



CITY OF BOTHELL

CANYON PARK SUBAREA PLAN

**Planning Commission
March 4, 2020**

OBJECTIVE

Tonight

- Public Testimony
- Commission Deliberation
- Obtain a Planning Commission Recommendation on a Preferred Land Use Alternative



BACKGROUND

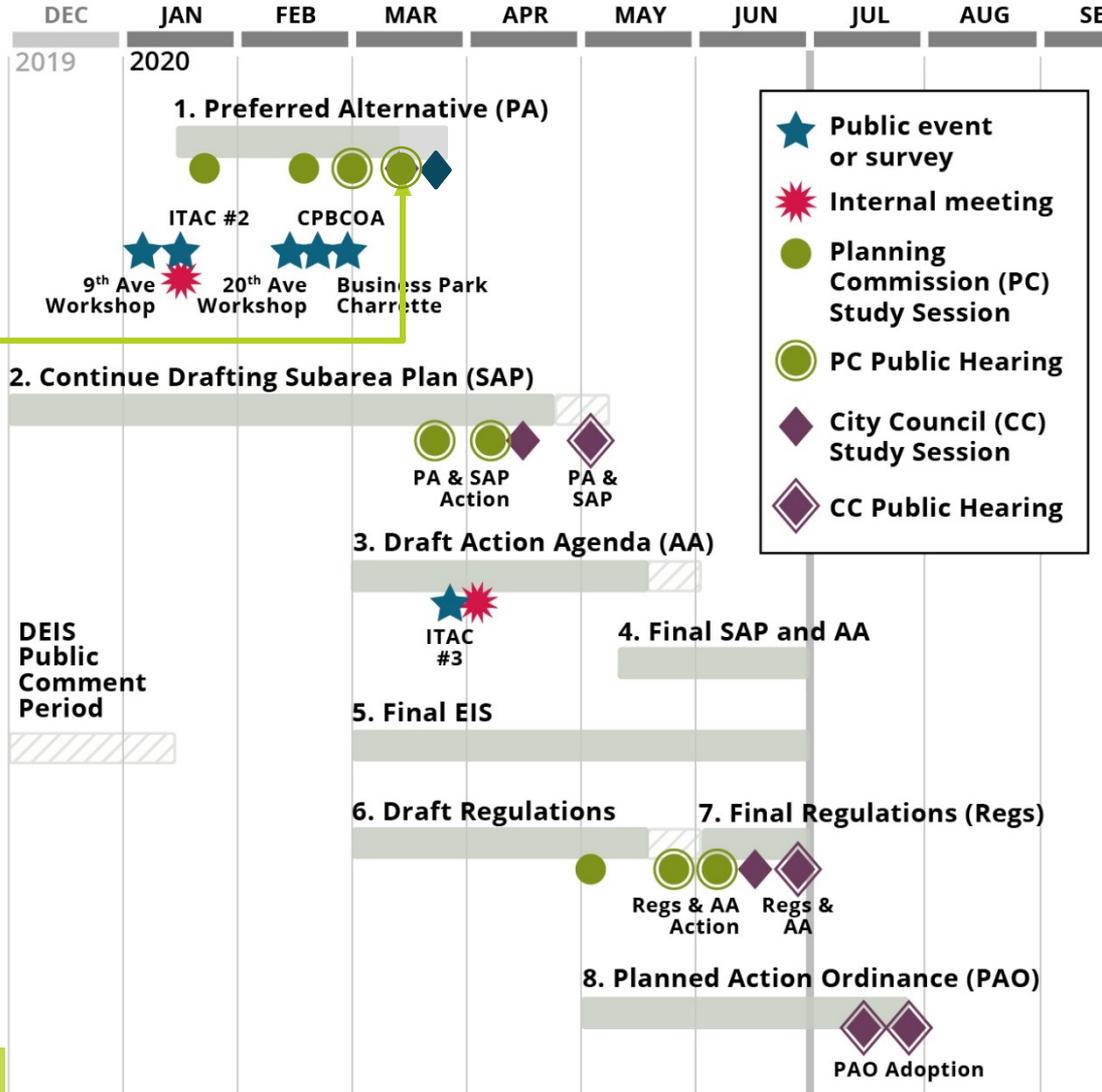
- Other alternatives studied
- Growth targets
- Preliminary economic and market conditions
- Preliminary preferred alternative concept
- Transportation mitigation approaches

For more info:

- Planning Commission materials
<http://www.ci.bothell.wa.us/AgendaCenter/Planning-Commission-4>
- Canyon Park website
<http://www.ci.bothell.wa.us/1176/Canyon-Park-Visioning>

PHASE 3 PROCESS

- DEIS – action alternatives
- Topic-specific engagement
- Preferred alternative/subarea plan **WE ARE HERE**
- Subarea plan comment period (Spring)
 - Market/pro forma analysis
 - Internal streets
 - Capacity analysis
- Action Agenda & development regulations (late Spring)
- EIS (Summer)
- Plan/reg's adoption (Summer)



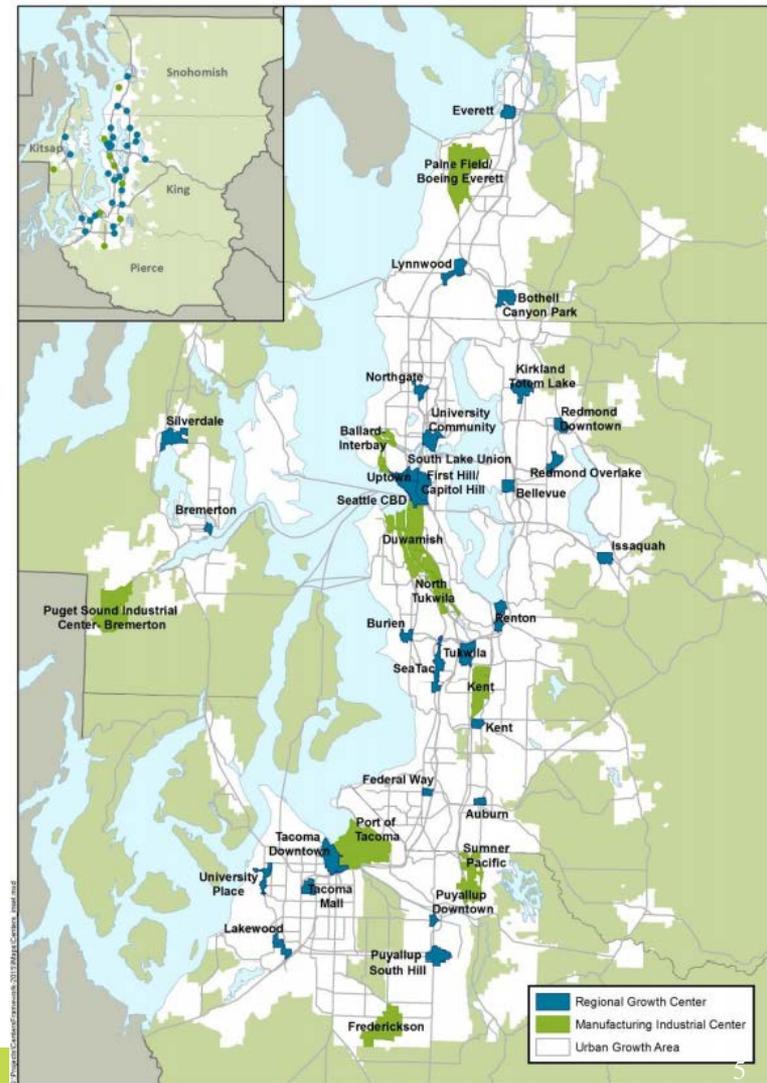
BIG PICTURE

Regional Growth Center (RGC)

- Canyon Park is one of PSRC's 29 RGCs
- New RGC criteria means Canyon Park must increase its 'planned' population and employment capacity

