTRODUCTION

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 Canyon Park Planned Action Draft Environmental Impact Statement (EIS) on December 6, 2019, and the Final EIS was issued on XX, 2020. The Draft and the Final EIS together including the addendum to the Draft EIS issued July 9, 2020 are referenced herein as the “EIS”. The EIS has identified significant beneficial and adverse 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 adverse impacts.

On XX, 2020, the City of Bothell adopted Ordinance No. \_\_\_\_\_ establishing a planned action designation for the Canyon Park Subarea studied as Planned Action in the EIS (see **Exhibit A**). SEPA Rules indicates review of a project proposed as a planned action is intended to be simpler and more focused than for other projects (WAC 197-11-172). In addition, SEPA allows an agency to utilize a modified checklist form that is designated within the planned action ordinance (see RCW 43.21c.440). This **Exhibit B-1** provides a modified checklist form adopted in the Canyon Park Planned Action Ordinance.

### MITIGATION DOCUMENT

A Mitigation Document is provided in **Exhibit B-2**, and also summarized in the environmental checklist. **Exhibit B-2** establishes specific mitigation measures, based upon significant adverse 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 Canyon Park Planned Action Area (see **Exhibit A**). In addition **Exhibit B-3** provides details of transportation and parks mitigation requirements.

### APPLICABLE PLANS AND REGULATIONS

The EIS identifies specific regulations that act as mitigation measures. These are summarized in **Exhibit B-4** by EIS topic, and are advisory to applicants. All applicable federal, state, and local regulations shall apply to Planned Actions, including the regulations that are adopted with the Preferred Alternative. Planned Action applicants shall comply with all adopted regulations where applicable including those listed in the EIS and those not included in the EIS.

### INSTRUCTIONS TO APPLICANTS

This environmental checklist asks you to describe some basic information about your proposal. The City of Bothell will use this checklist to determine whether the project is consistent with the analysis in the Canyon Park Planned Action EIS and qualifies as a planned action, or would otherwise require additional environmental review under SEPA. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach

any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information. In most cases, you should be able to answer the questions from your own project plans and the Canyon Park Planned Action EIS without the need to hire experts.

Draft

EXHIBIT B-1 MODIFIED SEPA CHECKLIST

A. Proposal Description

Date:			
Applicant:			
Property Owner:			
Property Address	Street:	City, State, Zip Code:	
Parcel Information	Assessor Parcel Number:	Property Size in Acres:	
Give a brief, complete description of your proposal.			
Property Zoning	District Name:	Building Type:	
Permits Requested (list all that apply)	Land Use:	Engineering:	
	Building:	Other:	
	All Applications Deemed Complete? Yes ___ No ___ Explain:		
Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes ___ No ___ Explain:			
Existing Land Use	Describe Existing Uses on the Site:		
Proposed Land Use or Capital Investments – Check and Circle All That Apply	<b>Land use</b>		<b>Capital Investments</b>
	<input type="checkbox"/> Office/Residential Mixed Use <input type="checkbox"/> Residential Mixed Use <input type="checkbox"/> Employment Uses		<input type="checkbox"/> Multi-modal transportation improvements <input type="checkbox"/> Public gathering spaces <input type="checkbox"/> Environmental mitigation <input type="checkbox"/> Stormwater improvements
Dwellings	# Existing Dwellings:	# Proposed Dwellings	Proposed Density (du/ac):
	# ___ Dwelling Type _____	Units:	
	# ___ Dwelling Type _____	# ___ Type _____	
		# ___ Type _____	

	Dwelling Threshold Total in Ordinance: <b>XXX</b>	Dwelling Bank Remainder as of _____ 20__ _____ dwellings	
Non-residential Uses: Building Square Feet	Existing:	Proposed:	
	Employment in Ordinance: <b>XXX</b>	Job Remainder as of _____ 20__ _____ square feet	
Building Height	Existing Stories:	Proposed Stories:	
	Existing Height in feet:	Proposed Height in feet:	
Parking Spaces	Existing:	Proposed:	
Impervious Surfaces	Existing Square Feet:	Proposed Square Feet:	
PM Peak Hour Weekday Vehicle Trips	Existing Estimated Trips Total:	Future Estimated Trips Total:	Net New Trips:
	Source of Trip Rate: ITE Manual _____ Other _____		Transportation Impacts Determined Consistent with BMC Title 17: Yes _____ No _____
Proposed timing or schedule (including phasing).			
Describe plans for future additions, expansion, or further activity related to this proposal.			
List any available or pending environmental information directly related to this proposal.			

## B. Environmental Checklist and Mitigation Measures

### NATURAL ENVIRONMENT CHECKLIST AND MITIGATION MEASURES

Geology/Soils Checklist and Mitigation Measures	
<p>1. Description of Conditions</p> <p>A. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____</p> <p>B. What is the steepest slope on the site (approximate percent slope)? _____</p> <p>C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? _____</p>	<p><b>Staff Comments:</b></p>
<p>2. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.</p>	
<p>3. Has any part of the site been classified as a "geologically hazardous" area? (Check all that apply)</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Landslide Hazards</li> <li><input type="checkbox"/> Erosion Hazards</li> <li><input type="checkbox"/> Seismic Hazards</li> <li><input type="checkbox"/> Liquefaction Hazards</li> <li><input type="checkbox"/> Other: _____</li> </ul> <p>Describe:</p>	
<p>4. Proposed Measures to control impacts including <b>Exhibits B-2, B-3, and B-4 regarding</b> Mitigation Required for Development Applications and Applicable Regulations:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Compliance with critical area regulations</li> <li><input type="checkbox"/> Temporary erosion and sediment controls</li> <li><input type="checkbox"/> Compliance with grading and fill standards</li> <li><input type="checkbox"/> For geologically hazardous areas, mitigate for impacts to vegetated slopes at a 1-to-1 ratio.</li> </ul> <p>Explain:</p>	

## Water Resources/Stormwater Checklist and Mitigation Measures

<p>5. Will the proposal require or result in (check all that apply and describe below):</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> any work over, in, or adjacent to (within 200 feet) of North Creek or associated wetlands?</li> <li><input type="checkbox"/> fill and dredge material that would be placed in or removed from surface water or wetlands?</li> <li><input type="checkbox"/> surface water withdrawals or diversions?</li> <li><input type="checkbox"/> discharges of waste materials to surface waters?</li> <li><input type="checkbox"/> groundwater withdrawal or discharge?</li> <li><input type="checkbox"/> waste materials entering ground or surface waters?</li> </ul>	<b>Staff Comments:</b>
<p>6. Describe the source of runoff (including stormwater) and method of collection, treatment, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.</p>	
<p>7. Is the area designated a critical aquifer recharge area? If so, please describe:</p>	
<p>8. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p>	
<p><b>9. What measures are proposed to reduce or control water resources/stormwater impacts?</b>  Proposed Measures to control impacts including <b>Exhibits B-2, B-3, and B-4 regarding</b> Mitigation Required for Development Applications and Applicable Regulations (<b>check all that apply</b>):</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Compliance with construction-related stormwater requirements, including temporary erosion and sediment control, and development and implementation of a stormwater pollution and spill prevention plan.</li> <li><input type="checkbox"/> Low Impact Development (LID) techniques employed?</li> <li><input type="checkbox"/> Flow Control Recommendations per Exhibit B-3</li> <li><input type="checkbox"/> Water Quality Treatment Recommendations per Exhibit B-3</li> <li><input type="checkbox"/> Other measures consistent with Storm Water and Drainage Control Code Chapter 18.04.</li> <li><input type="checkbox"/> Other:</li> </ul> <p>Explain:</p>	

## Plants and Animals Checklist and Mitigation Measures

<p>10. Check or circle types of vegetation found on the site:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Deciduous tree: Alder, maple, aspen, other _____</li> </ul>	<b>Staff Comments:</b>
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## Plants and Animals Checklist and Mitigation Measures

<ul style="list-style-type: none"> <li><input type="checkbox"/> Evergreen tree: Fir, cedar, pine, other</li> <li><input type="checkbox"/> Shrubs</li> <li><input type="checkbox"/> Grass</li> <li><input type="checkbox"/> Pasture</li> <li><input type="checkbox"/> Crop or grain</li> <li><input type="checkbox"/> Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other</li> <li><input type="checkbox"/> Water plants: Water lily, eelgrass, milfoil, other _____</li> </ul> <p>Other types of vegetation: _____</p>	
<p>11. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Birds: Hawk, heron, eagle, songbirds, other:</li> <li><input type="checkbox"/> Mammals: Deer, bear, elk, beaver, other:</li> <li><input type="checkbox"/> Fish: Bass, salmon, trout, herring, shellfish, other:</li> </ul>	
<p>12. Are there wetlands on the property? Please describe their acreage and classification.</p>	
<p>13. Is there riparian habitat on the property?</p>	
<p>14. What kind and amount of vegetation will be removed or altered?</p>	
<p>15. List threatened or endangered species known to be on or near the site</p>	
<p>16. Are there plants or habitats subject to Critical Areas and/or Shoreline Master Program?</p>	
<p>17. Is the proposal consistent with critical area regulations, shoreline regulations, and requirements of the Canyon Park Subarea Plan? Please describe.</p>	
<p>18. Proposed landscaping, use of native plants, buffers, or other measures to preserve or enhance vegetation on the site, if any:</p>	

## Plants and Animals Checklist and Mitigation Measures

19. Proposed Measures to control impacts including **Exhibits B-2, B-3, and B-4 regarding Mitigation Required for Development Applications and Applicable Regulations (check all that apply):**

- Compliance with Critical Areas Ordinance
- Compliance with Shoreline Master Program
- Compliance with Stormwater Standards in Chapter 18.04 Storm Water and Drainage Control Code
- Beaver Management Plan
- Advanced mitigation program
- Stewardship program for retained natural areas
- Install interpretive signs
- Implementation of ecological mitigation opportunities per Exhibit B-3?
- Other:

Explain:

## LAND USE AND SOCIOECONOMICS CHECKLIST AND MITIGATION MEASURES

### Land Use, Employment, and Housing Checklist and Mitigation Measures

20. What is the current use of the site and adjacent properties?	<b>Staff Comments:</b>
21. Describe any structures on the site. Will any structures be demolished? If so, what type, dwelling units, square feet?	
22. The current Comprehensive Plan designation is "Subarea Plan". What is the current zoning classification of the site?	
23. What is the current Comprehensive Plan designation and zoning classification of adjacent sites?	
24. If applicable, what is the current shoreline master program designation of the site?	
25. What is the planned use of the site? List type of use, number of dwelling units and building square feet.	
26. Approximately how many people would reside or work in the completed project?	
27. Existing Activity Units (population and housing combined)?	
28. Future Activity Units (population and housing combined)?	

## Land Use, Employment, and Housing Checklist and Mitigation Measures

29. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.	
30. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.	
31. Approximately how many people would the completed project displace?	
<p>Proposed Measures to control impacts including <b>Exhibits B-2, B-3, and B-4 regarding Mitigation Required for Development Applications and Applicable Regulations (check all that apply):</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Compliance with Canyon Park Subarea Plan.</li> <li><input type="checkbox"/> Compliance with other applicable land use and shoreline policies and development regulations.</li> <li><input type="checkbox"/> Other</li> </ul> <p>Explain:</p>	

## TRANSPORTATION CHECKLIST AND GREENHOUSE GAS MITIGATION MEASURES

### Transportation Checklist and Mitigation Measures

32. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.	<b>Staff Comments:</b>
33. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?	
34. How many parking spaces would the completed project have? How many would the project eliminate?	
35. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).	
36. How many PM peak hour vehicular trips per day would be generated by the completed project?	
37. Is the land use addressed by the EIS Greenhouse Gas Analysis?	

## Transportation Checklist and Mitigation Measures

38. Proposed Measures to control impacts including **Exhibits B-2, B-3, and B-4 regarding Mitigation Required for Development Applications and Applicable Regulations (check all that apply):**

- Evaluate and mitigate roadways consistent with Planned Action Ordinance Section 4.D(3).
- Transportation Demand Management Programs (TDMs)
- Parking Reduction Incentive
- Other:

Explain:

## AESTHETICS CHECKLIST AND MITIGATION MEASURES

### Aesthetics Checklist and Mitigation Measures

39. What is the tallest height of any proposed structure(s)?

**Staff Comments:**

40. Would any views in the immediate vicinity be altered or obstructed?

41. Would the proposal produce light or glare? What time of day would it mainly occur?

42. Could light or glare from the finished project be a safety hazard or interfere with views?

43. What existing offsite sources of light or glare may affect your proposal?

44. Would shade or shadow affect public parks, recreation, open space, or gathering spaces?

45. Proposed Measures to control impacts including **Exhibits B-2, B-3, and B-4 regarding Mitigation Required for Development Applications and Applicable Regulations (check all that apply):**

- Compliance with Canyon Park Subarea Plan.
- Use of Incentives for Height including public benefits in exchange for increased height?
- Compliance with other applicable land use and shoreline policies and development regulations.
- Other:

Explain:

## Aesthetics Checklist and Mitigation Measures

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## PUBLIC SERVICES AND UTILITIES CHECKLIST AND MITIGATION MEASURES

### Public Services and Utilities Checklist

46. Water Supply: Would the project result in an increased need for water supply or fire flow pressure? Can City levels of service be met?	<b>Staff Comments:</b>
47. Wastewater: Would the project result in an increased need for wastewater services? Can City levels of service be met?	
48. Police Protection: Would the project increase demand for police services? Can City levels of service be met?	
49. Fire and Emergency Services: Would the project increase demand for fire and/or emergency services? Can levels of services be met?	
50. Schools: Would the project result in an increase in demand for school services? Can levels of services be met? Is an impact fee required?	
51. Parks and Recreation: Would the project require an increase in demand for parks and recreation? Can levels of services be met?	
52. Other Public Services and Utilities: Would the project require an increase in demand for other services and utilities? Can levels of services be met?	
53. Proposed Measures to control impacts including <b>Exhibits B-2, B-3, and B-4 regarding Mitigation Required for Development Applications and Applicable Regulations (check all that apply):</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Capital Facility Plan has been considered, and development provides its fair share of the cost of improvements consistent with applicable local government plans and codes.</li> <li><input type="checkbox"/> Law enforcement agency has been consulted, and development reflects applicable code requirements.</li> <li><input type="checkbox"/> Private security agreement?</li> <li><input type="checkbox"/> CPTED design principles?</li> <li><input type="checkbox"/> Fire protection agency has been consulted, and development complies with Uniform Fire Code.</li> <li><input type="checkbox"/> Fire impact fees?</li> </ul>	

## Public Services and Utilities Checklist

- School district has been consulted, and appropriate mitigation has been provided, if applicable.
- School impact fees?
- Park impact fees?
- Onsite park/recreation provided?
- Developer has coordinated with City to ensure that sewer lines, water lines, or stormwater facilities will be extended to provide service to proposed development site where required.
- General facility charges have been determined to ensure cumulative impacts to utilities are addressed.
- Other Measures to reduce or control public services and utilities impacts:

Explain:

## C. Applicant Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:	
Date:	

## D. Review Criteria

### REVIEW CRITERIA

The City's SEPA Responsible Official may designate "planned actions" consistent with criteria in Ordinance No. \_\_\_\_\_ Subsection 4.E.

Criteria	Discussion
(a) the proposal is located within the Planned Action area identified in Exhibit A of this Ordinance;	
(b) the proposed uses and densities are consistent with those described in the Canyon Park Planned Action EIS and Section 4.D of this Ordinance;	

Criteria	Discussion
(c) the proposal is within the Planned Action thresholds and other criteria of Section 4.D of this Ordinance;	
(d) the proposal is consistent with the City of Bothell Comprehensive Plan and the Canyon Park Subarea Plan;	
(e) the proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;	
(f) the proposal's significant impacts 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 SEPA Responsible Official determines that these constitute adequate mitigation;	
(h) the proposal is not an essential public facility as defined by RCW 36.70A.200(1) unless the essential public facility is accessory to or part of a development that is designated as a planned action under this ordinance.	

## DETERMINATION CRITERIA

Applications for planned actions shall be reviewed pursuant to the process in Ordinance No.  Section 4.G.

Requirement	Discussion
Applications for planned actions were made on forms provided by the City including this Canyon Park Environmental Checklist and Mitigation Document.	
The application has been deemed complete in accordance with BMC Chapter XXX.	

Requirement	Discussion
The proposal is located within Planned Action Area pursuant to Exhibit A of this Ordinance	
The proposed use(s) are listed in Section 4D of the Ordinance and qualify as a Planned Action.	

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## E. SEPA Responsible Official Determination

**A. Qualifies as a Planned Action:** The application is consistent with the criteria of Ordinance \_\_\_\_\_ and thereby qualifies as a Planned Action project.

It shall proceed in accordance with the applicable permit review procedures specified in BMC Title 11, except that no SEPA threshold determination, EIS or additional SEPA review shall be required. Notice shall be made pursuant to BMC Title 11. as part of notice of the underlying permits and shall include the results of the Planned Action determination. If notice is not otherwise required for the underlying permit, no special notice is required. See Section 4.G(3)(a) regarding notice of the **Type 1 decision**.

The review process for the underlying permit shall be as provided in BMC Title 11.

NOTE: If it is determined during subsequent detailed permit review that a project does not qualify as a planned action, this determination shall be amended.

Signature

Date:

**B. Does not Qualify as Planned Action:** The application is not consistent with the criteria of Ordinance \_\_\_\_\_, and does not qualify as a Planned Action project for the following reasons:


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.

**SEPA Process Prescribed:**


**C. Responsible Official Signature**

Signature:

Date:

## EXHIBIT B-2 MITIGATION DOCUMENT

This section includes “Incorporated Plan Features” or “Other Proposed Mitigation Measures” referenced in the Draft EIS where not otherwise incorporated into the Subarea Plan Code. To the extent mitigation measures are incorporated into the Subarea Plan and Code, they are part of applicable regulations and not necessary in the SEPA mitigation measures. Exhibit B-3 that follows includes more detailed procedures for some mitigation measures.

### Natural Environment

- The City shall review planned actions for consistency with Bothell critical area regulations in place at the time of application. Until such time as the City’s regulations are amended, the City may condition development to be consistent with wetland buffers widths and wetland compensatory mitigation recommendations contained within the latest guidance and Best Available Science including the following documents, as amended:
  - *Wetland Guidance for CAO Updates* (Department of Ecology, 2016 and 2018).
  - *Wetland Mitigation in Washington State Part 2: Developing Mitigation Plans* (Department of Ecology, 2006)
- The City shall condition planned actions to mitigate for loss of vegetated areas not otherwise protected by critical area regulations. For geologically hazardous areas, the City shall mitigate for impacts to vegetated slopes at a 1-to-1 ratio. A reduced mitigation ratio may be approved by the Director of Community Development on a case-by-case basis, based upon the results of a functional analysis.
- Where beaver activities are known to occur, the City shall require development proposals to prepare a Beaver Management Plan addressing the site’s history, existing conditions, and proposed conditions and how those may be influenced by beaver activities. The Beaver Management Plan shall identify strategies to minimize impacts to beavers, anticipate potential infrastructure impacts that may result from beaver dams, and develop a way to mitigate possible flooding issues should they become a problem.
- The City may implement ecological mitigation opportunities in Exhibit B-3 for public improvements as an advanced mitigation program to offset unavoidable impacts to wetland and stream critical areas in accordance with *Interagency Regulatory Guide: Advance Permittee-Responsible Mitigation* (U.S. Army Corps of Engineers, et al., 2012).
- The City shall apply more stringent stormwater requirements that require flow control and water quality facilities to be installed consistent with Chapter 18.04 BMC and Exhibit B-3 for Planned Action Projects not otherwise vested. This includes application of the 2019 Surface Water Design Manual Level 3 flow control standard, as amended.
- The City shall require that development sites with wetlands, streams, or habitat shall develop a stewardship program for retained natural areas that improves habitat.
- The City shall require that development sites with wetlands, streams, or habitat shall install interpretive signs near natural areas to highlight important functions the natural environment provides.

### Land Use, Socioeconomics, and Urban Design/Aesthetics

- The City shall require stepped-down heights or shade/shadow studies if development would have the potential to adversely affect public parks, trails, and open spaces.

## Transportation

See Section B-3. See also Subarea Plan and Code for consistency with Parking standards, Transportation Demand Management provisions, non-motorized program, etc.

## Public Services

### Fire and Emergency Services

- The City shall provide planned actions to the Fire Department to review proposed development plans for consistency with the International Fire Code and condition development as appropriate to address specialized needs from the uses proposed.

### Police

- The City of Bothell may require on-site private security agreements for new employment centers to reduce calls for service.
- Until such time as the principles are included in the municipal code, the City of Bothell shall evaluate and condition development to incorporate Crime Prevention Through Environmental Design (CPTED) principles.

### Parks

- The City shall require development to provide pedestrian and trail improvements consistent with the Bothell Canyon Park Subarea Plan, and any associated frontage and onsite non-motorized connections between sites and roads or buildings.

### Schools

See applicable regulations and commitments.

## Utilities

### Sanitary Sewer and Water

- The City shall circulate planned action applications to Alderwood Water and Wastewater District (AWWD) to determine if improvements are required to local wastewater collection systems and system improvements. Planned Action applicants shall obtain a AWWD sewer availability certificate.
- The City shall circulate planned action applications to AWWD to determine if local water system improvements will be necessary to increase system pressures and to provide for additional system transmission capacity. Planned Action applicants shall obtain a AWWD water availability certificate.

### Stormwater

For Planned Action Projects not otherwise vested:

- The City shall require planned actions to implement retrofit systems to detain and/or treat runoff before it is released into the stormwater system or creeks. These systems could be located within planter areas or unimproved roadside shoulders and ditches, and could include shallow bioretention cells, infiltration trenches, or proprietary treatment BMPs for water pollution, such as Filterras or Modular Wetlands. See Exhibit B-3.
- Flow control and water quality facilities meeting the most recent version of the *Bothell Surface Water Design Manual* will be required for new development and redevelopment. The City shall enforce more stringent requirements in this area and require that higher flow control and water quality facilities be installed to lessen the demand on existing downstream stormwater infrastructure and

North Creek. This includes application of the 2019 Surface Water Design Manual Level 3 flow control standard, as amended. See Exhibit B-3.

- The City shall apply the stormwater management manual in effect at the time of planned action application. There are significant opportunities for improved flow control and water quality associated with the large stormwater pond located southeast of the intersection of 244<sup>th</sup> Street SE and 23<sup>rd</sup> Drive SE. If this regional flow control facility is improved and addresses stormwater conditions of a planned action, an applicant may request or the City may condition development to pay a fee based on the area of new and replaced impervious surface or equivalent requirement in place at the time of application.

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## EXHIBIT B-3 ADDITIONAL MITIGATION REQUIREMENTS & PROCEDURES

### Transportation

#### *Frontage Improvements*

- A. When a property redevelops and applies for permits, frontage improvements and right-of-way dedications if needed are required by the Bothell Municipal Code (BMC 17.09) in order to implement Subarea Plan street sections.
- B. If right-of-way or an easement is needed, it also must be dedicated to the City by the Planned Action Application property owner. The City has developed specific cross sections in the Canyon Park Subarea Plan, which must be implemented as part of required street frontage improvements.
- C. Planned Actions shall implement improvements consistent with any access management and circulation plan including roads considered at ultimate capacity.

#### *Business Park Private Roads*

- D. As a condition of Planned Action Project approval, the SEPA Responsible Official shall require planned action projects within the Canyon Park Business Center to obtain a letter of transportation adequacy from the Canyon Park Business Center Owners Association indicating the applicant has paid or agrees to pay necessary funds to address their proportionate share of improvement costs addressing inadequate road conditions on private roads documented in the Canyon Park Planned Action EIS. Improvements are required irrespective of whether the internal streets become public right of way or remain as private streets. The opportunity to seek for federal and State grants funding requires the streets to be dedicated as public right of way and be functionally classified streets.

#### *Canyon Park Improvement Fees*

- E. Implementation of capital improvements identified in the Canyon Park Subarea Plan or Comprehensive Plan Capital Facilities Element Plan shall occur through payment of applicable impact fees.
  - 1. If the City's impact fee does not yet include planned capital projects for the subarea, the SEPA Responsible Official may require new development to pay a proportionate share of the cost of transportation capital improvements providing capacity for development to meet levels of service until such time as the capital project is contained in the City's transportation impact fee basis.

#### *Transportation Demand Management*

- F. The SEPA Responsible Official shall condition Planned Action Projects to ensure the proposed use or development contributes to the subarea achieving a 14% reduction in vehicle travel. Planned Actions shall implement transportation demand management (TDM) measures consistent with Chapter 14.06. and consistent with at least one of the following methods in the matrix below. The City may record conditions of approval applicable to future tenants to ensure the TDM measures are implemented.

TDM Measure	Applicable to Development	Applicable to Business
Parking	Separating the cost of parking from the cost of rent, lease, or ownership (instrument that guarantees implementation)	Paid parking strategies

TDM Measure	Applicable to Development	Applicable to Business
Transit	Implementation of bus shelter or transit amenities consistent with Community Transit or Sound Transit standards in adjacent right of way, or access to transit shelter/amenities	Fully subsidized transit passes for employees and residents of the development On-demand first/last mile ride share to transit
Sharing Services	Dedicated Car-share or Micro-transit Parking	Carshare memberships or Micro-transit service
Bicycle or Scooters	Secure bicycle parking Showers and lockers	Onsite fleet of bicycles or scooters for residents, employees, and/or guests to use Provide on-site tools and space for bicycle repair Valet bike parking
Onsite Services	Space dedicated for on-site food services, child care, etc.	On-site childcare or food services, delivery of products (e.g. groceries) or services (e.g. dry cleaning)
Other	Other TDM improvements acceptable to the SEPA responsible official	Other TDM services acceptable to the SEPA responsible official

- G. The City shall require each planned action applicant to pay its proportionate share of the cost of adding non-motorized and transit facility capacity to improve transportation demand management in the subarea. The fee shall be used for funding non-motorized and transit facility projects identified in the Canyon Park Subarea Plan not otherwise included in the City’s transportation impact fee program and not otherwise part of street frontage improvements (e.g. shared use paths or trails not located within public right of way). Proportionate share shall be determined based on the share of a project’s traffic trips in relation to the trip bank.
- H. Each planned action applicant shall provide an evaluation identifying the parking is compliant with applicable standards and are the minimum necessary based on a “right size” parking analysis. This evaluation may include the King County Right Size Parking Calculator (using Downtown Bothell as a reference geography), or latest edition of the ITE Parking Generation Manual, ULI Shared Parking Manual, identifying peak parking needs and demonstrating to the satisfaction of the SEPA Responsible Official that proposed parking contributes to TDM goals.

*Fee in Lieu and Recovery Agreements*

- I. Planned Action applicants may request or the City may require a fee-in-lieu for some or all of the frontage improvements or capital projects necessary to achieve City standards. Fee in lieu agreements shall be consistent with RCW 82.02.020 or other instrument deemed acceptable to the City and applicant.

- J. A Planned Action applicant may request the City approve a latecomers (recovery) agreement for installing frontage improvements, transportation capacity, or transportation demand management improvements that benefit more than their property. The agreement shall identify the proposed improvement extent and value, benefit area, costs borne by the property owner, and pro rata share of costs to other property owners. The agreement shall specify the time period of the agreement and methods for the City's recovery of costs as conditions of future development approval in the benefit area.

## Stormwater

### *Flow Control Recommendations*

Prior to approval of development that drains to the Canyon Park Business Center detention pond, the City shall require that development either increase flow control and water quality facilities onsite or pay a fee equivalent to its demand for the regional facility. The City may establish a latecomer agreement per Chapter 35.91 RCW. Following are measures to address stormwater flow control measures in the design of regional facilities.

- Restore the Canyon Park Business Center detention pond to its original capacity. The lack of maintenance associated with this existing detention pond over the years has resulted in significant sediment and vegetation build-up, decreasing the pond's capacity for flow control. Excavating all the sediment, vegetation, and debris down to the originally designed pond bottom elevation would restore the pond's capacity to its original design volume. Options to increase pond capacity include, but are not limited to:
  - Raise the detention pond's High Water Line (HWL) to add live storage capacity to the pond. In reviewing the City's interactive GIS mapping and its LIDAR contours, it appears there is room to raise the HWL and gain additional volume within the existing pond footprint. Based on initial review of the surrounding LIDAR contours it appears that the HWL could be raised approximately 1 foot before water would start backing up into the existing drainage ditches and storm drain system immediately upstream from the northwest corner of the pond. A field survey would need to be conducted to confirm elevations. In addition, backwater effects on the immediate upstream conveyance system would need to be analyzed to make sure water does not overtop the system. The emergency overflow system would need to be adjusted as well. The as-built plans show two overflow spillways. But based on LIDAR contours it appears that there are no spillways, so a confirmation of the existing overflow system would be needed and an adjustment made if the HWL is to be raised.
  - There may be potential to also lower the detention pond bottom to gain even more live storage capacity. The as-built pond plan (see attached) shows 4 separate control structures regulating the discharge of water from the pond. Each of the flow control structures have outgoing inverts lower than the pond's originally designed bottom elevation. This would initially suggest that the pond bottom could be lowered. However, the original sizing calculations for the detention pond should be located and reviewed to understand the intricacies of this particular pond design and whether or not the pond bottom could actually be lowered for additional live storage capacity. There may be reasons why the pond bottom was set at its design elevation, such as a high groundwater condition or the high water line elevation of nearby North Creek. If the

groundwater elevation is unknown then a geotechnical engineer should be consulted to determine the high groundwater elevation prior to lowering the pond bottom.