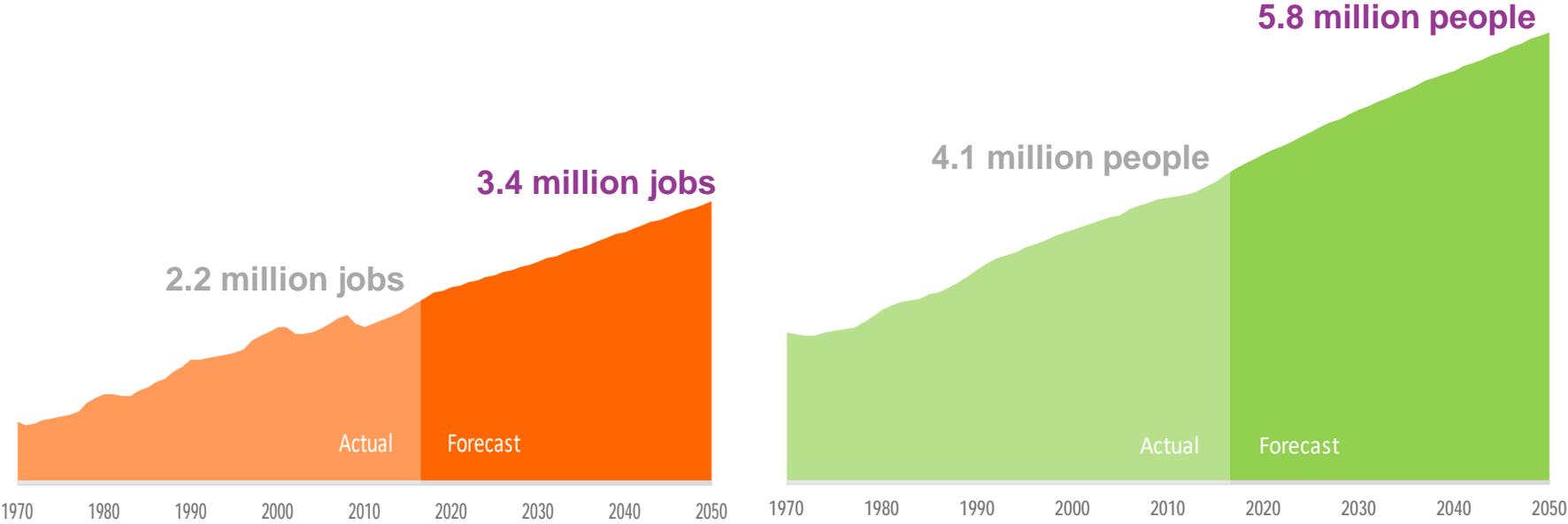
Growth targets

- Employment and population



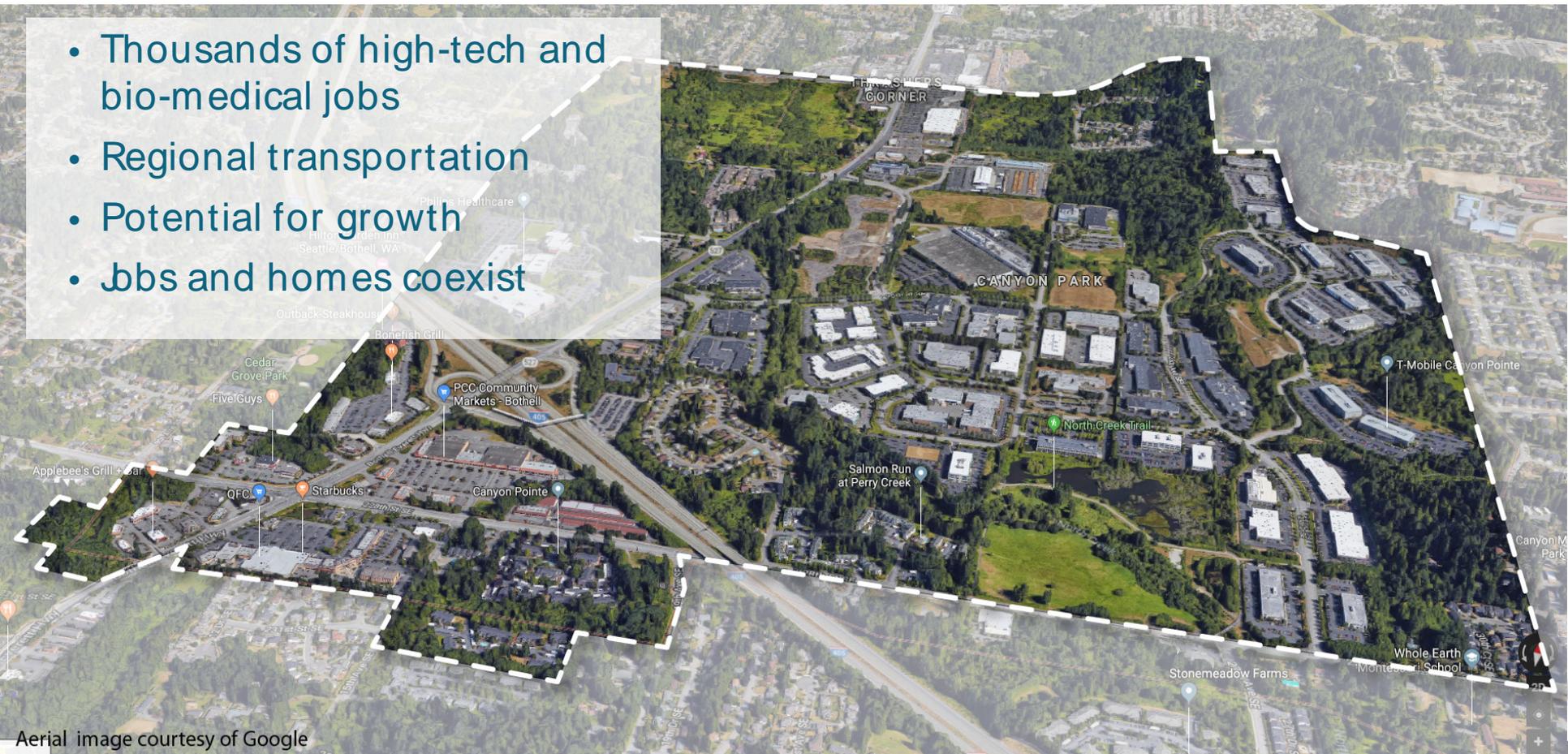
GROWTH IS COMING

- Projections show by 2050 the region can expect:



WHY CANYON PARK?

- Thousands of high-tech and bio-medical jobs
- Regional transportation
- Potential for growth
- Jobs and homes coexist



Aerial image courtesy of Google



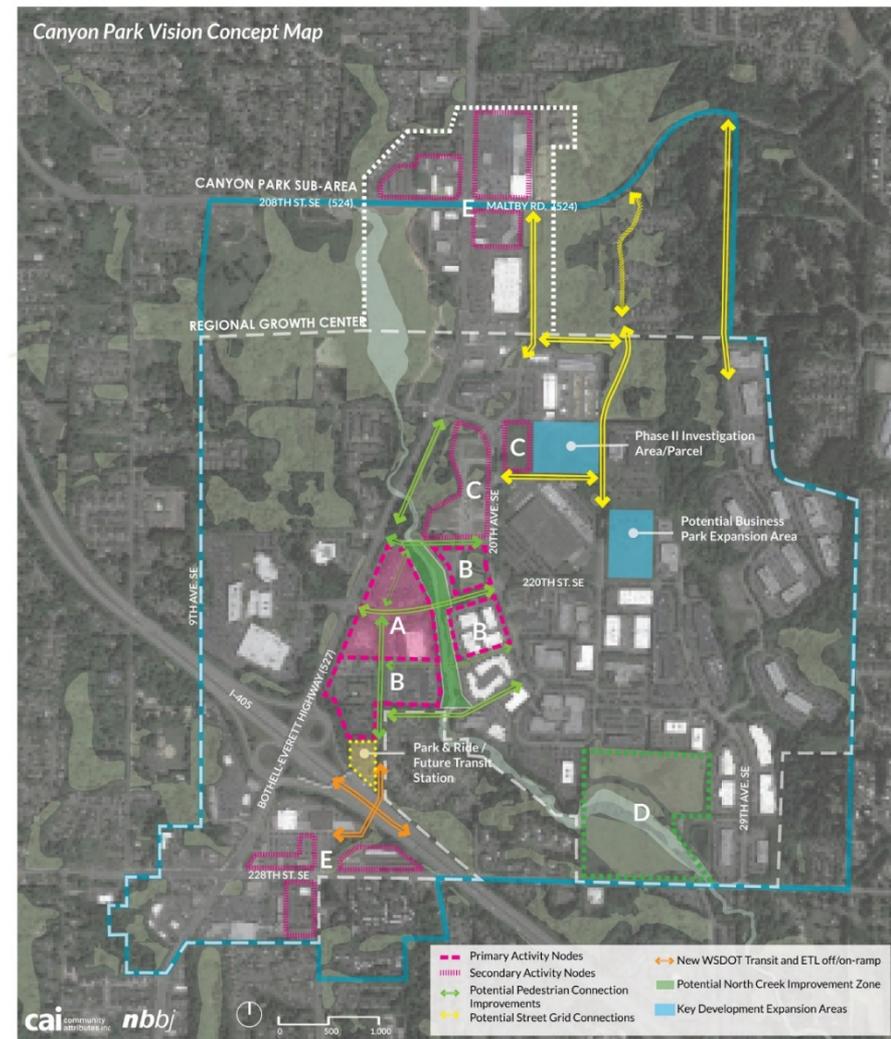
WHAT WE'VE HEARD

PUBLIC ENGAGEMENT

- Open house and online interactive map/survey 2017
- Stakeholder focus groups 2017-2018
- Survey with Phase 1 stakeholders Jan 2019
- Community-wide survey Mar 2019
- Community Scoping Meeting Apr 2019
- CPBCOA Focus Group Jul 2019
- Interagency Transportation Advisory Group (ITAC) #1 Aug 2019
- DEIS Public Comment Period Dec-Jan 2020
- 9th Ave, 214th St, and 219th Pl Community Workshop Jan 2020
- 20th Ave Workshop Feb 2020
- ITAC #2 Feb 2020
- CPBCOA Briefing Feb 2020
- Life Sciences Charrette Feb 2020

VISION EFFORT

- Stakeholders comprising Businesses, employers, property owners, residents, citizens
- Crafted this Vision for Canyon Park
 - An Economic Driver
 - A Multifaceted Neighborhood
 - Connected to the Natural Environment
 - A Transportation Hub



2019 ONLINE SURVEY (333 responses)

ASSETS TO PRESERVE

81%

Wetlands, creeks,
and natural areas

51%

Trails

42%

Employment
opportunities

42%

Small businesses at
Thrashers Corner and
Canyon Park Place

INVESTMENT PRIORITIES

61%

Relieve traffic
congestion

29%

New public park

29%

Complete
pedestrian network

23%

Improve transit

19%

Add more restaurants
and amenities

DEIS COMMENTS

- Concerns:
 - 214th St SE extension
 - Appropriateness of RGC
 - Adequate and feasible mitigation
 - Stormwater detention/treatment
 - School capacity and bus flow
 - Traffic analysis – AM peak, internal streets
- Suggestions:
 - Additional/alternative street extensions
 - Curb space for deliveries and TNCs
 - Stronger ecological design with redev.
- Support for:
 - Ped/bike connections/safety
 - Mixed use & TOD