- The City may require planned actions upstream of the existing detention pond to add flow control measures to increase stormwater capacity in the basin. The drainage basin tributary to the existing detention pond is approximately 268 acres (see Final EIS appendices for approximate basin boundary). In order to bring the existing detention pond up to current stormwater flow control standards it would need to have 2.5 times more volume than it currently contains. And the existing detention pond retrofitting options discussed above will only cover a small percentage of that needed increase in volume. Other approaches would need to be employed in order to provide that capacity for the entire basin.
- The City shall require Low Impact Development (LID) techniques associated with new development and through the retrofitting of existing infrastructure/public right-of-way. LID measures such as pervious concrete and asphalt pavements, bioretention cells, and rain water harvesting may be considered.
- Should a regional facility be installed upstream of the existing detention pond, the City may require new development to pay its share of demand in the new facility. For example, in the northeast corner of the basin there is existing residential development that is elevated and may provide opportunity to install a new open walled detention facility in the sloped vegetated areas to the west of that developed area. There appears to be plenty of fall to allow for a decent sized regional detention facility in this area. The facility would likely need to be an open pond with vertical concrete retaining walls, given the steepness of the vegetated area. Also, on property where new building construction may occur and there is decent grade across the site, detention vaults could be incorporated into the building design, similar to the recent development near UW Bothell.
- Mitigation enhancements of existing wetlands. The City may allow enhancements to certain existing wetlands in a portion of the basin in order to use other wetland or critical areas in the basin as flow control areas.

### *Water Quality Treatment Recommendations*

Following are measures to ensure that stormwater quality treatment is integrated into regional stormwater facilities. The City may require that new regional facilities implement these or equivalent measures and that development connect to the regional system and pay its share of the cost of the facilities.

- Provide dead storage within the existing detention pond. There is opportunity to excavate the existing detention pond deeper and provide a dead storage zone (3 to 4 feet deep) below the bottom of the pond's live storage elevation. This additional depth would provide a permanent pool of standing water that would help to remove sediment from the incoming stormwater flows. This would be consistent with a basic level of water quality treatment and would transform the existing detention pond into a combined detention and water quality treatment pond. And if groundwater is encountered in this zone it would be okay since it would only ensure that a permanent pool of water would be maintained in the pond.
- Constructed Stormwater Treatment Wetland. If a greater level of water quality treatment than basic is desired then a Constructed Stormwater Treatment Wetland could potentially be incorporated into the existing detention pond. The existing detention pond would then become a combined detention

pond and Constructed Stormwater Treatment Wetland, providing both detention and enhanced water quality treatment.

- Floating Treatment Wetlands (FTWs). If dead storage is provided then the City could also consider implement Floating Treatment Wetlands that will float on the water and provide treatment at the same time. More information on FTWs can be found here: <http://martinecosystems.com/products/floating-treatment-wetlands/>
- Modular Wetland and Filterra Units. Look for opportunities upstream of the existing detention pond to insert Modular Wetlands and Filterra Units in City right-of-way locations that could treat runoff from larger areas. Both of these proprietary products are versatile and can be incorporated into the existing storm drain system relatively easily.
- LID measures. The City may require new development to implement bioretention cells and swales throughout the drainage basin.

### Ecological Mitigation Opportunities

The City shall consider ecological mitigation opportunities in the design of new or expanded transportation facilities considering the findings of the Technical Memorandum “Ecological Impact Assessment Summary & Mitigation Cost Estimate” prepared by The Watershed Company, April 20, 2020, or other similar guidance.

## EXHIBIT B-4 APPLICABLE REGULATIONS AND ADVISORY NOTES

The *Imagine Bothell...Comprehensive Plan* including the updated Canyon Park Subarea Plan includes goals and policies as well as capital investments. In addition, the following regulations may apply. All applicable local, state, and federal requirements shall be met.

### Natural Environment

The following regulations limit impacts to the natural environment:

- City of Bothell Critical Areas Ordinance (CAO) and associated requirements for project-specific critical area studies.
- City of Bothell Special Flood Hazard Area Regulations and referenced FEMA flood insurance mapping.
- City of Bothell tree retention and landscaping standards.
- City of Bothell Surface Water Design Manual.
- City of Bothell Shoreline Master Program.
- Washington Department of Fish and Wildlife, Hydraulic Code Rules.
- Temporary Erosion and Sediment Control measures; other Best Management Practices as required under the National Pollutant Discharge Elimination System (NPDES) construction permit.
- US Fish and Wildlife Service and/or the National Marine Fisheries Service, for federally permitted actions that could affect endangered species (i.e., salmon or bull trout).
- USEPA, Clean Water Act.

### Land Use, Socioeconomics, and Aesthetics

- Development Regulations. Title 12 Zoning includes land use and design regulations intended to promote a variety of residential and employment uses that are designed in a quality manner.

### Transportation

See Draft Subarea Plan and Code for consistency with Parking standards, Transportation Demand Management provisions, non-motorized program

### Public Services

#### *Fire and Emergency Services*

- The City of Bothell collects fire impact fees to help fund system improvements needed to serve new growth (see BMC Chapter 21.16).
- Ongoing capital facilities improvements, budgeting, and operational planning by the Bothell Fire Department and Fire District 10 are anticipated to address incremental increases and other changes in demand for fire services, including the need for additional personnel, additional apparatus, and facility improvements.
- The City of Bothell is starting a multi-year project to demolish and build a new Canyon Park Fire Station #45. The project will provide safety upgrades, technical modernization, and energy efficiency accommodating current and long-term emergency fire, medical, and rescue response needs. The funding also adds new firefighters and a new aid car to ensure full-time emergency medical services at Station #45 to respond to growing calls for services in North Bothell. The new Fire Station #45 at Canyon Park will include a Police Department satellite office to serve residents of north Bothell.

- The City of Bothell has adopted the 2015 International Fire Code (IFC) as amended by State of Washington and Bothell Municipal Code. Standards referenced in 2015 IFC, Bothell Design and Construction Standards, and Bothell Engineering Standards are also adopted as part of the City's code.
- A portion of the tax revenue generated from potential redevelopment in the study area would accrue to the City and Fire District 10 to help fund additional fire and emergency medical services.

### Police

- The Bothell Police Department promotes 'Crime Prevention Through Environmental Design' (CPTED) to provide tips to residents, businesses, and developers on how to manage their properties and create designs in landscaping, access, and buildings to promote natural surveillance, create natural access control, and manage territorial behavior. (City of Bothell Police Department, Undated)

### Parks

- The City of Bothell collects park and open space impact fees to help fund system improvements needed to serve new growth (see BMC Chapter 21.08).
- Per the *Imagine Bothell... Comprehensive Plan*, acquisition of land for neighborhood parks is the City's highest priority park project. With the 2020 update to the PROS Plan, access analysis helps identify priority locations.
- The City requires private open space and recreation for new development within an R 5,400a, R 4,000, R 2,800, or R-AC zoning district (see BMC Chapter 12.20 Recreation Area).
- The City has received federal grants to complete the design and right-of-way acquisition phases of the North Creek Trail Section 4 project and is currently seeking funding for construction of the trail. When complete, this trail will connect the Snohomish County North Creek Regional Trail with the existing North Creek Trail system in Bothell.

### Schools

- The City of Bothell and Snohomish County collect school impact fees on behalf of Northshore School District (see BMC Chapter 21.12 and SCC Chapter 30.66C). Future residential development in the study area contributes impact fees to help fund the cost to construct new or expanded facilities needed for growth.
- Ongoing capital facilities improvements, budgeting, and operational planning by Northshore School District, in conjunction with the City of Bothell and Snohomish County, will be needed to accommodate projected student enrollment at acceptable levels of service and to meet capacity needs at schools serving the study area (including Canyon Creek, Crystal Springs, Maywood Hills, and Shelton View elementary schools; Canyon Park, Leota, and Skyview middle schools; and Bothell and North Creek high schools).
- The School District will continue with the expansion of Canyon Creek Elementary School/Skyview Middle School and construction of a new elementary school, Elementary School #21.

### Utilities

Plans and regulations adopted at the time development permits are submitted will be applicable, such as:

- Bothell Municipal Code Title 18, Utilities Infrastructure
- *Imagine Bothell... Comprehensive Plan*, July 7, 2015
- Alderwood Water and Wastewater District Code
- Alderwood Water and Wastewater District, *Comprehensive Wastewater Plan (WWCP)*, September 2017

- Alderwood Water and Wastewater District, Comprehensive Water Plan (WCP), September 2017
- King County Code
- King County Wastewater Treatment Division
- 2013 Regional Wastewater Services Plan Comprehensive Review
- Wastewater Services Plan 2017 Annual Report
- Regional Needs Assessment, Conveyance System Improvement Program, May 2015
- 2017 Conveyance System Improvements (CSI) Program Update
- Most recent version of the City of Bothell's Surface Water Design Manual
- Chapter 4 of the Bothell Design and Construction Standards and Specifications

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## *Attachment 4 - Summary of Online Open House*

# Draft Plan Open House Summaries

August 6, 2020

Bothell held two one-hour online open houses via Zoom. For both meetings, the consultant team covered the same material in an introductory presentation.

38 people RSVP'd to attend the noon open house, and 26 RSVP'd for the 5pm open house. Actual attendance was approximately 20 at each (total of 40).

## Small Group Discussions

<b>Open House 1 (Noon)</b>	<b>Open House 2 (5pm)</b>
<p><b>Concept and Urban Design</b></p> <ul style="list-style-type: none"> <li>• Improve connections to transit stations</li> <li>• Likes consolidating a mix of uses in a compact area so that people don't have to drive as much</li> <li>• Would like to see amenities (restaurants, parks, trails) for workers and residents</li> <li>• Would like affordable rents/mortgages near jobs</li> <li>• Interested in what Canyon Park will be like with more growth</li> <li>• Agreement with ideas for park-and-rides—existing is small and hard to access</li> <li>• Improve bus service to park-and-ride</li> </ul>	<ul style="list-style-type: none"> <li>• Interest in emergency services, safety areas, medical resources, and associated services for people living in Canyon Park (e.g., seniors)</li> <li>• Design for intended users (young entrepreneurs, families, seniors, etc.) and include a mix and variety so there's something for everyone</li> <li>• Strong support for “mini-downtown” where you can live, work, and recreate                         <ul style="list-style-type: none"> <li>○ Interest in a 24/7 neighborhood with amenities and a lifestyle to compete with South Lake Union</li> <li>○ Strong support for through-block connections and breaking down big blocks</li> <li>○ Interest in transforming 1980s office park into community-oriented, 15-minute neighborhoods (can walk/bike most places you need within 15 minutes)</li> </ul> </li> <li>• Importance of green space and beauty of North Creek</li> <li>• Curiosity about expected look and feel</li> </ul>
<p><b>Land Use, Environment, and Economic Development</b></p> <ul style="list-style-type: none"> <li>• Support for density near transit</li> <li>• Questions about 500' buffer preventing residential around I-405</li> <li>• Curious about how fast growth might happen, and how feasible it is. Directed to market study and pro forma analysis to see development feasibility and growth trends. This is a 20+ year plan.</li> <li>• Interested in the transportation improvements and associated mitigation</li> </ul>	<ul style="list-style-type: none"> <li>• Support for transit orientation</li> <li>• Look at higher density in some places?</li> <li>• Question about potential neighborhood center street up on the hill</li> <li>• North-south street extension behind Fred Meyer—were other locations considered? [yes, this location was most feasible and least impactful]</li> <li>• Questions about mid-block connections on west side of Bothell-Everett Hwy</li> <li>• Support for overall land use approach</li> </ul>

<b>Transportation</b>	
<ul style="list-style-type: none"> <li>• Concerns about vehicle congestion getting worse</li> <li>• Desire for investments in other ways of traveling aside from private vehicles</li> <li>• Focus more on non-motorized travel such as sidewalks and bike facilities</li> <li>• Discussed some TDM strategies to reduce travel by private vehicle</li> <li>• Interest in expanding transit service locally and surrounding Canyon Park</li> </ul>	<ul style="list-style-type: none"> <li>• Questions about timeline to complete the proposed transportation projects and process to update subarea plan. This is a 20-year plan, and the City can update it periodically as the economy and needs change.</li> <li>• Interest in the park-and-ride redevelopment/expansion to south of I-405—how feasible is it? Improve transit connections to it?</li> </ul>

## **Large Group Discussion**

What are the City’s first actions?

- Development regulations
- Planned Action Ordinance

## *Attachment 5 - Online Survey Results*

# Draft Canyon Park Subarea Plan Update

# Survey Results

## Highlights

Bothell held two video-conference open houses on August 6, 2020 and directed participants to provide individual comments via an online survey. The online survey remained open through August 20, 2020, and the City advertised it through project email listservs and social media. 64 people responded.

## Proposals with Strongest Support

**All recommendations in the draft Canyon Park Subarea Plan update are supported by the majority of participants, and most are strongly supported.**

Scores show the average rating on a range from -2 (strongly disagree) to 2 (strongly agree). See the more detailed results starting on page 6. The most strongly supported recommendations are the following:

1. Maintain tree-lined streets with buffered sidewalks to keep the park-like character. (1.39)
2. Connect to and make use of North Creek and associated trails. (1.31)
3. Install pedestrian and bicycle infrastructure to connect transit stations and destinations. (1.28)
4. Make decisions based on the long-range vision and not short-term market or other trends (e.g., residential development feasibility) with quicker results. (1.26)
5. Encourage private and public social gathering places with redevelopment like plazas, restaurants, cafes, bars, and gyms. (1.23)
6. Extend streets, improve intersections, and/or update street channelization when necessary to improve overall mobility, especially if it makes transit more viable. (1.19)
7. Prioritize transit on Bothell Everett Highway and local bus routes through the business center. (1.18)

8. Restore/enhance high impact wetlands. (1.17)
9. Encourage “green” building and site design to improve energy and water efficiency and manage stormwater. (1.16)
10. Maintain flexibility for a range of business types and sizes. (1.14)
11. Increase opportunities for people to live and work near transit. (1.1)
12. Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses. (1.09)

## Top Themes

The following themes arose frequently in the comments. The list below starts with the most frequently mentioned and shows the number of mentions in parentheses. Select quotes represent community members’ views:

- Concerns about traffic impacts, Canyon Park Business Center private streets capacity, and matching growth with appropriate transportation infrastructure (15).  
*“This area is so congested right now- please do something to alleviate traffic.”*  
*“Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential”*
- Need for parks, plazas, community gathering places (with restaurants), recreation, green space, concerts, kids play (13)  
*“Miner’s Park, just outside Bothell, ...was built at the same time as many housing units went in nearby and it has been highly utilized since its opening. Obviously, it was needed.”*  
*“Concert space/ amphitheater, water features/ fountains...”*

- Support for pedestrian and bicycle improvements for all ages and abilities (11).

*“I would like to see more emphasis on walkability. This includes more sidewalks and crosswalks.”*

*“Protected bike/ped facilities instead of buffered would be far preferable. Paint doesn’t stop cars.”*

- Support small businesses through flexible, affordable, commercial space and grant/loan programs. (8)

*“Supporting affordable commercial space as well as affordable housing helps bring innovators to Bothell.”*

*“It’d be great to have small businesses in this area instead of big box stores. Let’s keep Bothell unique.”*

*“Keep costs & fees down for startups, build incubator spaces, allow flexibility in development, and stop requiring so much parking, especially near transit.”*

- Support for mixed-use development/24-hour neighborhoods/everyday retail/grocery in walking distance (6)

*“[I like] the multi use concept for the area which increases the number of people living near employment opportunities and transit”*

*“Please ensure that everyday retail, especially grocery shopping, remains available... Encouraging use of mass transit is not useful if people still need cars to do daily shopping.”*

*“[I like the] 24 hour neighborhoods with services and retail to promote community and limit traffic”*

- Address flooding and stormwater (6)

*“We are a region that needs to solve stormwater.”*

- Impact of growth on schools (5)

*“Planning for schools and education needs looks to be missing in the planning.”*

- Support for transit improvements (4)

*“There’s no way we can “fix” traffic so why spend significant sums of money trying? Any lane capacity additions should be bus/bike/ped only.”*

*“Residential next to transit is essential.”*

*“I like the emphasis in verbiage about moving away from SOV dependence. Let’s double down on that.”*

- Protect natural areas and North Creek (4)

*“My main concern is damage to wetlands & North Creek”*

## Diverging Views

The least supported recommendations (though still supported by the majority) include the following. Select quotes represent the range of views.

1. **Use parking reductions, height increases, and other tools to make development and redevelopment more feasible (0.45).** Participants show strong support for leveraging public investment in critical infrastructure, gathering places, and trails to attract private investment. However, **parking reductions is the most controversial topic on this survey** with concerns that current transit service is not adequate for residents to be car-free, and that reduced parking requirements will impact existing street parking in nearby neighborhoods. Multiple comments showed support for reducing parking requirements and even setting parking maximums. Respondents under 35 years old generally showed greater support for parking reductions and height increases.

*“As Seattle and other major cities have experienced, decreasing parking in high density housing aggravates residential streets as apartment dwellers park in neighborhoods and walk to their apartments.”*

*“I am concerned with reducing parking, as the bus route infrastructure does not facilitate easy transit from some nearby neighborhoods.”*

*“Please make sure we aren’t growing too quickly that our infrastructure falls apart. I know the money big companies can bring to Bothell is alluring but let’s not lose our charm.”*

*“Eliminate required parking minimums and instead having parking maximums. Developers know exactly how much parking their projects need to thrive and they will build what they need and no more. Leave it to them. More and more*

*cities are realizing how bad an idea it was to dictate parking minimums and how they make projects infeasible and destroy community.”*

*“I don’t think we should require any parking for businesses in CP and also think we should have parking maximums. If there’s anything people will hop on a bus for it’s getting to their bio-tech job. People hate the traffic that is there already, why would we force developers to build something they don’t want to build that brings even more cars into the subarea?”*

**2. Allow transit improvements to take root before reconsidering the vision outlined in this plan (0.55).**

Participants showed very strong support for long-term thinking. However, the recommendation to “allow transit improvements to take root before reconsidering the vision outlined in this plan” was less supported. Comments revealed that concerns included:

- Traffic congestion and Canyon Park Business Center private streets capacity (4 responses)
- The long-term vision should be balanced with viable short-term actions that address immediate needs
- The wording of this recommendation may be confusing people

*“The vision could and should evolve over time, and we can’t wait until everything [is] perfectly aligned with the vision before making any changes. Prioritize changes that align with the vision, allow changes that address immediate needs even if it doesn’t fit long term.”*

*“Regarding the item related to allowing transit improvements to take root: Does this mean to hold off on implementing this plan until transit takes effect or to go forward with it and then reevaluate? I think waiting until the transit improvements take root to form a vision and a plan will put the city behind the curve. This vision is proactive and I think it stands a strong chance to not only leverage the growth but to also drive the growth.”*

*“We \*must\* be forward-looking and we \*must\* let go of preconceptions from the 20th century around the built environment and transportation. This development is vital for Bothell’s future, and we should be far more concerned with the affect it will have on our grandchildren than it will have on us.”*

**3. Protect most of the business park from residential development pressure by allowing only employment/commercial land uses (0.67).**

Comments showed diverging views on whether or not residential uses should be allowed in the business park. Respondents under 35 years old are even less supportive of this recommendation. Some views include:

*“Try to plan and dictate land use as little as possible so that the area can grow and change organically.”*

*“[Canyon Park Business Center] CPBC is a vibrant center of economic activity and should be kept that way. There is no zoning available south of Everett that has the impact of the zoned and improved 325 acres of CPBC. The Business Center is anticipated to realize great redevelopment opportunity as more companies move north of Seattle CBD and the Bellevue CBD. There is a great continuing opportunity in CPBC that should not be compromised by the simplistic desire for Mixed Use of the proposed Comprehensive Plan. Furthermore, there is a restriction against residential in the Conditions, Covenants, and Restrictions (CCRs) in the entire area south of 220th Street SE.”*

**4. Update development regulations to increase density near transit (0.68).**

Though there was strong support for accommodating the expected growth, some participants expressed hesitation about updating redevelopment regulations to increase density near transit. Respondents 55 years old and older demonstrate the least support for this. Concerns included:

- Belief that increased density will worsen traffic
- Fear that redevelopment would displace useful (and currently walkable) businesses (groceries, drugstore, banking, restaurants)
- Ensuring that green space, schools, and other services/amenities support the growth

*“High density apartment development south of 228th is too close to neighborhoods and will destroy the character of them and decrease their value”*

## Other Diverging Views

Participants showed strong support for transportation network and capacity improvements, but one comment expressed disapproval of the proposed 214th St SE extension.

*“Do NOT extend 214th through to 9th S.E.”*

Generally, there was strong support for transit priority and shifting the focus onto moving people, not cars, but some comments highlight the continued importance of vehicular travel until alternative transportation options are improved.

*“Please don’t only think that everyone can carpool. We moved here over 20 years ago because it was what we could afford. I do not work here and that isn’t an option. I don’t want to be “punished” for not carpooling. I did when I was able. That is no longer possible.”*

*“improve traffic/transit BEFORE adding more residents”*

*“Stop removing lanes for busses. It’s unfair to people that cannot take the buss due to odd work hours”*

*“...the bus route infrastructure does not facilitate easy transit from some nearby neighborhoods.”*

*“There isn’t a whole lot of information about how things will be improved for people who are driving cars. Unfortunately, that is nearly everyone. I appreciate and hope for a future where this is not the case so I’m glad you are planning to make it easier and safer, but I also am cognizant of the fact that wanting people to change their habits doesn’t always mean they will.”*

People showed some hesitation (though overall support) around park-and-ride expansion.

*“Please add additional parking at the park and rides! If you can’t park there in the morning, you can’t use transit!”*

*“How will the park and ride lot be improved? It is currently inadequate.”*

*“A park and ride south of 228th is absolutely useless and alarmingly foolish, as it will exacerbate all of the already existing traffic issues.”*

## What People Like Best about the Draft Plan

- Pedestrian/bike improvements (5)
- Transit improvements (4)
- Thought/planning for the future/thorough plan (3)
- Concentrating growth around transit/responsible density (2)
- 24-hour neighborhood centers/mix of uses (2)
- Adding capacity to business park
- Vision
- Safety improvements to public space and transit connections
- Encouraging biotech
- Emphasis on green space

*“Looks like a lot of thought has gone into it, & if development is inevitable, it’s better to have a plan.”*

*“The fact that we have a plan”*

*“I love the addition of sidewalks, bike lanes, parks and better public transit.”*

*“Encouraging non-car traffic in a fair way, encouraging responsible density, 24 hour neighborhoods with services and retail to promote community and limit traffic”*

*“It tackles a very difficult problem which is how to we start to make good urbanism for people out of autocentric, dangerous development from the 20th c. This is a great framework to begin with.”*

*“The multi use concept for the area which increases the number of people living near employment opportunities and transit”*

*“I like the emphasis in verbiage about moving away from SOV dependence. Let’s double down on that.”*

*“Bothell is already a great neighborhood and these changes put the city in a great place to grow intelligently and not only support the future growth but to drive the growth.”*

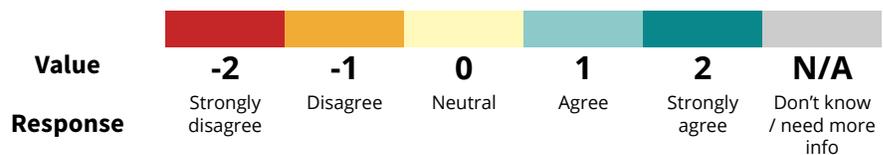
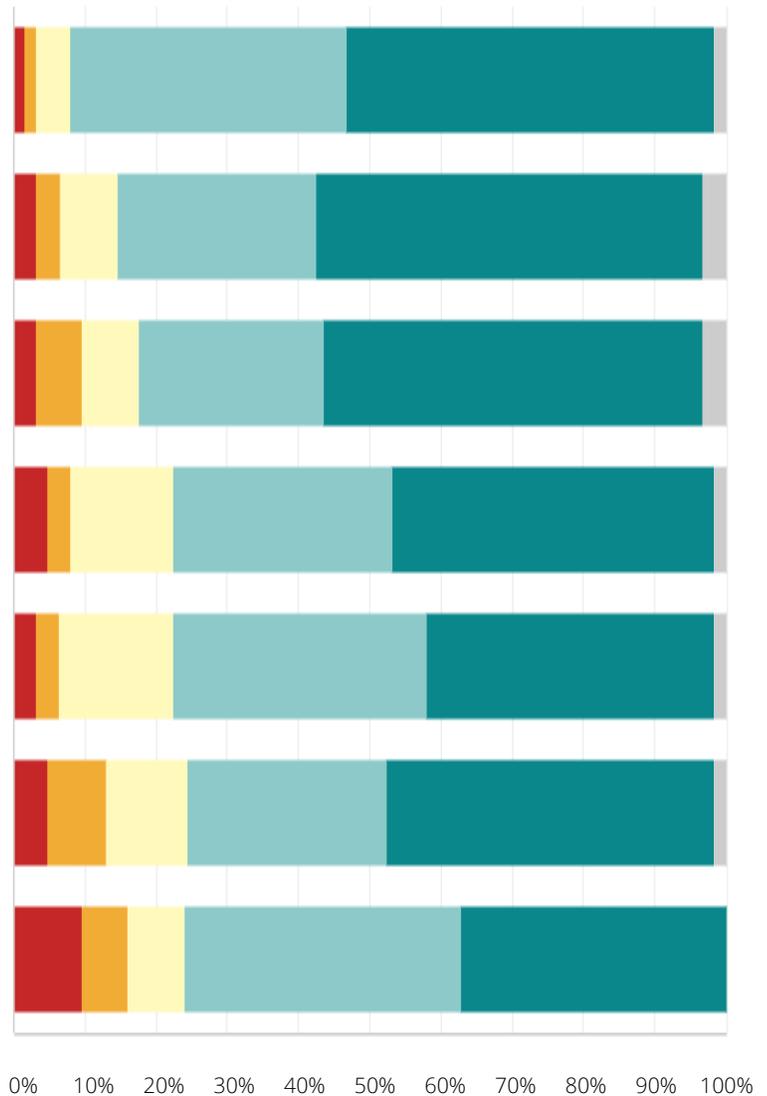
# Full Results

## Create places enjoyable for people

### 1a. How strongly do you agree/disagree with the following recommendations?

63 responses

Recommendation	Average Score
Maintain tree-lined streets with buffered sidewalks to keep the park-like character.	1.39
Connect to and make use of North Creek and associated trails.	1.31
Encourage private and public social gathering places with redevelopment like plazas, restaurants, cafes, bars, and gyms.	1.23
Increase opportunities for people to live and work near transit.	1.1
Implement design standards so that neighborhood centers develop with a unique identity and a vibrancy that attracts people.	1.08
Limit uses closest to I-405 to office/commercial to avoid air quality impacts on residences.	1.03
Facilitate a mix of residential, employment, and retail/service/enjoyment/exercise uses to develop around the clock neighborhoods.	0.87



## Create places enjoyable for people

### 1b. What suggestions do you have for improving these recommendations?

24 responses

- When creating this new neighborhood, consider the established neighborhoods surrounding the redevelopment zones. In the presentation you specifically stated that the primary focus right now is around the 405 corridor. There are established SFR neighborhoods to the south and west of this area. These neighborhoods have seen an increase in nuisance issues (theft, graffiti, biohazard trash, etc.) What will be done to conserve and protect these neighborhoods?
- What about schools? The plans indicate that over 6000 new residents are expected to live in this area. What plans are there for the several hundred new students this will bring? Our schools are already overcrowded.
- We would like to see more sidewalks for children. Also, or dog friendly parks.
- This area is so congested right now- please do something to alleviate traffic. Additionally, it'd be great to have small businesses in this area instead of big box stores. Let's keep Bothell unique.
- There needs to be improvement to the traffic patterns and signal timings. It is already bad heading towards 405 in the morning, the traffic backs up on 228th. More people equal more traffic issues. The infrastructure needs serious upgrades before more people move here.
- There is no mention of middle to low income housing. You are bent on destroying natural reserves. I don't want more people in the area.
- The city's Comprehensive Plan should not compromise economic development and Life Science opportunity in Canyon Park Business Center for the purpose of residential development. CPBC is a vibrant center of economic activity and should be kept that way. There is no zoning available south of Everett that has the impact of the zoned and improved 325 acres of CPBC. The Business Center is anticipated to realize great redevelopment opportunity as more companies move north of Seattle CBD and the Bellevue CBD. There is a great continuing opportunity in CPBC that should not be compromised by the simplistic desire for Mixed Use of the proposed Comprehensive Plan. Furthermore, there is a restriction against residential in the Conditions, Covenants, and Restrictions (CCRs) in the entire area south of 220th Street SE. There is only one undeveloped property remaining in the area north of 220th Street. That property is greatly restricted in its' development by size and conditions of storm water and the new provisions of storm water that will go into effect January 1, 2022.
- Take into account the number of new students being added to the area so schools can be improved and kids have safe ways to get to and from school. 6k new residences is going to add around 1k new students to schools.
- Stop cutting down trees in Bothell to put in too expensive housing!!! Especially without creating more wildlife protection areas!!!
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Residential next to transit is essential.
- Provide flood risk mitigation for properties impacted by new development.
- Protected bike/ped facilities instead of buffered would be far preferable. Paint doesn't stop cars.
- Please add additional parking at the park and rides! If you can't park there in the morning, you can't use transit! you can't
- North Creek trail is in need of repaving. It also has a homeless population that resides in the forested area which sometimes makes me nervous about using the trail.
- Make sure that people can walk/ bike to from park and ride safely.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!