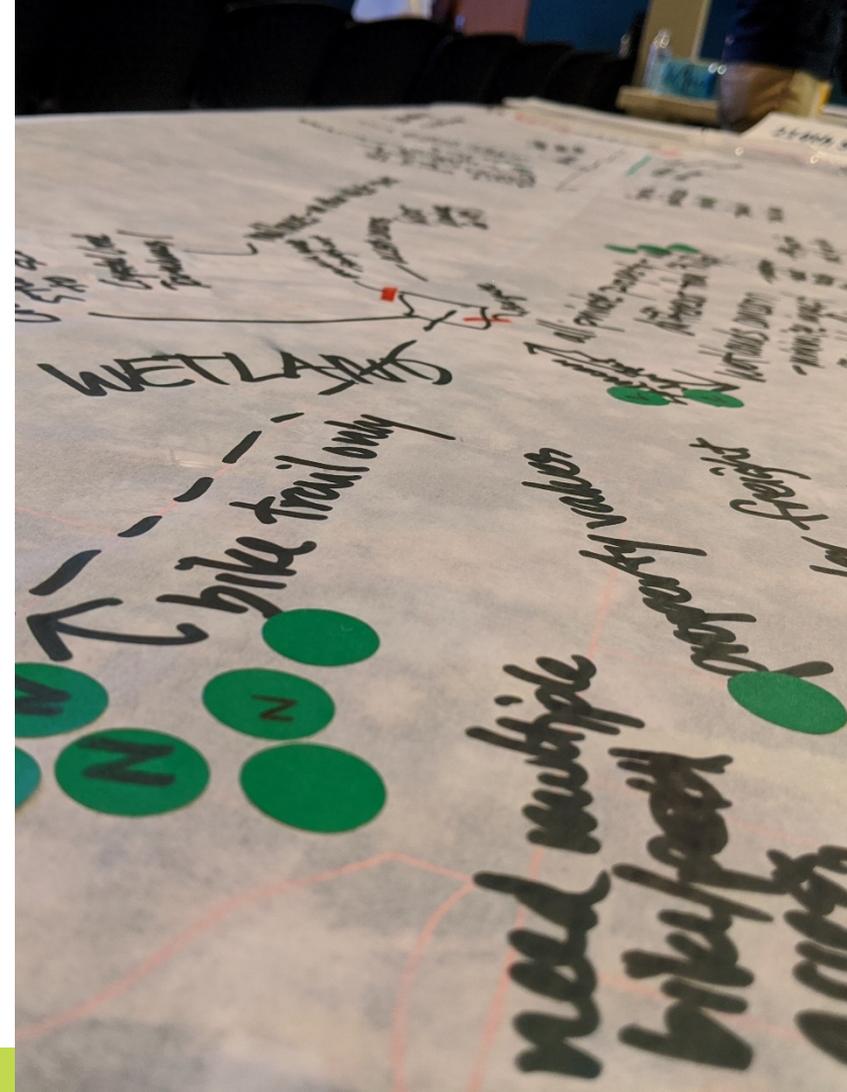




Image courtesy of The Watershed Company

GROWTH AND LAND USE ALTERNATIVES

WHAT'S THE CHALLENGE?

ENSURE THAT GROWTH MAKES CANYON PARK BETTER.

- Regional assets (I-405, SR 527, park-and-ride, wetlands) complicate local transportation
- **If we do nothing, transportation will get worse**
- Need substantial funds; must:
 - Meet Regional Growth Center (RGC) criteria
 - Show how we can address the challenges
- Changing times
 - Amenities
 - Mixed use
 - Transportation choices shift

GROWTH TARGETS

WHY AND WHAT ARE THEY?

PSRC Regional Growth Center (RGC) Strategy

- Economically thriving, livable centers
- Strategic transportation and other investments
- Regional open space preservation
- Need to accommodate 45 people/acre (*currently 17 people/acre*)
- 15% should be residential

Bothell growth target

- 4,500 new residents in Canyon Park

15,000 people in Canyon Park now

Need to add 13,700 new people in RGC (mix of residents and workers)

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

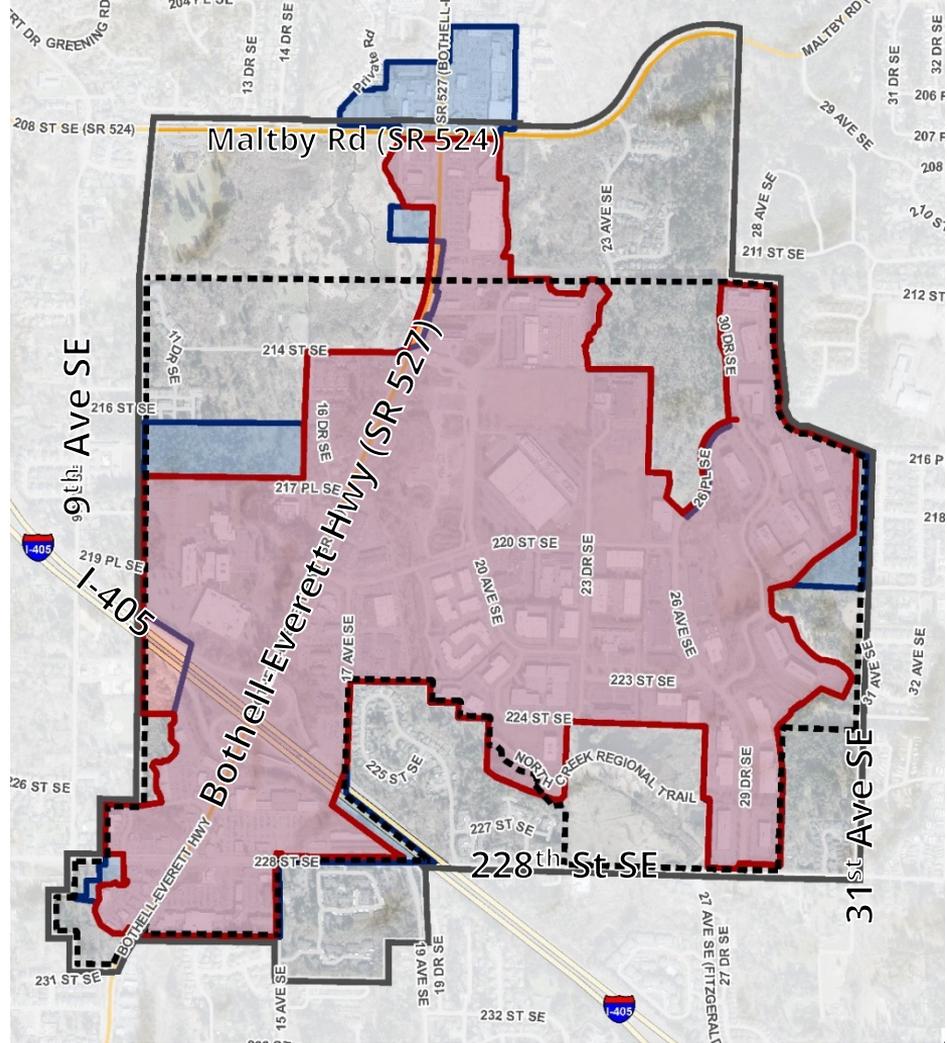
ALTERNATIVES FOR ANALYSIS

- Alternatives for environmental evaluation
- Past efforts, public engagement results, and analysis led to the following alternatives:
 - **No action**
 - **Business Plus**
 - **Live/Work**
 - **Mitigated Live/Work**
 - 13,700 people
 - 28% residential



STUDY AREA BOUNDARIES

-  Canyon Park Subarea
-  Adopted Regional Growth Center (RGC)
-  Proposed RGC - Live/Work Mitigated Alternative
-  Proposed RGC - EIS Action Alternative





PRELIMINARY MARKET/ PRO FORMA ANALYSIS

Prior & Recent Studies

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

VACANCY RATES AND RENTS 2019

- Office:

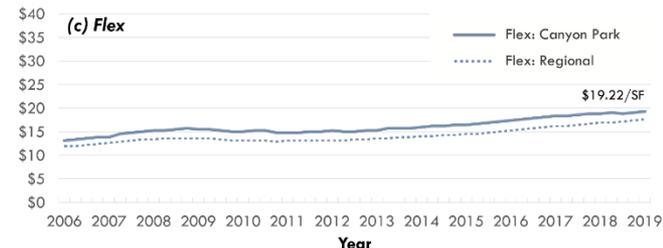
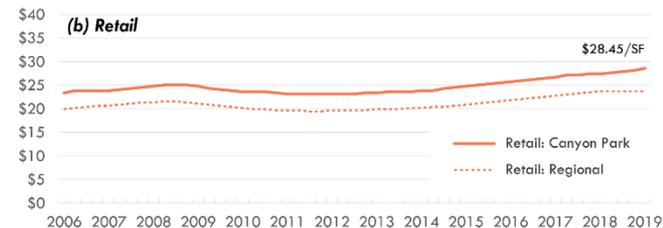
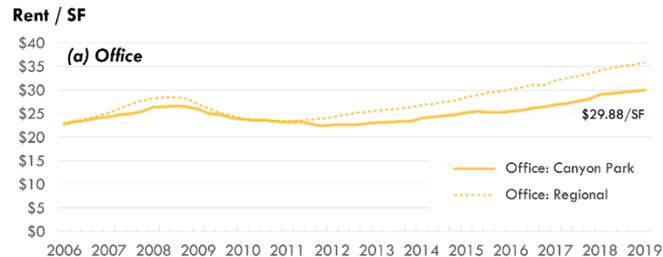
- Vacancy: 1.4%, lower than region
- Office Rents: lower than region
 - Less competitive in attracting higher-end tenants
 - Support tenants who require lower cost spaces

- Retail:

- Vacancy: 1.9%, lower than region
- Rents: higher than region
 - Higher likelihood that mixed-use development in the neighborhood could be feasible and profitable

- Flex:

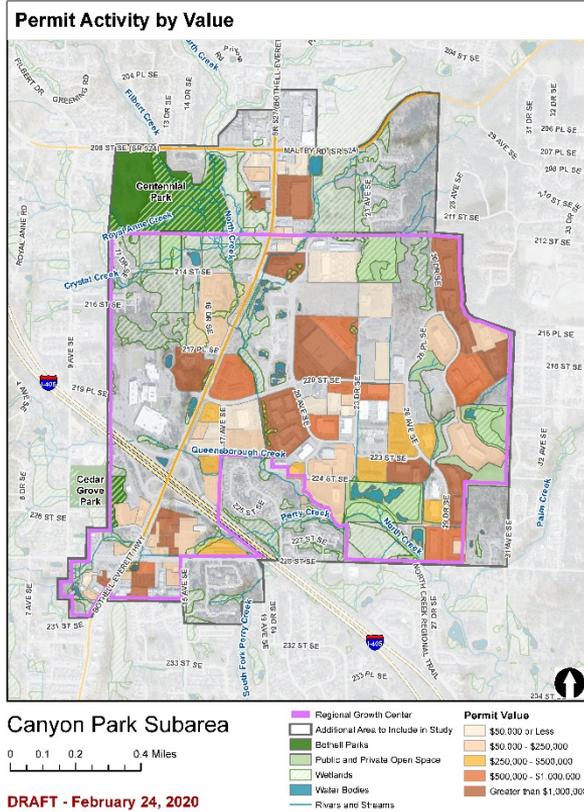
- Vacancy: 10.1%, higher than region
- Rents: higher than region though vacancies are higher
 - Area has a notable number of scientific, research, and light manufacturing uses that may require a larger amount of cheaper space



See Socioeconomics section in EIS

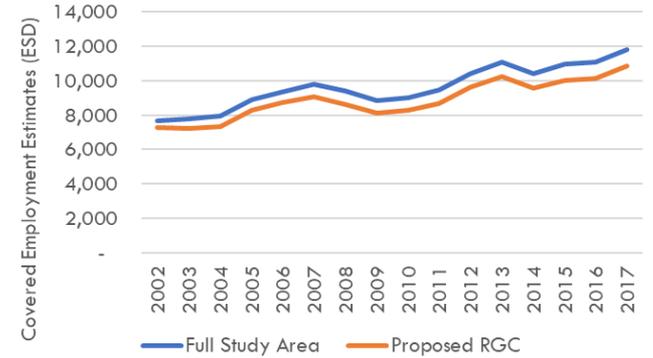
JOB AND INVESTMENT TRENDS

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

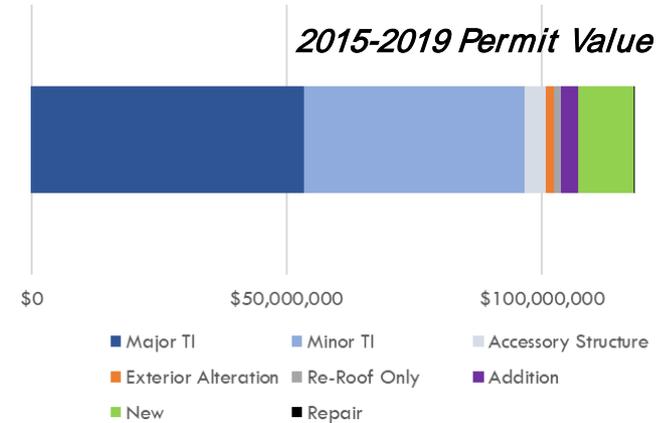


*\$116M investment in
Study Area in Tenant
Improvements,
Additions, New
Construction
298 permits*

Canyon Park: Covered Jobs 2002-2017



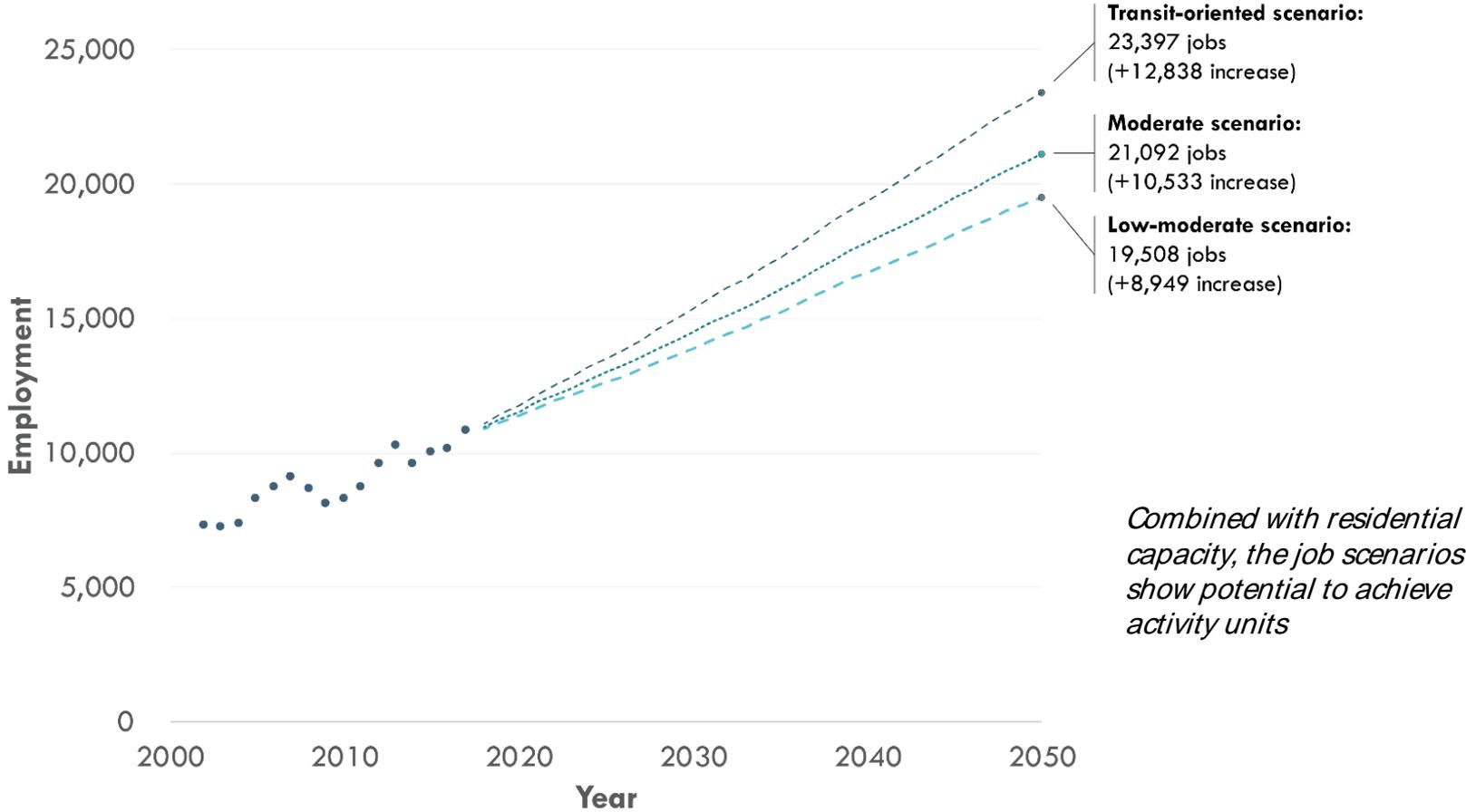
2015-2019 Permit Value



EMPLOYMENT PROJECTIONS

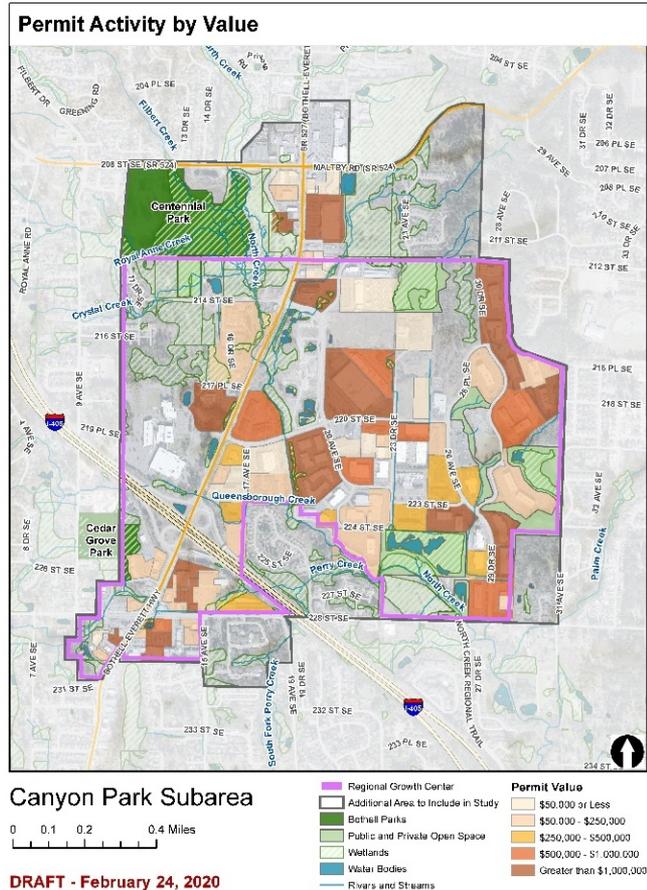
- PSRC Vision 2040 – Reported in Vision Report
 - The Snohomish County portion of Bothell is expected to capture about 6,600 employees: this represents a compound annual growth rate (CAGR) of **1.4%**
- PSRC Vision 2050
 - Draft plan identifies that “Core Cities” in Snohomish County (Lynnwood and Bothell) are expected to increase by 39,000 total employees for 2017–2050 under the plan, 17% of the County’s total growth.
 - Combined growth for Lynnwood/Bothell in Snohomish County amounts to about **2% per year** under the draft plan, with changes/allocation expected as part of Plan development
- Overall, these projections are lower than recent growth rates for Canyon Park:
 - **2.5% per year average growth**, 2002–2017
 - **3.3% per year average growth**, 2010–2017
 - **3.9% per year average growth**, 2014–2017

PROJECT GROWTH IN PROPOSED RGC, 2017-2050 (DRAFT)



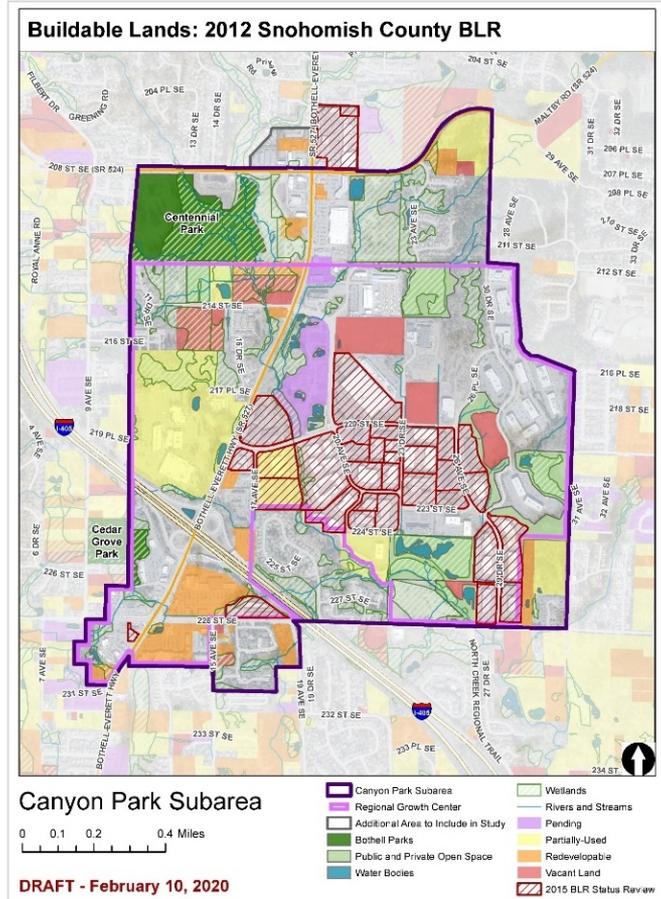
Source: CoStar, 2020; BERK, 2020.