## Create places enjoyable for people

### 1b. What suggestions do you have for improving these recommendations?

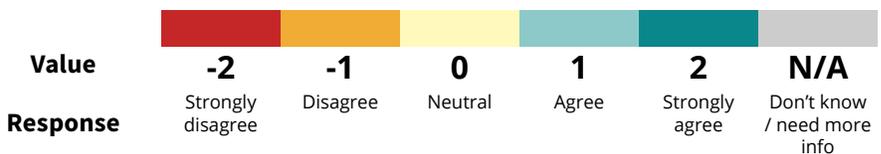
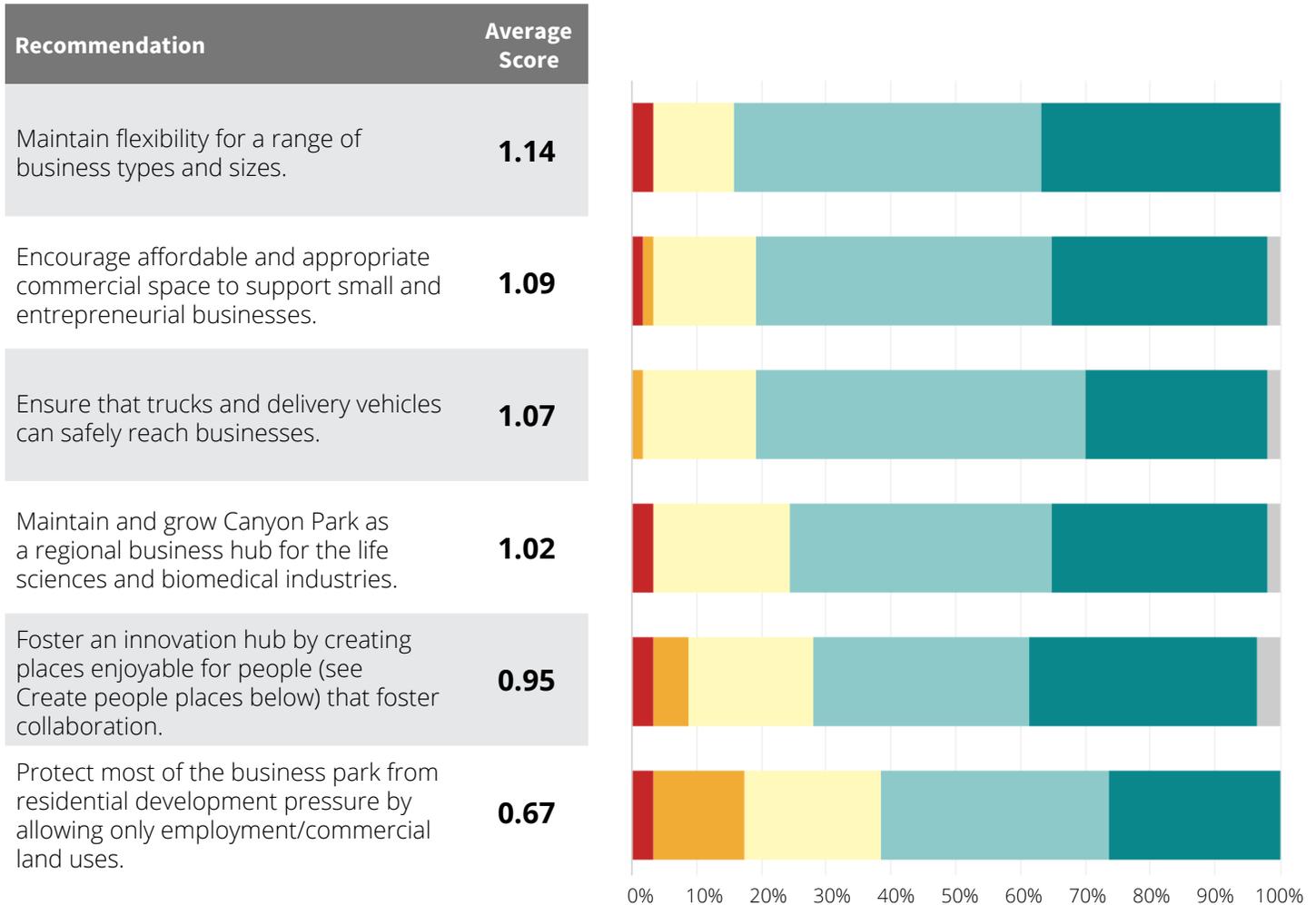
(continued)

- Look at Italy and the concept of the piazza with fountains (splash pad) restaurants cafes ice cream shops, retail as a meeting place in the evening for family and friends. Incorporate pedestrian mall(downtown bothell fails) with open air dining in a park like setting. Unique dining and retail(farmers market) will attract people.
- Limit residential and business development currently planned right along North Creek. Maintain creek corridor as a nature trail and park areas for pedestrians and cyclists to utilize for alternate transportation and relaxation/ play.
- I would like to see more emphasis on walkability. This includes more sidewalks and crosswalks. It's nice to be able to park in one location, and move around from shops to restaurants etc.
- Evolution is the key to accommodating people and maintaining housing and business. Canyon Park is a sandwich problem: more people on the same amount of land.
- Eliminate or hugely reduce required on-site parking. Surface lots kill community and walkability. It's well documented now. Allow for small parcels of land to be developed into viable buildings and allow them to NOT have required parking, or to buy into a nearby parking lot owned by someone else, a municipal lot, leased spaces in a shared lot, etc. This is critical for creating a vibrant business district over time.
- Don't forget to allow for park amenities. Locations along 228th where the North Creek Trail passes would be close to the trail and business park and residential areas.
- A true community gathering space, like Third Place Commons in Lake Forest Park, is a vibrant vital addition to commercial spaces. Please ensure that everyday retail, especially grocery shopping, remains available. When increasing residential density and at the same time restricting parking, essential services must be within walking distance. Don't emulate downtown Bothell, where hundreds of residential units were added, parking was eliminated, and the one central grocery store moved away from downtown. Encouraging use of mass transit is not useful if people still need cars to do daily shopping.

## Foster businesses.

### 2a. How strongly do you agree/disagree with the following recommendations?

57 responses



## Foster businesses.

### 2b. What suggestions do you have for improving these recommendations?

18 responses

- All of these recommendations are great. Bothell is already a great neighborhood and these changes put the city in a great place to grow intelligently and not only support the future growth but to drive the growth.
- Attract big tech to open offices.
- Do not develop the area.
- I like the model that is popular with retail in the bottom floor and office residential on the upper 4 or 5 floors. Residential walk ability is highly desirable, example, Juanita in Kirkland
- I think limiting the business park area to just commercial, is short sighted.
- I used to work for Recology in Canyon Park and I would like to see their Waste Zero team (waste consulting) be utilized during the planning period to make sure all businesses are utilizing optimal sustainable waste practices. This could save money for the property owners and businesses as well! I'm sure there's also some grants available to help establish education as well as infrastructure to meet some LEED goals in waste management.
- It seems like being able to rate all of these things as most important might not generate a whole lot of actionable feedback, but I hope I'm wrong.
- It would be interesting to see some data on who works at the local big companies vs. small businesses (is one the source of more traffic because more non-residents are coming in?) and the tax benefit to the city that the different types of land use provide.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of Bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!
- No housing in the Business Park.
- Omit the requirement of mixed use/residential from the Comp Plan
- Provide roads that can accommodate larger vehicles. Also, provide trails to bike ride to Transportation hubs.
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Special times and access ways for the larger trucks to make deliveries; setup area near 405 for transfers from large trucks to smaller trucks and vans.
- There are too many undefined terms in this survey.
- Think about the traffic and the impacts on those of us living nearby.
- Trucks go in back.
- Try to plan and dictate land use as little as possible so that the area can grow and change organically. Our favorite places to vacation are towns and cities that grew organically with no (or little) zoning code involved. Let's get as close to that as we can and let it evolve without micro-managing all of it.

## Foster businesses.

### 3. How can Bothell best support small businesses as the area grows and changes?

22 responses

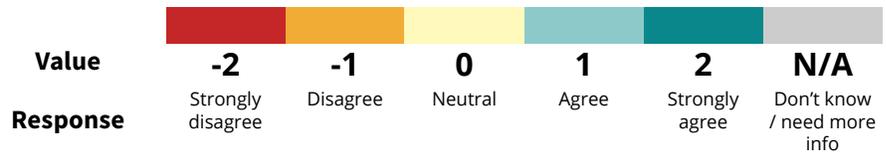
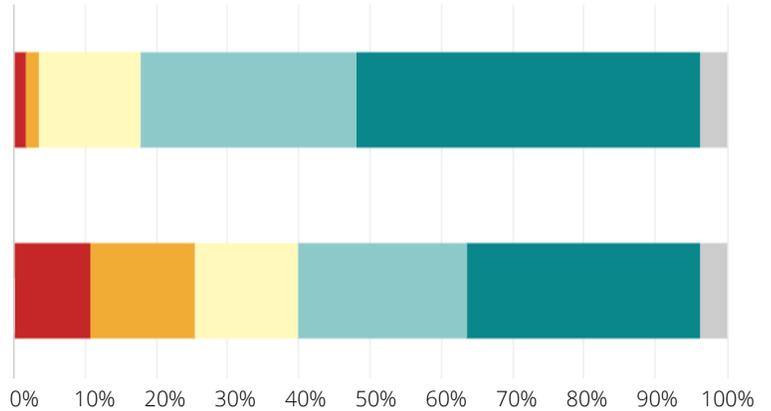
- Designate land , building as incubators for entrepreneurs; offer community grants.
- Affordable leases for business spaces, small business hubs/incubators, studio spaces, commercial kitchen spaces for rental
- Allow for small parcels to be created without parking so that someone can buy a 2,000 sf lot, for example, put a building on it and start a business doing whatever. Let's encourage this and not discourage it as our current codes do with required landscape, parking, buffers, etc. that don't necessarily make a place that people love.
- As suggested above: supporting affordable commercial space as well as affordable housing helps bring innovators to Bothell.
- Brick and mortar businesses may be less desirable for Bothell. Large tech companies maybe the future.
- By making spaces that are friendly for people to be in and making sure that all retail spaces aren't enormous. Encourage people to gather and it's good for small business. Wider sidewalks instead of street parking, narrower lanes and protected bike lanes to slow cars, street trees to shade and cool the area, etc. Make it a place people want to be and people will go there.
- Creating an outdoor farmers market and giving small businesses the opportunity for free space to sell. Creating a fund to help establish small businesses so they can initially compete for a spot before large chains move in. It's pretty sad how canyon park is currently mostly nationwide chains.
- Dont change
- Flexible retail square foot commercial spaces
- Good infrastructure across the board.
- Have monthly innovation gatherings for small businesses- prioritize their opinions over big box companies.
- Improve the pedestrian areas in downtown and parking. Would love to see main street stay closed to car traffic and just allow pedestrians
- Improve traffic flow
- Introduce a small business grant program, with a preference for historically under-represented populations
- Keep costs & fees down for startups, build incubator spaces, allow flexibility in development, and stop requiring so much parking, especially near transit.
- Keep it out of residential areas!!!
- Leave that to the private sector and owners within Canyon Park Business Center.
- Need a ace hardware store in canyon park
- Reduce change of use fees. More affordable space (a 5 year lease with personal guarantee of \$35-\$45/sq ft is pretty hard to swing as a new small business). Could there be a larger group space with smaller pop-up/incubator businesses getting experience?
- Shared space / WeWork type spaces.
- Unsure unless Bothell is willing to assist in low interest business loans as incentives for small business owners.
- We're not gonna be Bellevue and we shouldn't try to Bellevue, there's not enough space. We can pull off Kirkland though, and I'm tired of being another Kenmore.

## Be patient.

### 4a. How strongly do you agree/disagree with the following recommendations?

56 responses

Recommendation	Average Score
Make decisions based on the long-range vision and not short-term market or other trends (e.g., residential development feasibility) with quicker results.	<b>1.26</b>
Allow transit improvements to take root before reconsidering the vision outlined in this plan.	<b>0.55</b>



## Be patient.

### 4b. What suggestions do you have for improving these recommendations?

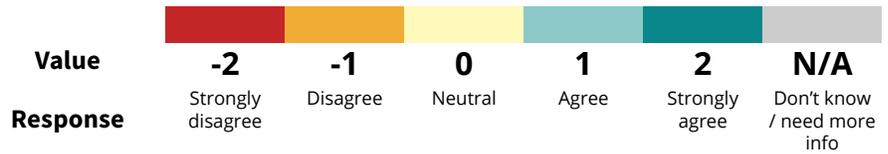
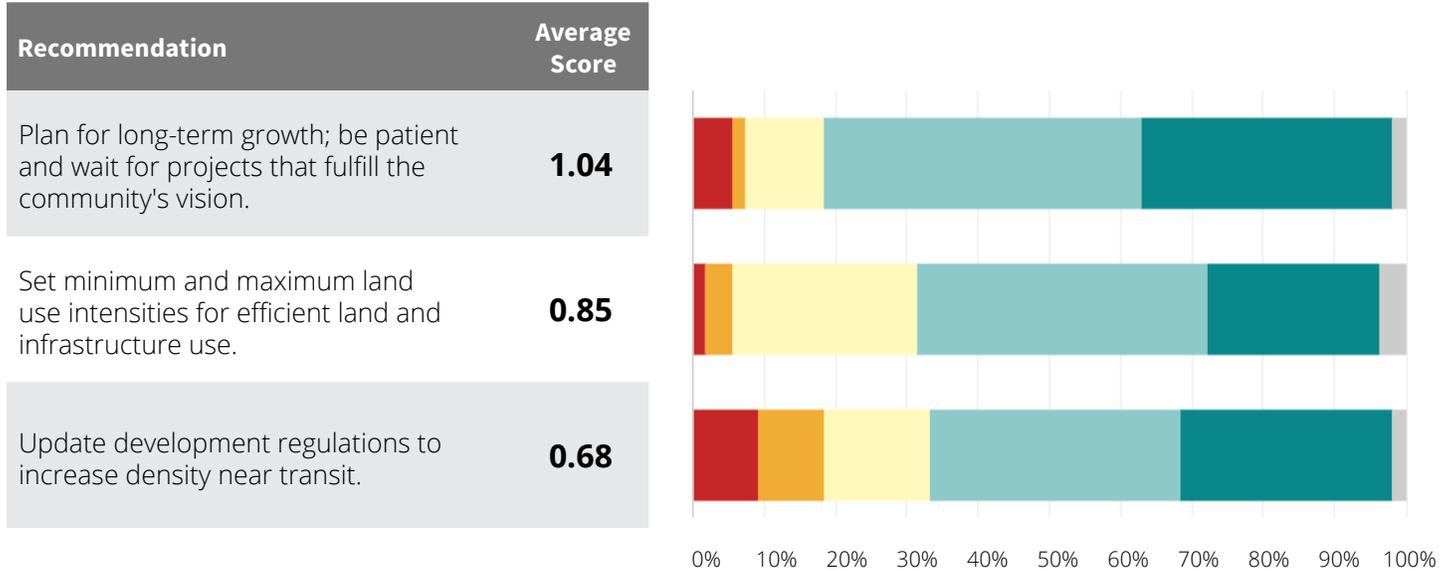
22 responses