ACCOMMODATION OF EMPLOYMENT GROWTH



- 2.7 to 5.1 million SF of additional net commercial space in the range of scenarios
 - 80K-160K SF annually
 - Absorption rates have been higher in the past few years
- Could be accommodated:
 - In owner-occupied facilities
 - By intensification of employment within existing structures including lower-intensity flex uses
 - New floor space

BUILDABLE LAND CAPACITY



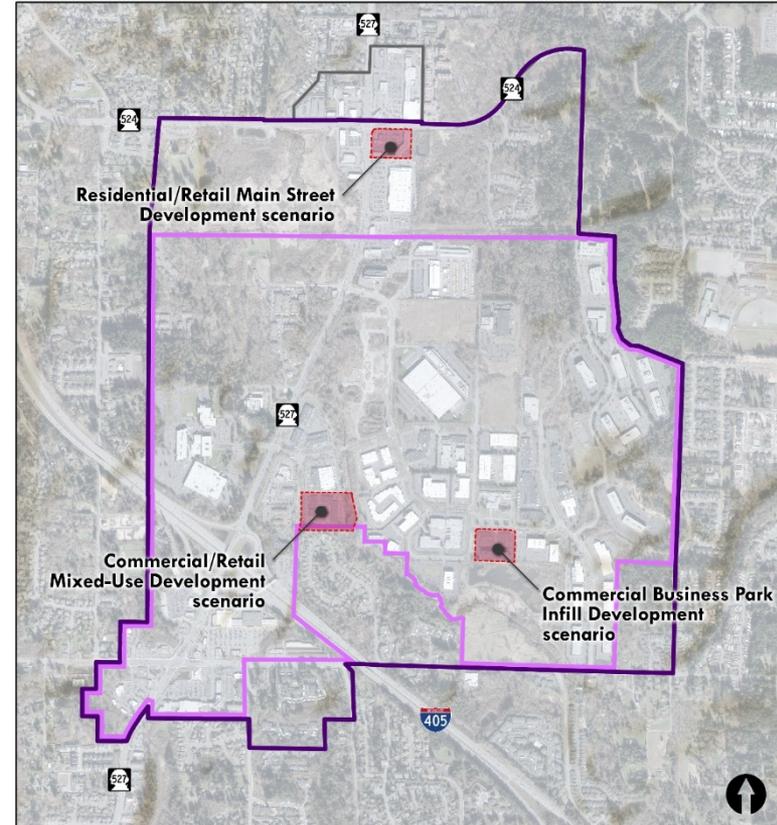
• Study Area Capacity

- Updated population capacity for subarea similar to County results in 2015: 4,500-5,300 population. Range dependent on parcels considered for mixed use.
 - Employment results about 4,000 to 4,800 from County and City models. Based on historic employment densities. Range depends on parcels considered for mixed use.
 - Map shows County 2015 parcels under consideration for mixed use (hatch).
- ## • Action Alternatives include new building forms.
- Typologies with employment and housing densities found in the region and suited to the study area.



PROFORMA – INITIAL RESULTS

- Examine existing and proposed land use regulations and market conditions and look at near term or long-term feasibility of:
 - A **Residential/Retail Main Street Development** project in Thrasher's Corner.
 - A **Commercial/Retail Mixed-Use Development** project with office and retail uses located close to the Canyon Park Park-and-Ride at a key location in the pedestrian network.
 - A **Business Park Commercial Infill Development** project built on a parking lot located in a part of the study area, which is not served by the Swift BRT.



Canyon Park Subarea

0 0.1 0.2 0.4 Miles

- ▭ Canyon Park Subarea
- ▭ Regional Growth Center
- ▭ Additional Area to Include in Study
- ▭ Prototype Project Areas

RESULTS – CURRENT CONDITIONS

Type	Overview	Additional Findings
Mixed Use	<ul style="list-style-type: none">The mixed-use residential/retail project appears feasible, primarily if parking requirements are reduced due to proximity to high-frequency transit service.	<ul style="list-style-type: none">Affordable units could be achieved through layering a 12-year MFTE program with impact fee reductions.The subarea should be managed to ensure that residential and mixed-use redevelopment does not outcompete commercial projects in the short term.
Commercial Redevelopment	<ul style="list-style-type: none">Commercial redevelopment projects in areas with frequent transit service are infeasible, but future changes in market conditions may spur these projects.	<ul style="list-style-type: none">Higher-end office products have potential to be feasible, such as medical office uses.Possible increases in lease rates due to improved transit access may also promote redevelopment projects as well.
Commercial Infill	<ul style="list-style-type: none">The parking lot infill project was not likely to be practical under expected conditions.	<ul style="list-style-type: none">Reductions in parking requirements on these sites, however, could allow for minor additions to existing buildings without the need for a resulting increase in parking.
Other Commercial	<ul style="list-style-type: none">Owner-occupied projects could also be a form of new development in this area.	

OBSERVATIONS

- Results reflect current conditions with current compared to potential codes
 - Helpful in shaping regulations, e.g. parking reductions
- Can change based on:
 - Trends and investments in the neighborhood, e.g. BRT along SR 527 and I-405
 - Other future investment in neighborhood amenities



DRAFT PREFERRED ALTERNATIVE

MIDDLE GROUND CONCEPT

North Creek as amenity

17th Node. Build on existing businesses, services, visibility, high volumes, and North Creek to evolve into holistic neighborhood.

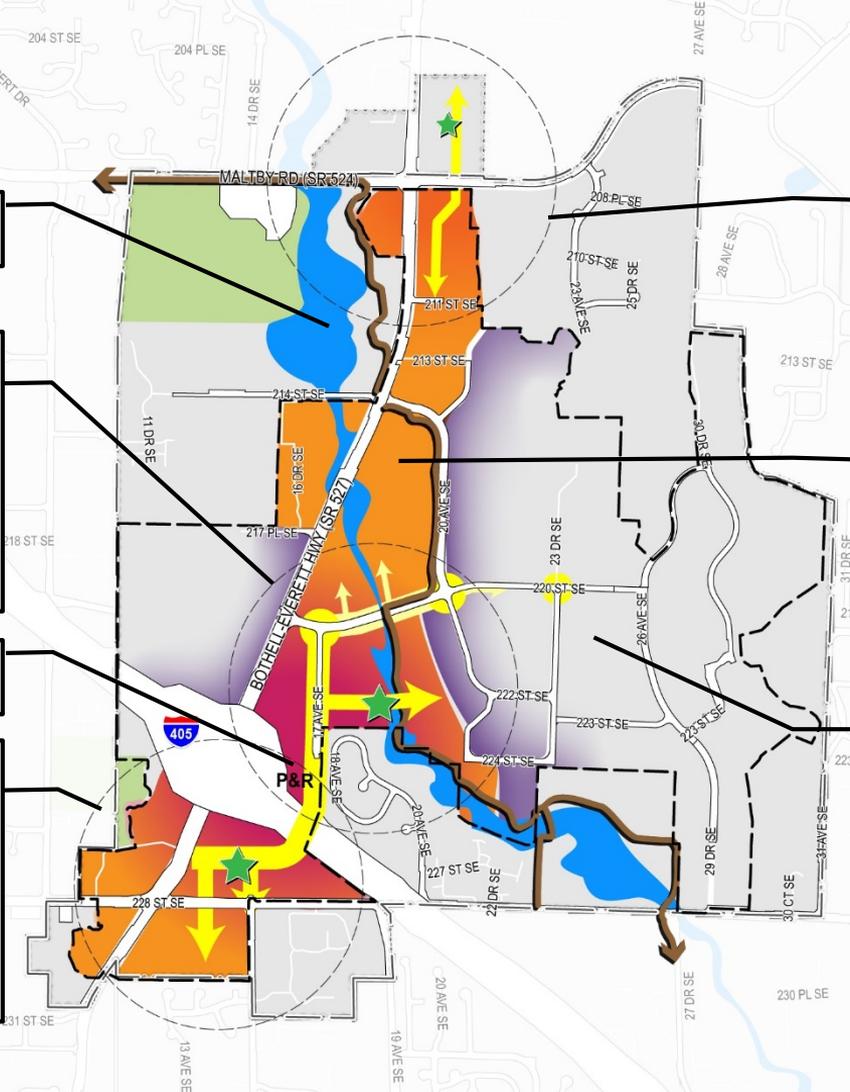
P&R. Emphasize TOD.

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

Retain regional retail and infill as opportunity emerges.

Residential as proposed

Maintain flexible employment center with associated services.