- Before transit 405 construction. Build out Kirkland like village with shops and restaurants. That's more fun and will excite the community
- Fix the existing traffic issues and add sidewalks before you lay 1 brick for any of this redevelopment!!!!!!
- How will the park and ride lot be improved? It is currently inadequate.
- If we wait for transit improvements in order to make land use decisions, we're going to affect the transit decisions that are made because on the other side they will wait for land use decisions before they decide on transit improvements. Let's create the demand for more transit. It will get filled. We need to focus on a built environment that will be appropriate for 2050-2150. We *\*must\** be forward-looking and we *\*must\** let go of preconceptions from the 20th century around the built environment and transportation. This development is vital for Bothell's future, and we should be far more concerned with the affect it will have on our grandchildren than it will have on us.
- Let's get started on building the connectivity and allowing for fine grained development immediately. Don't wait for perfect. If we make a place worth visiting and loving, then people will flock there whether we have ample parking or not, and even if they have to walk, ride, or take a bus. Let's get out of the way and let people start to build lovable places, like the urban places in Japan that allow cool, tiny little infill businesses on the smallest slivers of land. People love that!
- Look at the implications of development on the entire neighborhood not just the small bubble of the identified area. Traffic from all the surrounding areas will be impacted by development.
- Regarding the item related to allowing transit improvements to take root: Does this mean to hold off on implementing this plan until transit takes effect or to go forward with it and then reevaluate? I think waiting until the transit improvements take root to form a vision and a plan will put the city behind the curve. This vision is proactive and I think it stands a strong chance to not only leverage the growth but to also drive the growth.
- Residential development should not be a part of the Comprehensive Plan for CPBC. The delay in the plan will not allow the vision of the plan. It will be just a delay.
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Should balance on both serving a long term vision and some bias for action to make visible progress. The vision could and should evolve over time, and we can't wait until everything perfectly aligned with the vision before making any changes. Prioritize changes that aligns with the vision, allow changes that addresses immediate needs even if it doesn't fit long term. Limit big investment that doesn't align with long-term vision. Transit deserves to be improved regardless, and should have positive impact across the board and help with any vision that need people, residents or employees.
- Take a moment and breathe- Bothell has had incredible growth in the last five years and to make sure our development is well done and sustainable, we should take a year off from building to allow the infrastructure to recover and really think about what we want Bothell to be.
- The traffic congestion in the Canyon Park area is already unbearable. Do something now, keeping in mind that in 30,40, 50 years the increase in population and build the area for that population not for what you expect in 20 years.
- We are mature and have enough people sense to build infrastructure and let it season before trying new visions!!!!!!

## Accommodate expected growth.

### 5a. How strongly do you agree/disagree with the following recommendations?

54 responses



## Accommodate expected growth.

### 5b. What suggestions do you have for improving these recommendations?

22 responses

- Again, please look at the traffic patterns and infrastructure currently in place. Traffic is already bad. This needs to be improved before more people move here.
- Consider the residence that already live in the area. If you change the land use in the area south of 405 you will force people that live nearby to get in their cars to get services they get now by walking (groceries, drugstore, banking, restaurants) Increasing the already difficult traffic issues.
- Eliminate required parking minimums and instead having parking maximums. Developers know exactly how much parking their projects need to thrive and they will build what they need and no more. Leave it to them. More and more cities are realizing how bad an idea it was to dictate parking minimums and how they make projects infeasible and destroy community. Manage public parking, don't mandate it, and let the market take care of those who need to drive cars; allowing them to pay the costs as well. We should not be subsidizing climate change via parking and extra roadways. It's time to stop. Now. And let those who drive pay for the true costs of driving.
- I'm not a big fan of maximum land use intensities. If someone wants to build in a way that brings us more activity units, more tax revenue, and more vibrancy I think they should be able to. But I do absolutely think that we should prioritize efficient land use and that parking is not efficient and parking also drives transportation mode choice. I don't think we should require any parking for businesses in CP and also think we should have parking maximums. If there's anything people will hop on a bus for it's getting to their bio-tech job. People hate the traffic that is there already, why would we force developers to build something they don't want to build that brings even more cars into the subarea?
- I'm not afraid of density; police and mass transit are necessary infrastructure.
- Include green space for people.
- Leave natural reserves alone.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!
- Needs careful coordination of business development and high density regulations. Doesn't make sense to build skyscrapers before there're decent business opportunities that could attract people to fill the density. But also can't let low density development use up all the lands before business development brings more people.
- No significant changes needed here.
- Plan on building a walkable community. Boulder Colorado is a good example
- Planning for schools and education needs looks to be missing in the planning.
- Please do not remove parks, trees, and sidewalks for high density housing. Many sidewalks in downtown Bothell near the Bothell library are very difficult to traverse because of lack of parking. People park on the street and children don't have sidewalks to go to the library. Poor planning. We need to provide safe roads!
- Please make sure we aren't growing too quickly that our infrastructure falls apart. I know the money big companies can bring to Bothell is alluring but let's not lose our charm.
- set goals, measure results, and make incremental tweaks throughout as well
- This would mean that the City would determine those projects that fulfill the community's vision, or a committee thereof, which would impose an impasse on decision making. Only a definitive zoning code has predictability and responds to the market.

## Make sure expected development is financially feasible.

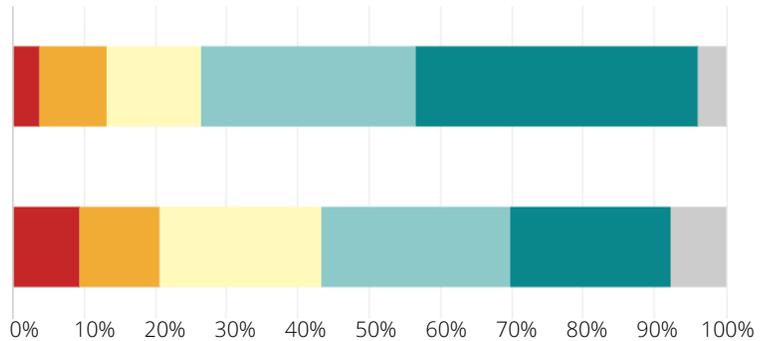
### 6a. How strongly do you agree/disagree with the following recommendations?

53 responses

Recommendation	Average Score
Leverage public investment in critical infrastructure, gathering places, and trails to attract private investment.	<b>0.96</b>
Use parking reductions, height increases, and other tools to make development and redevelopment more feasible.	<b>0.45</b>

Value	Response
-2	Strongly disagree
-1	Disagree
0	Neutral
1	Agree
2	Strongly agree
N/A	Don't know / need more info



### 6b. What suggestions do you have for improving these recommendations?

53 responses

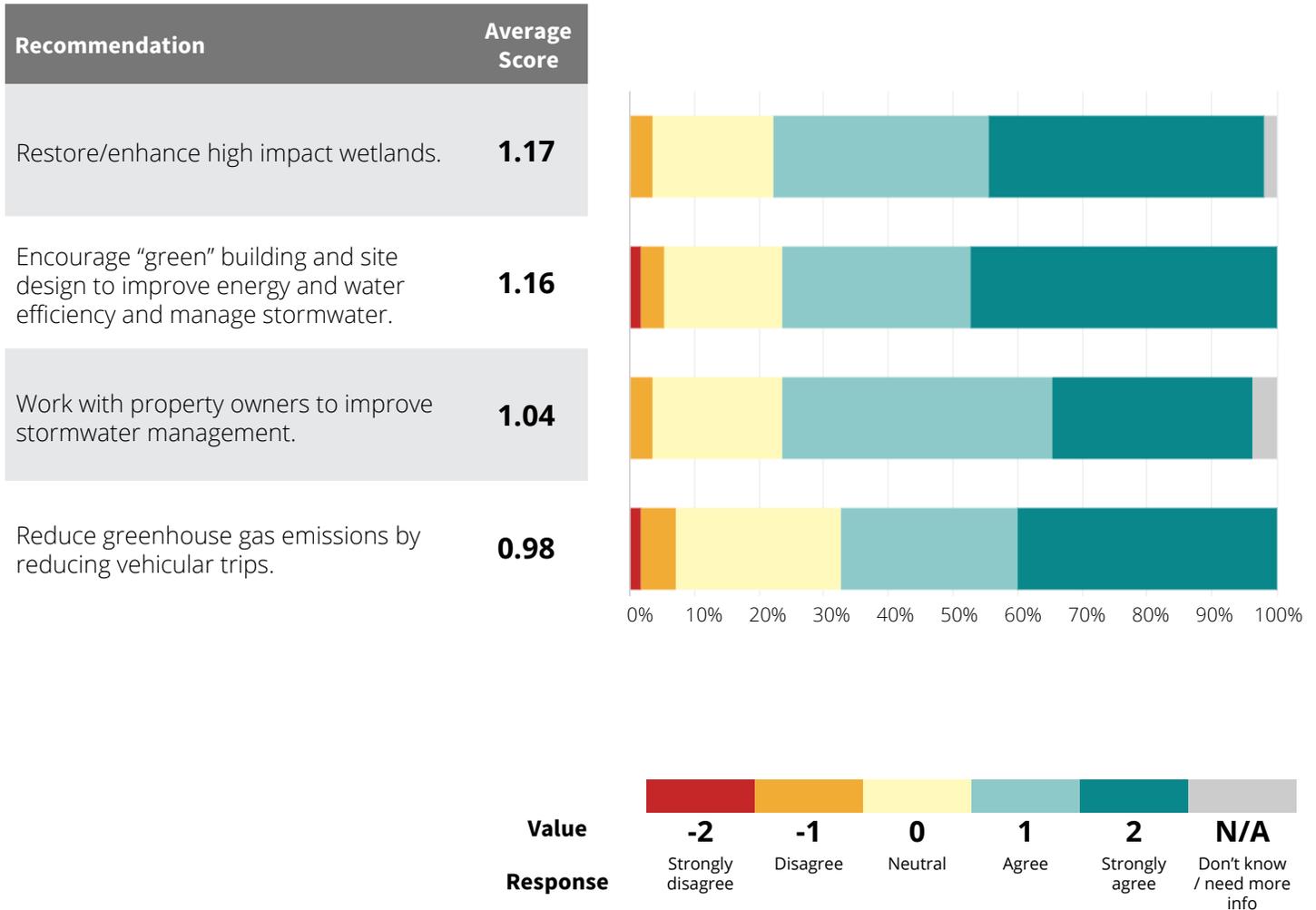
- Along with density comes higher taxes to support infrastructure. I'm willing to pay my share!!!!
- As an example, 20th Street SE should be extended to Maltby Road with participation by the Transportation Improvement Board, Canyon Park property owners and the City of Bothell.
- As I said previously, just eliminate required parking minimums for projects. They are destructive. Make parking maximums and leave it to developers to decide how much parking they need. Do create lovable public places where people can gather together. Allow restaurants to spill into plazas and sidewalks and rent that space to them.
- As Seattle and other major cities have experienced, decreasing parking in high density housing aggravates residential streets as apartment dwellers park in neighborhoods and walk to their apartments. It is absolutely idiotic to reduce parking in any high density development! Bothell has been a suburban paradise, and poorly planned and badly developed high density population centers will ruin the character of the city and perpetuate urban blight.

- Concert space/ amphitheater, water features/ fountains in public spaces m, improve bike paths and trails to Canyon Park from downtown
- I may not have a strong enough understanding of the planned transit changes, but I am concerned with reducing parking, as the bus route infrastructure does not facilitate easy transit from some nearby neighborhoods.
- I see I talked about parking perhaps a question too early. Yes. Make redevelopment easier, reduce traffic in the subarea, help us hit our climate goals, increase the tax revenue that can be realized from redevelopment, reduce the cost to build housing, do all of those things by allowing more development and requiring less (zero would be preferable) parking
- No more tax raises. Bring in private investment you want houses. Have a builder build them
- PLEASE DO NOT make us a city full of tall buildings. We're not Seattle or Bellevue. Let's keep our buildings short. We all live in Bothell for a reason- we don't want to live in the city.
- Please provide safe places for children to play. For example, children enjoy playing basketball. Why not install a few basketball hoops and benches for them to play?