Office/Residential MU – High

Minimum

- 0.6 FAR
- 90 du/acre

Target

- 3.0 FAR or
- 133 du/acre



Above ~ 90 du/acre

Below ~ 3.5 FAR



Image © 2020 Google

Office/Residential MU – Medium

Minimum

- 0.5 FAR, or
- 45 du/acre

Target

- 1.5 FAR or
- 57 du/acre



Above ~ 0.75 FAR

Below ~1.45 FAR



Office/Residential MU – Low

Minimum

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

Target

- 0.5 FAR or
- 25-35 du/acre



Image © 2020 Google

Above ~ 34 du/acre

Below ~ FAR 0.75



Residential MU - High

Minimum

- 90 du/acre

Target

- 133 du/acre



Above ~ 90 du/acre

Below ~ 190 du/acre



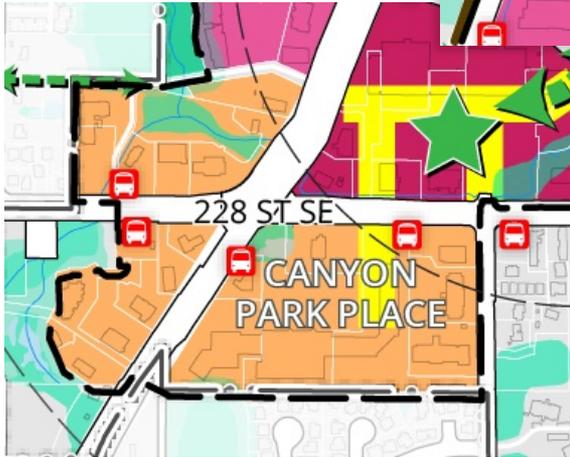
Residential MU - Medium

Minimum

- 45 du/acre

Target

- 57 du/acre



Above ~ 45 du/acre



Below ~ 57 du/acre



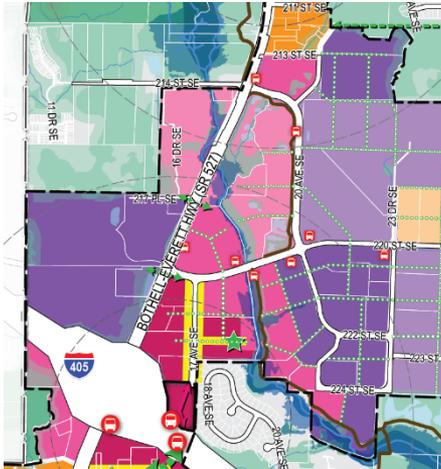
Employment – Medium

Minimum

- 0.5 FAR

Target

- 1.5 FAR



Above ~ 0.75 FAR

Below ~1.45 FAR



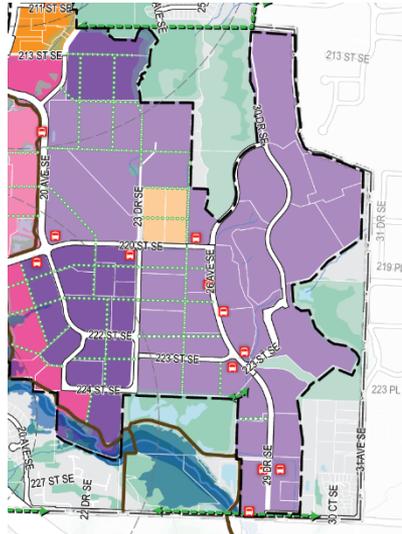
Employment – Low

Minimum

- 0.35 FAR

Target

- 0.5 FAR



Above ~ 0.35 FAR

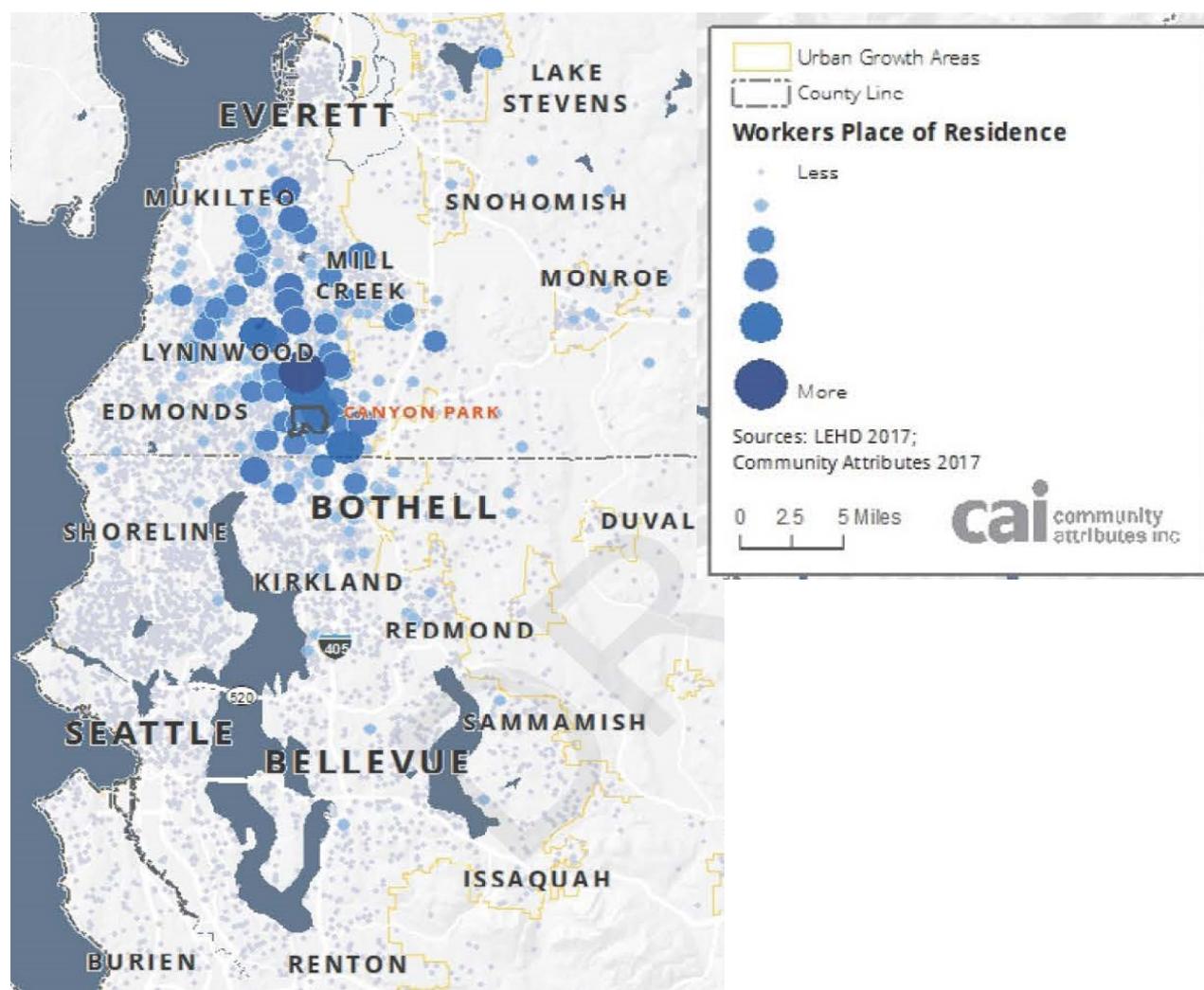
Below ~0.43 FAR



COMMUTES

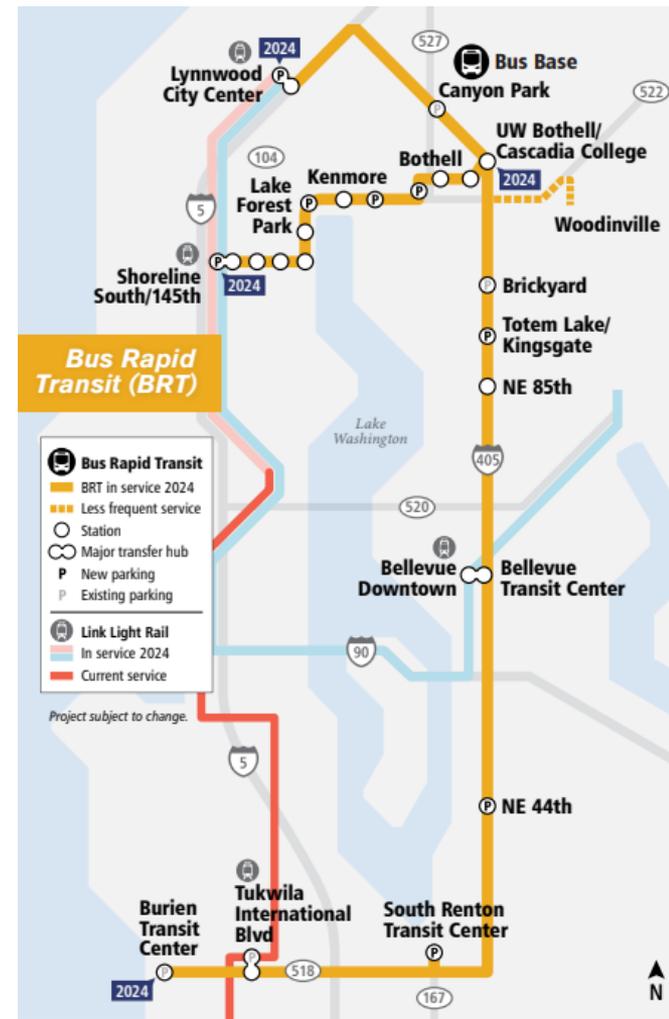
Employees live:

- North of Canyon Park
- Entire region



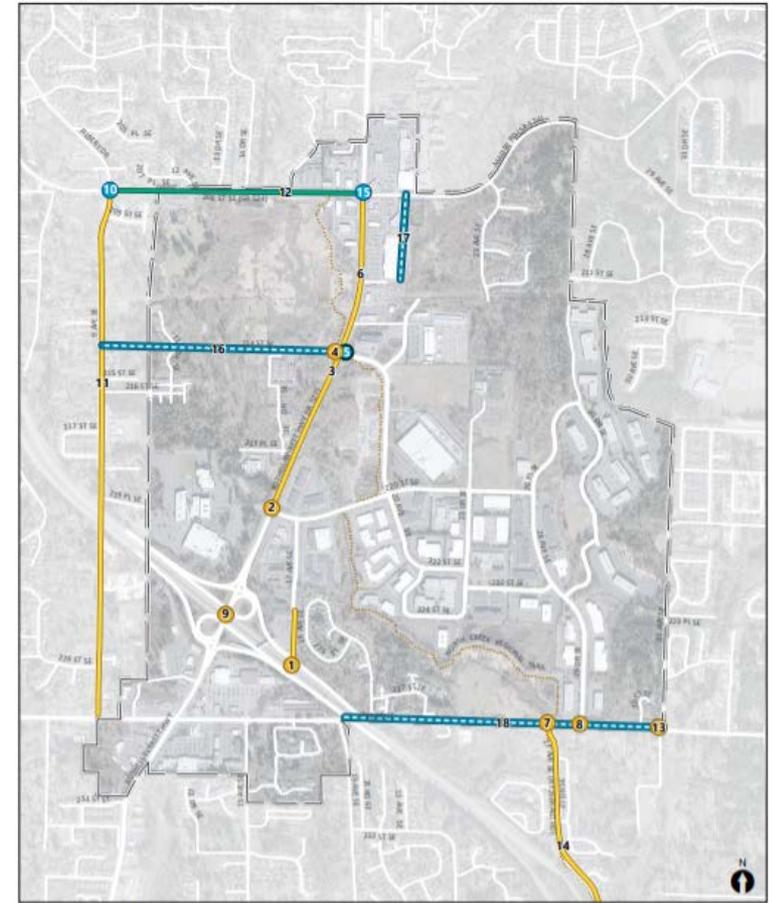
UPCOMING PROJECTS

- I-405 BRT: Lynnwood, Bellevue, Renton, Burien
- I-405 Direct Access Ramps connection to 17th Ave & 220th Street