## Maintain a high quality natural environment.

### 7a. How strongly do you agree/disagree with the following recommendations?

55 responses



## Maintain a high quality natural environment.

### 7b. What suggestions do you have for improving these recommendations?

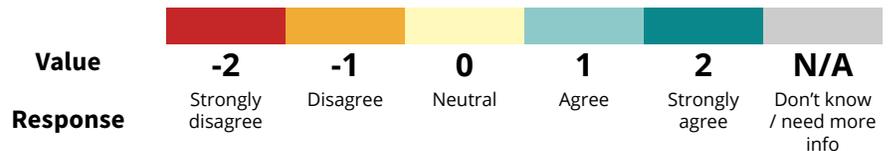
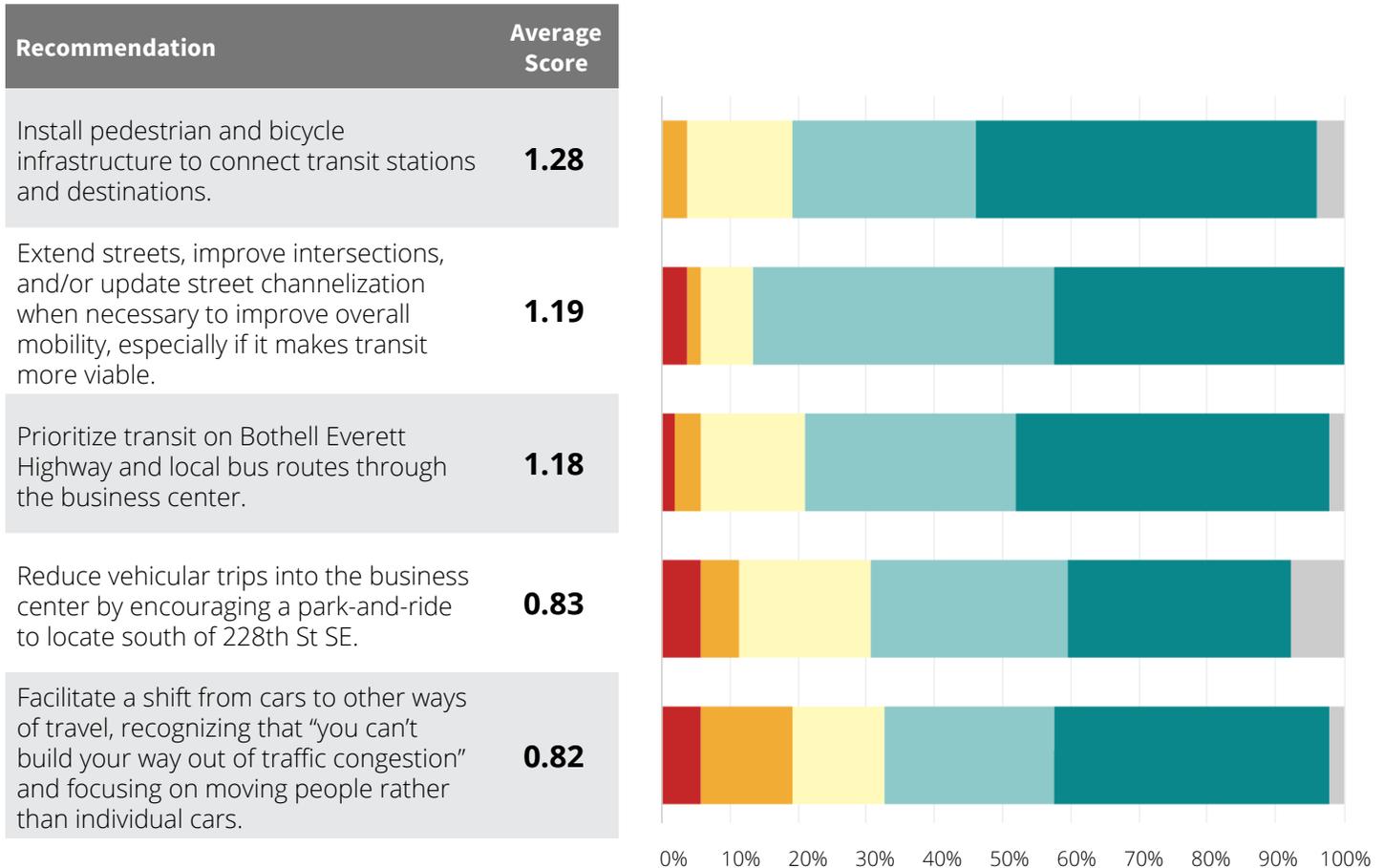
8 responses

- I like the idea of verifying “green” building performance. The Seattle Benchmarking program is a great example of making data more visible and providing incentives to make buildings perform at their peak efficiency. Since the bulk of our buildings are existing (versus new construction), there’s a substantial payoff to be gained from fine tuning and maintaining systems.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of Bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!
- Provide as much open/green space as possible. As more people are crowded into less space they need opportunities to engage with nature and have access to open public spaces. Miner’s Park, just outside Bothell, is an excellent example of this concept. It was built at the same time as many housing units went in nearby and it has been highly utilized since its opening. Obviously, it was needed.
- Push for all infrastructure and building improvements to be environmentally Friendly; solar on roofs, electric vehicle charging stations, safe trails and sidewalks for pedestrians, bikes, and scooters.
- Support the enhancement of the property bordering 228th Street adjacent to the CP Detention Pond.
- Use landscaping to drain storm water and filter run off
- We are a region that needs to solve stormwater. As a city, we can model tight control to contain large effects. Some of the management needs to be legislative decisions for public safety that override property rights.
- You want to reduce vehicular trips yet want to start building the 405 overpass HOT route. That’s hypocritical. That’s a ton of vehicles to build that. Course you won’t listen

# Provide a functional transportation system.

## 8a. How strongly do you agree/disagree with the following recommendations?

52 responses



## Provide a functional transportation system.

### 8b. What suggestions do you have for improving these recommendations?

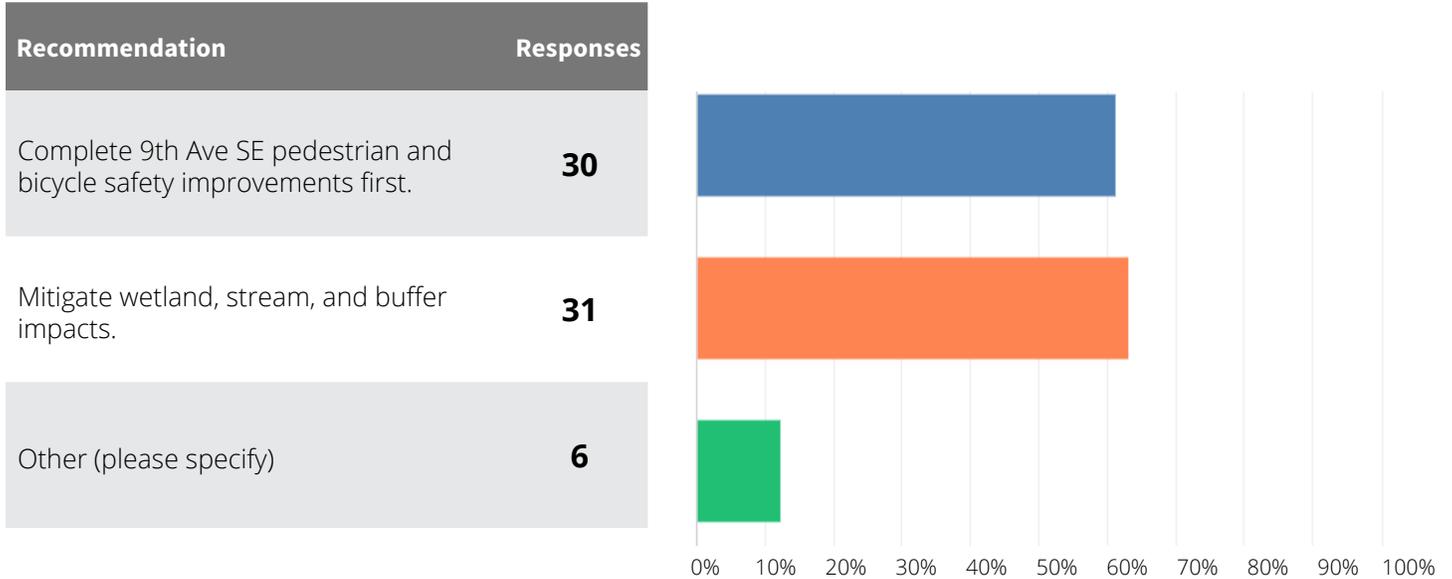
14 responses

- Also encourage the buildings--through design recommendations?-- to be more accessible to those who aren't travelling by car. For instance, arriving in Canyon Park on foot you need to go through large parking lots to get to many of the businesses.
- Do NOT extend 214th through to 9th S.E.
- Don't build bike paths no one will use!
- -Extension of 20th Street SE to Maltby Road with participation with the Transportation Improvement Board grants, forming of an LID with the owners of CPBC and participation and cooperation with the City of Bothell. -Extend 214th Ave SE to 9th Street.
- I particularly like this section as I understand the problem of more people on the same amount of land. Walking in the Business Park is a favorite activity.
- improve traffic/transit BEFORE adding more residents
- It seems that on one hand we say that we can't build our way out of congestion and then we suggest building new roads to alleviate congestion. Which one is it? We should sell out for bikes/ped/transit in the subarea. There's no way we can "fix" traffic so why spend significant sums of money trying? Any lane capacity additions should be bus/bike/ped only.
- Park and ride could be underground
- Please don't only think that everyone can carpool. We moved here over 20years ago because it was what we could afford. I do not work here and that isn't an option. I don't want to be "punished" for not carpooling. I did when I was able. That is no longer possible.
- Please improve the parking at the local library, in Bothell. Many people park in this lot that are not at the library. They live in the housing nearby.
- Reduce vehicular trips into the business center by encouraging a park-and-ride to locate south of 228th St SE. Just want to make sure this should be a voluntary and natural shift instead of forced regulatory actions.
- Stop with more busses. Connect PCC with the other side of 405.
- Use of more individual means of transport, such as Lime scooters, can lead to more congestion and dangerous situations on sidewalks and trails. Consider adding such vehicles with caution.
- A park and ride south of 228th is absolutely useless and alarmingly foolish, as it will exacerbate all of the already existing traffic issues, and result in an increase in criminal activity in the nearby neighborhoods. Fix the streets!!! Add sidewalks to every street!! Tax developers to increase traffic capacity for the entire corridor that they build on!!

## Provide a functional transportation system

### 9. If Bothell needs to extend 214th St SE westward to 9th Ave SE, what are the most important considerations? (Select all that apply.)

49 responses



#### Other considerations:

- Consider a roundabout at the future intersection of 9th and 214th to mitigate traffic flow through that area near the school.
- Consider the added impact it could have on 228th.
- Do not extend 214th S.E. westward to 9th Ave. SE
- Ensure a trail is made first
- Ensure that the street is built at least 80 feet wide
- Leave the wetlands alone.

## Provide a functional transportation system

### 10. What did we miss in this approach to transit? How would you improve it?

12 responses

#### Responses:

- Connect these lanes to downtown Bothell.
- Connecting Canyon Park with downtown via transit is not addressed in detail in this plan but I believe is a necessary part of integrating a reimagine Canyon Park into Bothell, otherwise it will be a destination that is difficult to access for anyone who does not live in and around the Subarea
- Extend to the south to 228th Street SE
- looks fine
- Rapid transit on Bothell Everett Highway is a great concept but it only goes as far south as the Canyon Park Park and Ride, which is not a center for anything. It should be continued south to downtown Bothell and Highway 522.
- Residence and Bothell should have a reduced fee for the use of these lanes? Sadly, we are not able to avoid the tolls because of our location. Bothell residents should receive a discount.
- Stop removing lanes for busses. It's unfair to people that cannot take the buss due to odd work hours
- Support the Business Parks with the transit to move people.
- there's no transit from highway 9 down either maltby or down 228th. a large portion of the business park comes from this area, they would still drive in order to get to the park and ride so it's not reducing the traffic flow in that area
- This is a horribly stupid idea!!! It will make the traffic even worse!!! It currently takes 25-35 minutes to move 4 miles up this corridor during rush hours!!!! Buses should use alternate routes to keep pedestrians off of this thoroughfare!!!!
- Transit should be prioritized massively over single-occupancy vehicle travel. Would there be cameras for enforcement?
- Transit should loop to 524 and 9th; transit should run on 9th

## Provide a functional transportation system

### 11. Which projects should be the highest priority? (Rank your top 5.)

49 responses

Recommendation	Average score
M-1. Sidewalk/bike route on 214th St SE (if extending).	<b>2.21</b>
O-1. Sidewalk/bike trail on 220th St SE.	<b>1.79</b>
M-2. Sidewalk/bike route and crossings with 20th Ave SE extension to Maltby Rd.	<b>1.53</b>
C-1. Protected bike lanes and buffered sidewalks on both sides of 9th Ave SE from 228th St SE to 208th St SE (SR 524).	<b>1.42</b>
O-6. Work with WSDOT to improve the pedestrian/bike experience on 228th St SE under I-405 (e.g., bollards protecting bike lanes and/or path added behind columns).	<b>1.32</b>
O-2. Sharrows (shared bike/vehicular lane markings) or 20th Ave SE (between 220th and 222nd), 222nd St SE, and 223rd St SE.	<b>0.95</b>
C-3. Pedestrian/bicycle crossing with Rectangular Rapid Flashing Beacons (RRFB) on 220th St SE for the North Creek Trail. Extend the existing north side trail westward to 17th Ave SE to complete a missing link.	<b>0.74</b>
C-2. Work with WSDOT to complete the east side cycle track, sidewalks, and safe pedestrian/bike crossings on 17th Ave SE as part of WSDOT's 17th Ave SE Express Toll Lane (ETL) improvements project.	<b>0.74</b>
O-3. Buffered bike lanes on 23rd Dr SE, 224th St SE, and 20th Ave SE south of 222nd St SE as marked on Figure 2.	<b>0.61</b>
O-4. Buffered bike lanes on 26th/29th Ave SE between 220th St SE and 228th St SE.	<b>0.53</b>
O-5. Uphill climbing lanes on the east side of 26th Pl SE, 30th Dr SE, and 223rd St SE between 30th Dr SE and 29th Dr SE	<b>0.13</b>

### 12. Other priorities:

- Connect Burke Gilman Trail to the north Creek trail
- Extend second lanes on 228th from 19th to highway 9

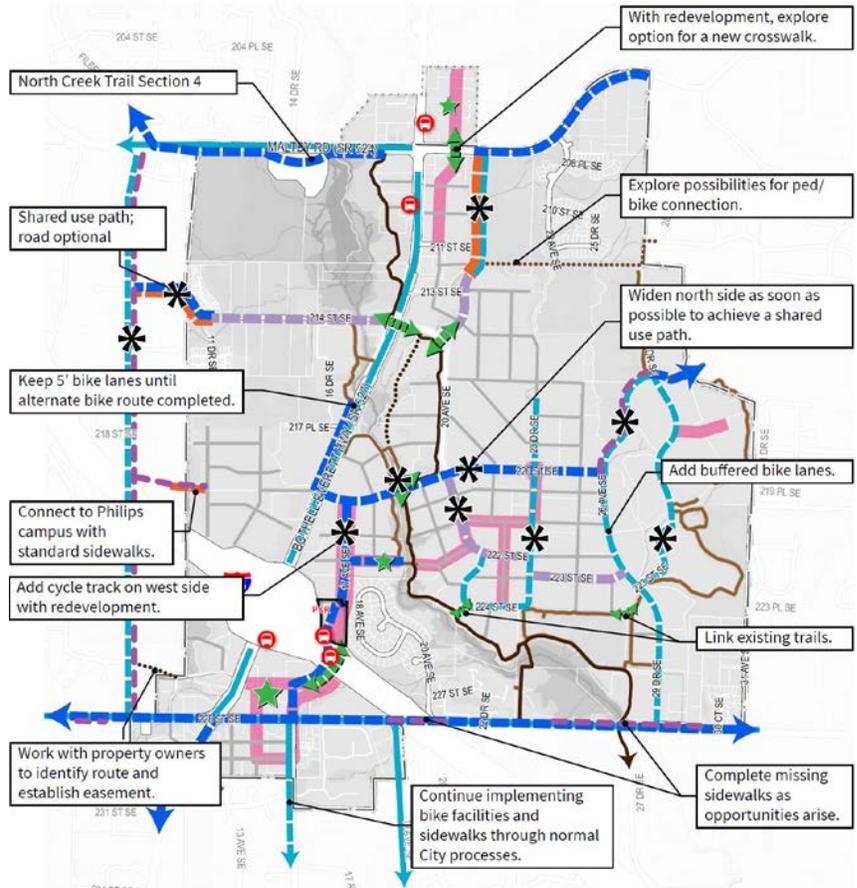
# Provide a functional transportation system

## 13. What projects are missing from this map?

12 responses

### Responses:

- A bike/pedestrian trail connecting the Burke Gilman to the North Creek Trail
- Extend second lanes on 228th from 19th to highway 9. This would make highway 9 more accessible and feasible as an alternative route
- Please add additional lighting and sidewalks At the Bothell Landing Park.
- Add bike lanes/enhancements. Try to not take away from motor vehicle lanes and try to keep lanes as simple (not confusing) as possible.
- Bike and pedestrian path connection to 31st Ave SE to the North Creek Trail
- Bike Lane of 31st Ave SE that could link into the open space or Park between the T-Mobile building and 31st Ave as part of that area being a a park
- I'd be curious to see statistics on how many walkers and bikers are using this area right now. It would influence my ideas on how important investing many millions of dollars in improvements are.
- I'm not interested in bikes.
- Improvements at BEH & 228th. Pedestrian improvements to get to the transit station from South of 228th
- North creek trail section 4

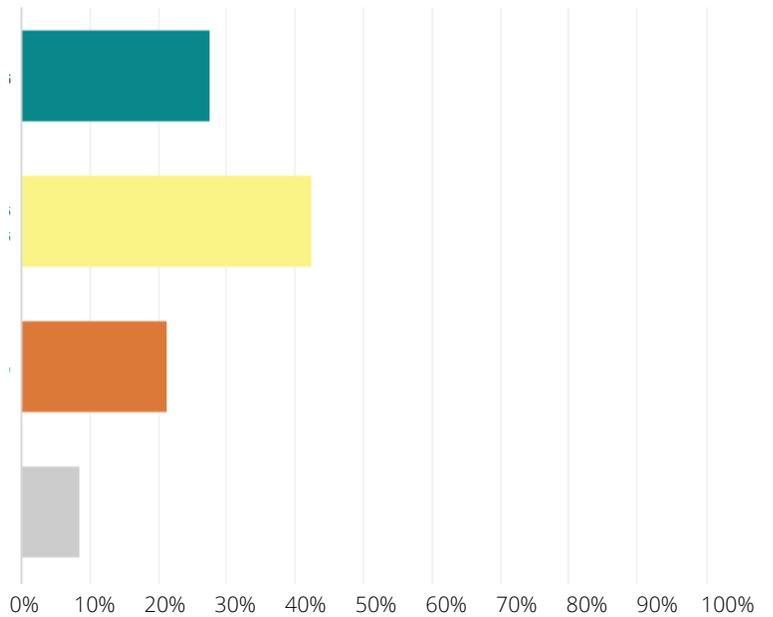


## Review

### 14. Does the Draft Canyon Park Subarea Plan capture your vision for Canyon Park?

47 responses

Recommendation	Responses
Yes	13
Mostly/needs some updates	20
No	10
Not sure/need more information	4



## Review

### 15. What did we miss?

20 responses

- You exclude the impacts it will have to the area that are not considered Canyon Park but border with the area.
- Too much high density along North Creek, not enough open recreational space, parks.
- Thinking about integrating the residences north of 524 and west of 527. These areas lie just north of canyon park. Revisiting transit. This is something that may not be as big as we thought, given COVID-19 risk reduction
- Thinking about added kids and families moving into the area and it's impact on schooling needs.
- There isn't a whole lot of information about how things will be improved for people who are driving cars. Unfortunately, that is nearly everyone. I appreciate and hope for a future where this is not the case so I'm glad you are planning to make it easier and safer, but I also am cognizant of the fact that wanting people to change their habits doesn't always mean they will.
- The reconciliation of the Plan and traffic and storm water requirements with CPBC. The Plan will not be operable since these issues cannot be satisfied without changes in the Bothell Code for peak hour traffic (LOS) and satisfying the new requirement of storm water.
- The impact on surrounding neighborhoods
- Schools? Including bus, biking, and walking routes as necessary
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Rid from PCC to the transit park and ride instead of Bothell-Everett Highway route
- Parks
- My main concern is damage to wetlands & North Creek, & increased flooding that usually comes with increased development. The existing park & ride has already caused increased flooding in our neighborhood, so I'm especially concerned that further development will not add to increased storm water run-off into the creek. Also, I missed the plans for improved/added parks?
- Integrating a reimagined Canyon Park into the City of Bothell and connecting it to downtown via transit, bike and pedestrians options
- I like your attempt to support the Business Park and transportation.
- I have concerns about real public spaces within all the commercial space.
- I am still concerned about the current traffic struggles. These need fixing before more people come here.
- High density apartment development south of 228th is too close to neighborhoods and will destroy the character of them and decrease their value
- Fails to address current and future traffic congestion within & surrounding the Park. The City must take ownership of the roads.
- Eliminate all parking minimums for new projects and make parking maximums instead.
- Difficult to read and respond to the bike plan on this survey

## Review

### 16. What do you like about the draft plan?

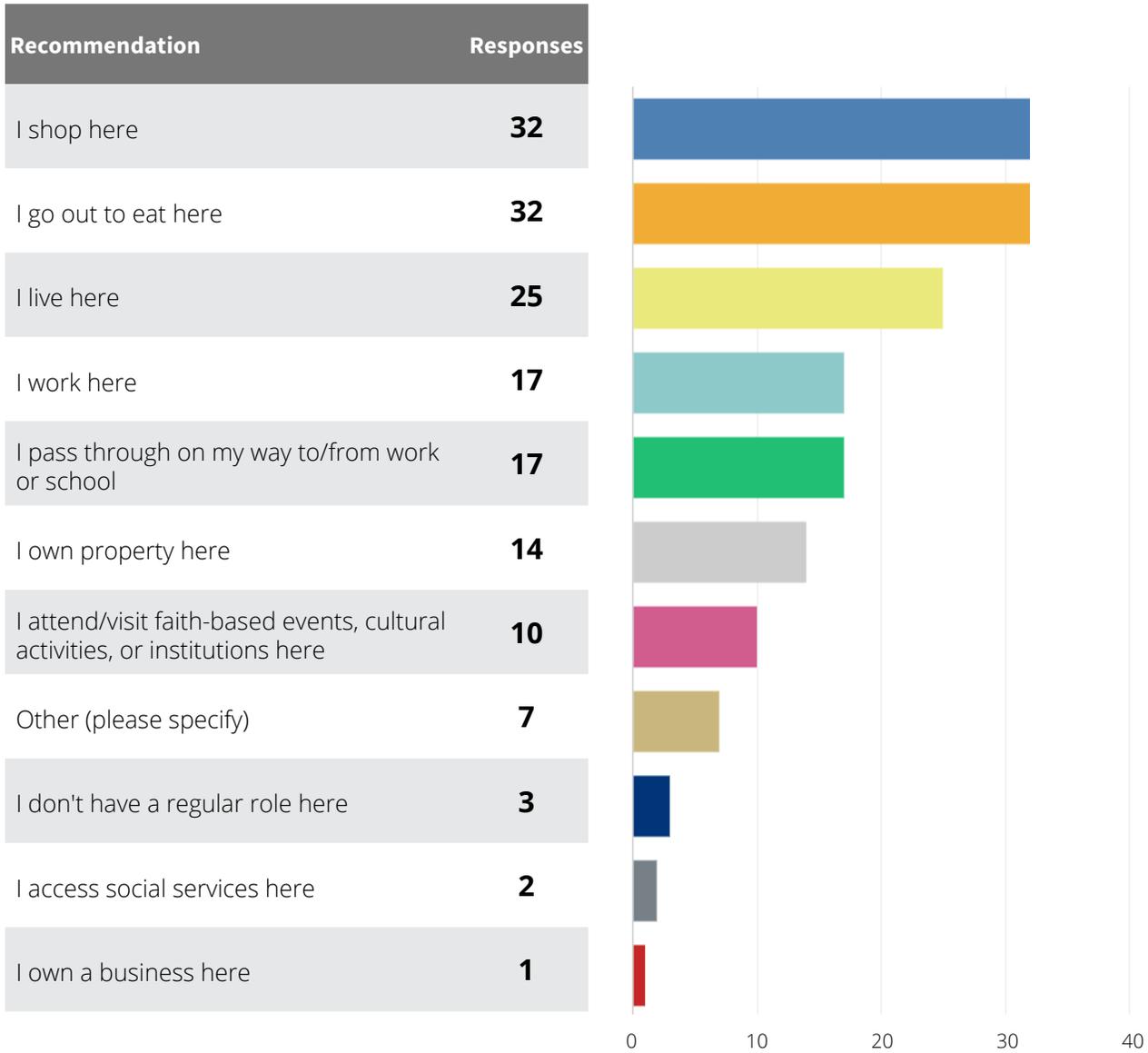
20 responses

- A good vision of the future.
- Adding capacity to the business parks north of 405
- Bike and waking trail plans
- Concentrating growth around transportation hubs. Encouraging bio/tech companies at Canyon Park. Emphasis on green space.
- Emphasis on transit.
- Encouraging non-car traffic in a fair way, encouraging responsible density, 24 hour neighborhoods with services and retail to promote community and limit traffic
- Everything else
- Expanding bus/rapid transit options for those who work in the area.
- Focus on safety improvements so people feel comfortable using public spaces and transit
- I like the addition of sidewalks and bike lanes. Canyon Park is missing a lot of this!
- I like the emphasis in verbiage about moving away from SOV dependence. Let's double down on that.
- I love the addition of sidewalks, bike lanes, parks and better public transit.
- It tackles a very difficult problem which is how to we start to make good urbanism for people out of autocratic, dangerous development from the 20th c. This is a great framework to begin with. Great work!
- Looks like a lot of thought has gone into it, & if development is inevitable, it's better to have a plan.
- Opportunity to learn about new urban centers and planning
- The fact that we have a plan
- The multi use concept for the area which increases the number of people living near employment opportunities and transit
- The plans for improving pedestrian and bike traffic.
- very thorough.
- You are grappling with increased population early. We need the time to evolve.

## Demographics

### 17. What is your role in Cayon Park? (select all that apply)

48 responses



## Demographics

### 18. In what zip code do you live?

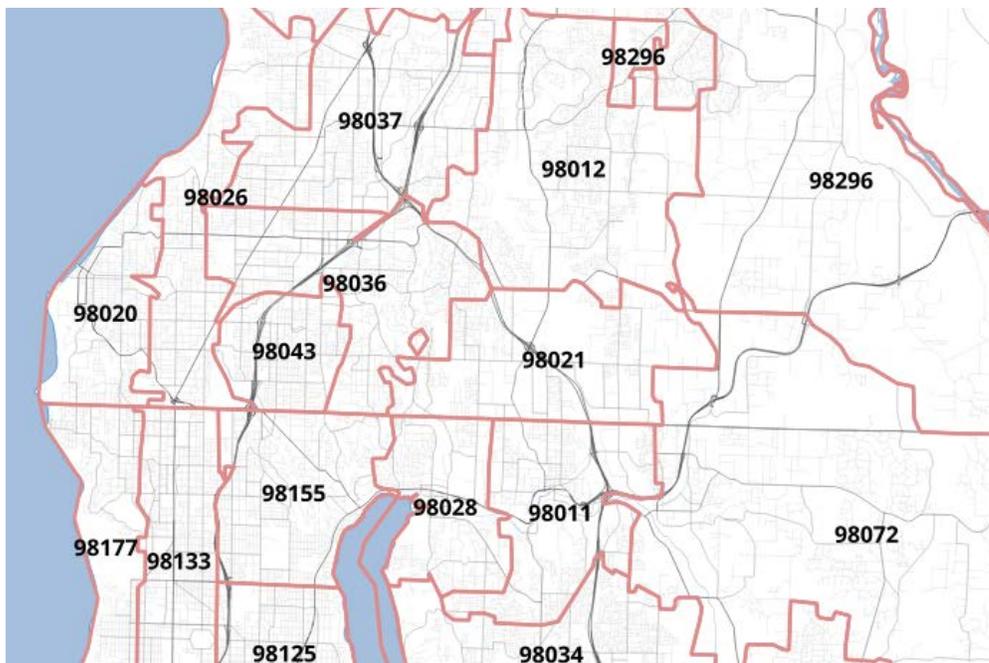
39 responses

Zip code	Responses
98021	20
98011	8
98012	3
98296	2
Other	6

### 19. In what zip code do you work (or travel to most frequently)?

34 responses

Zip code	Responses
98021	12
98011	8
Other	14



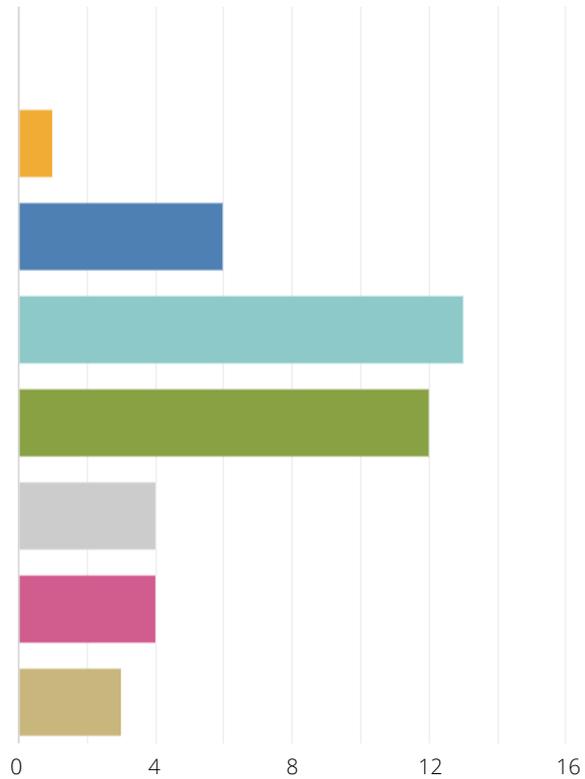
Zip code map

## Demographics

### 20. What is your age?

43 responses

Recommendation	Responses
Under 18	0
18 to 24	1
25 to 34	6
35 to 44	13
45 to 54	12
55 to 64	4
65 to 74	4
75 or older	3



### 21. This question is optional and is used to help Bothell understand if its public engagement methods are reaching a representative population. Please self-describe your ethnicity/race/origin:

19 responses

Zip code	Responses
White/Caucasian	16
Mixed race/biracial	2
Asian	1