POTENTIAL TRANSPORTATION IMPROVEMENT PROJECTS

- New turn lanes at intersections
- New street connections
 - Helps relieve vehicle demand on congested corridors
 - Provide additional mobility options in the study area
 - Emergency vehicle use
- Widening of 228th Street



Canyon Park
Transportation Projects

 Canyon Park Study Area
 North Creek Trail

Comprehensive Plan Projects

 Intersection Project

 Corridor Project

 Non motorized Project

Potential Mitigation Projects

 Potential Intersection Mitigation

 Potential Corridor Mitigation

See project list for more information

0 0.125 0.25 0.5 Miles



FIRST/LAST MILE OPTIONS

- Require transportation demand management (TDM) strategies & program
- Ped/Bike infrastructure
- Bicycle/scooter share
- Circulator shuttle



ORCA Cards
for Everyone



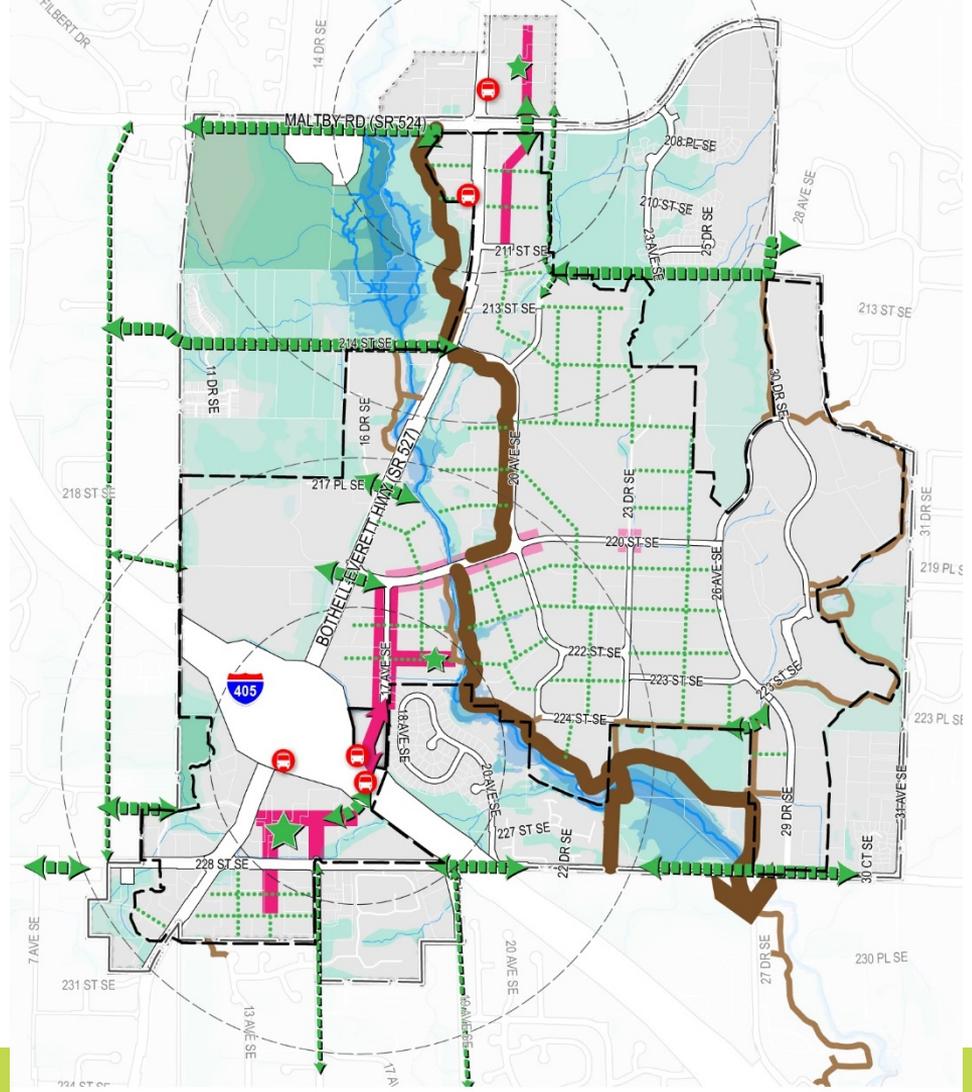
Charge for Parking



Subarea Circulator Shuttle

PED/BIKE FOCUS

- Priority to get to:
 - Transit
 - North Creek Trail
- Sidewalks
- Crossings
- Through-block connections
- Will continue work on this



9TH AVE COMMUNITY WORKSHOP

January 9, 2020

- ~50 participants
- Most opposed to 214th St SE extension for vehicles
- Support for trail only
- Make safety improvements along 9th Ave SE a priority



20TH AVE WORKSHOP

February 11, 2020

- Fred Meyer and Thrasher's Corner representatives
- Support for 20th Ave extension



LIFE SCIENCE BUSINESSES CHARRETTE

February 27, 2020

Strong interest in transportation improvements:

- Buffered bicycle routes
- Pedestrian paths/trails
- Transit
- Collective shuttle
- Scooter/bike shares
- Overall transportation system

Strong land use interests:

- Life sciences hub
- Affordable housing



PLANNING COMMISSION IDEAS

February 19, 2020

- Transit priority and shift to non-SOV modes
- Street extensions as long as:
 - Tied with major improvement to transit
 - 9th Ave improvements come first
 - Public safety use
- Look at the ITAC's suggestions for BAT lane and parallel transit route options
- Reduced parking requirements and parking management strategies
- Redefine LOS to be less focused on private vehicles

A blue-tinted photograph of a suburban street scene. In the foreground, there are large, leafless trees and a well-manicured bush. A road curves through the scene. In the background, a modern, single-story building with large windows is visible. The sky is overcast. The overall atmosphere is quiet and residential.

TRANSPORTATION ANALYSIS

TRAFFIC MODELING

- Project trip generation considered demographic, socioeconomic, locational, and land use characteristics for mixed-use sites
- Regional traffic forecasts are from the PSRC Regional Model
- The Mitigated Live/Work Alternative considered additional Travel Demand Management (TDM) strategies to reduce vehicle trip generation by 14%

The 7Ds That Influence Trip Generation



PM PEAK HOUR VOLUMES

- 2043 Mitigated Live/Work
 - +6,500 new PM peak hour trips compared to Existing Conditions
- 2043 No Action
 - +4,000 new PM peak hour trips
- 9th Ave doubles from Existing 2019 to 2043 Mitigated Live/Work

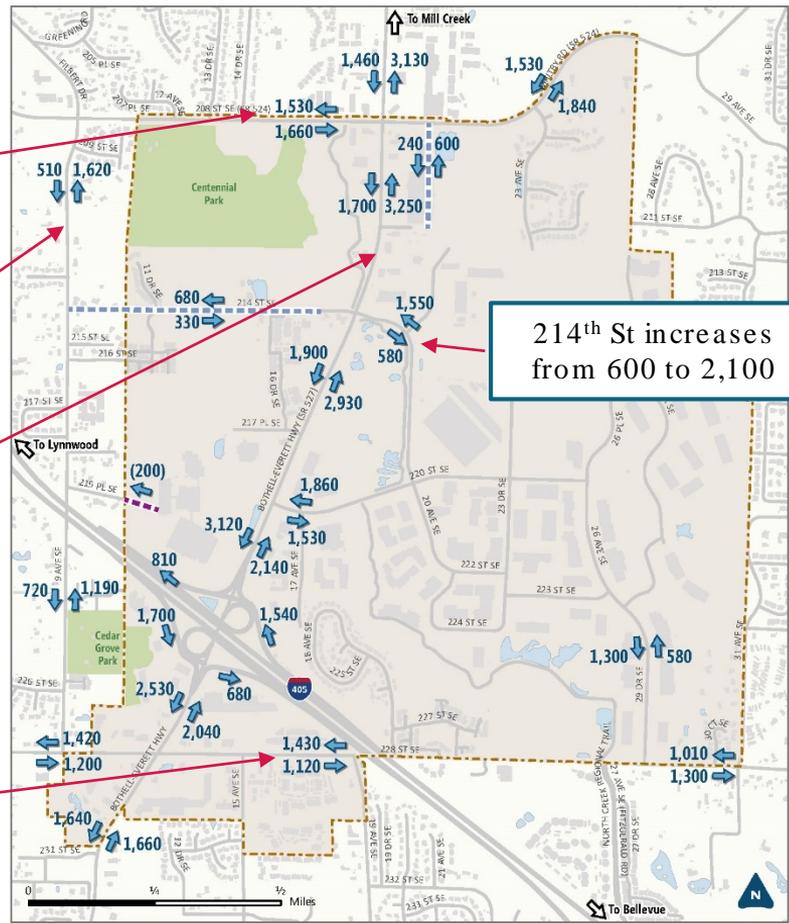
SR 524 increases from 1,800 to 3,200

9th Ave increases from 1,100 to 2,200

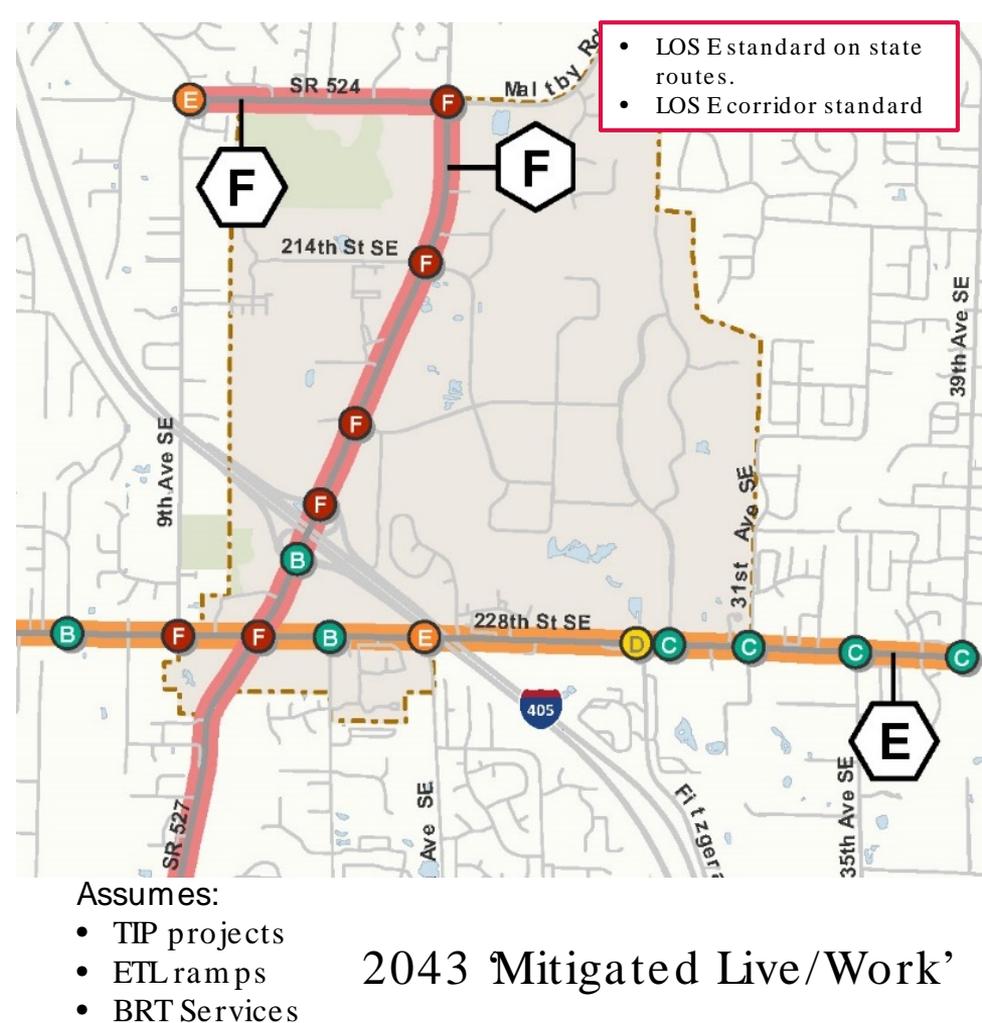
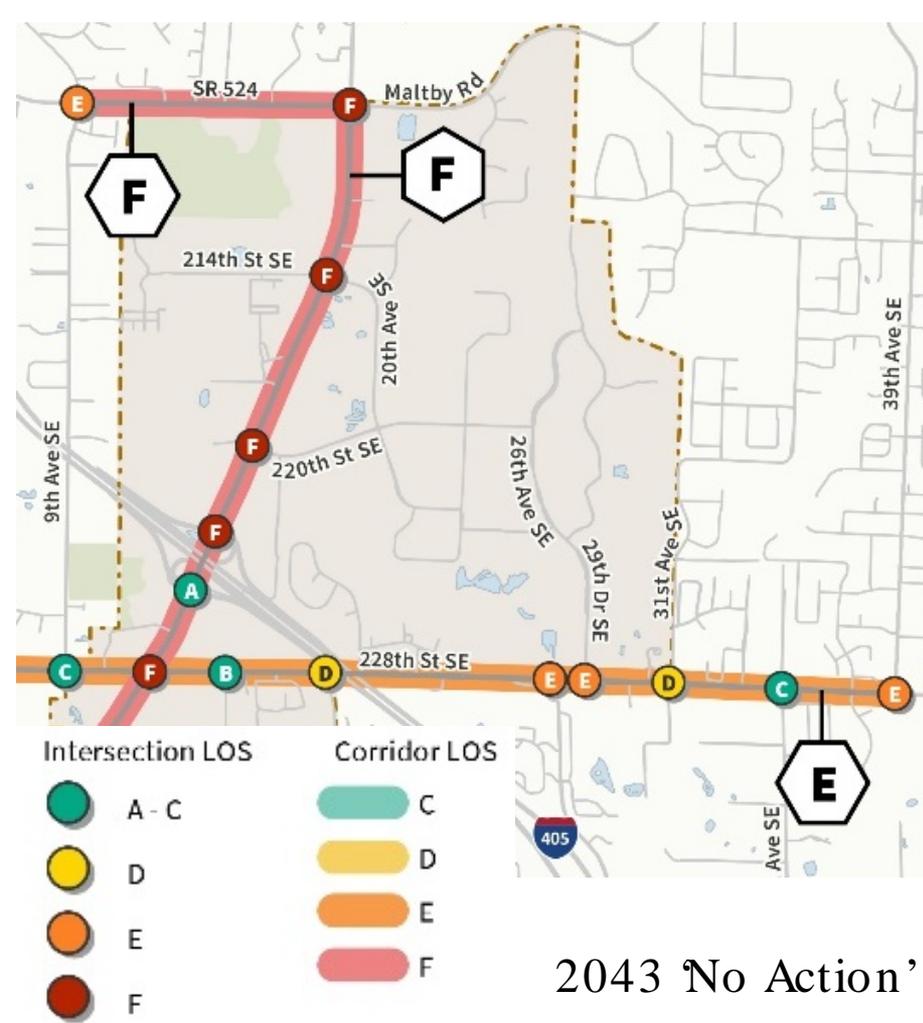
SR 527 increases from 3,000 to 5,000

228th St increases from 2,300 to 2,600

214th St increases from 600 to 2,100



Canyon Park Subarea
 Potential Street Extension
 Other Street Connection Option



TRANSPORTATION IMPROVEMENT IDEAS EXPLORED

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

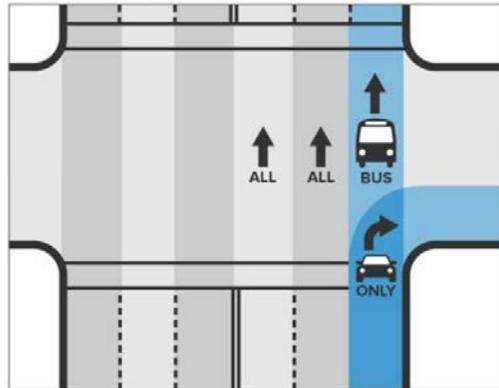
Can't build your way out of congestion

- More Definitive
- Less Definitive

SR 527 BAT LANES

- 7 lane street cross-section
 - (2 GP + BAT in each direction with TWLT)
- Convert third NB lane to BAT lane
- Widen SB to add BAT lane
- Can't build your way out of congestion

Business Access and Transit (BAT) Lanes



All vehicles must turn right except buses

Source: Community Transit.

<https://www.communitytransit.org/swiftblue2024>



© 2019 Google

Imagery Date: 5/13/2018 47°48'14.13" N 122°12'29.41" W

BAT LANES

ITAC SUGGESTIONS

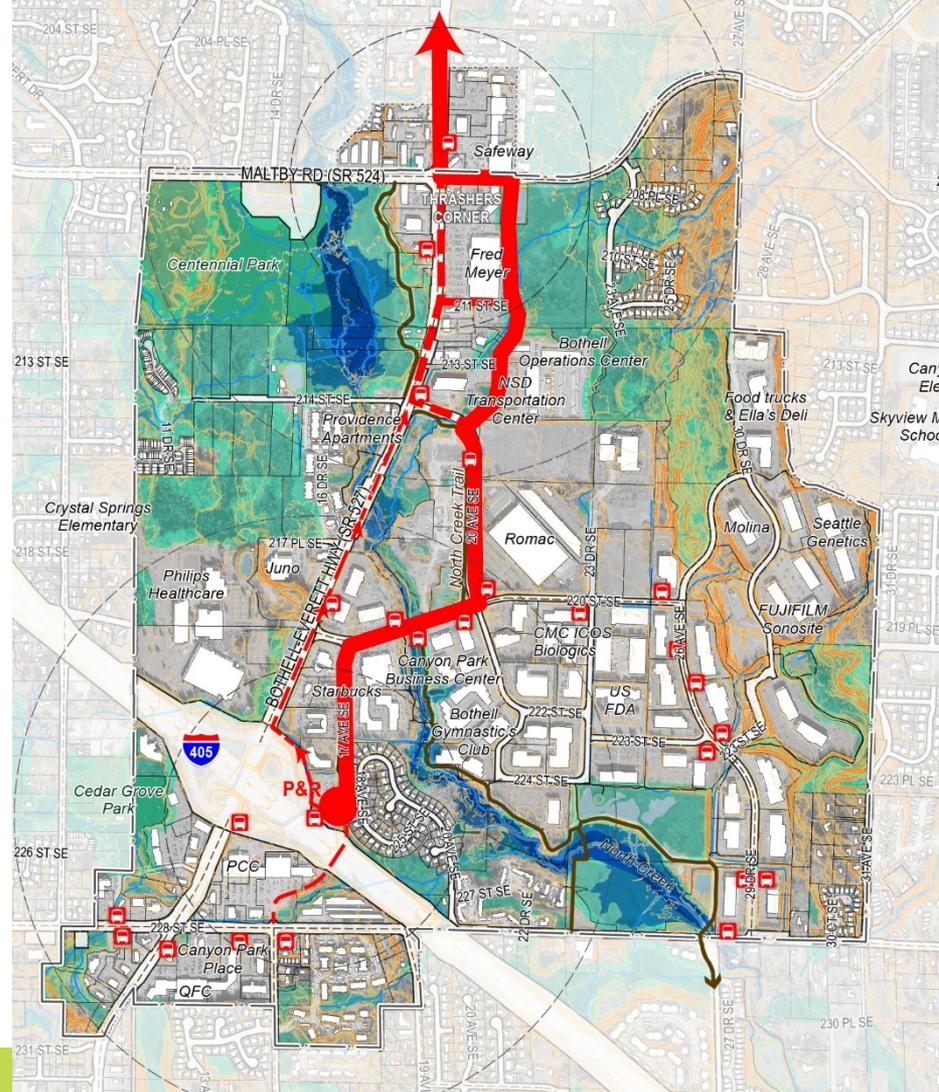
- Consider reversible center lane (GP or BAT)
- F&P will look at feasibility



PARALLEL TRANSIT ROUTE

ITAC SUGGESTIONS

- Take buses off heavily travelled BEH
- Better serve business park
- Considerations:
 - Actually faster?
 - Land use implications
 - Impact on internal streets



A blue-tinted photograph of a suburban street scene. In the foreground, there are large, leafless trees and a well-manicured lawn. A dark-colored car is parked on the right side of the road. In the background, a white building with a sign that reads "CANTON HILLS" is visible. The sky is overcast. The text "PUBLIC COMMENT" is overlaid in a bright yellow, bold, sans-serif font across the lower portion of the image.

PUBLIC COMMENT

MORE INFORMATION & CONTACTS

Website:

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

Email:

Canyonpark@bothellwa.gov

Bruce.Blackburn@bothellwa.gov (425-806-6405)

THANK YOU!

