

MEMORANDUM

Community Development



City of Bothell

DATE: June 17, 2020

TO: Planning Commission

FROM: Bruce Blackburn, Senior Planner

SUBJECT: Briefing on Canyon Park Subarea Plan

Objective

Provide a briefing to the Planning Commission regarding early drafts of:

- An outline of the Subarea Plan
- Draft examples of the following Elements:
- Concepts
- Land Use
- Transportation Approach

Action

No formal action is requested. However, staff is seeking Commission comments and input on the example sections identified above to assist the consultant team with crafting the remaining elements.

Purpose

The Subarea Plan is an expression of the community's vision for Canyon Park and it guides the implementing regulations which control future development. Further, the subarea plan contains goals, policies, objectives, and actions that will focus public and private investments toward attaining the vision for Canyon Park.

Discussion

These drafts are content-oriented only and do not reflect their final visual form which will include illustrations, call-out boxes, and photos. The outline and the example elements also have a different style and organizational structure than the current Canyon Park Subarea Plan.

Attachment 1 is the Subarea Outline and provides the framework the subarea plan will follow.

Attachment 2 is labeled 'Concept' and describes the assets, challenges, and the Vision for Canyon Park. It is important to note that the exact layout and order of these discussion points has not been established and is one of the questions that will be posed to the Commission. The introductory paragraphs are followed by the Goals and Policies for the Subarea. The subsequent sections discuss the urban design framework of different locations within Canyon Park and how the plan proposes to treat these areas.

The final paragraph and chart discusses how the Subarea Plan addresses the challenges/vision. This may be more appropriate as an executive summary and will be another question posed to the Commission.

Attachment 3 is a preliminary Land Use Element and begins with a land use vision statement followed immediately by the land use goals and polices as listed within the 'Concept' element. The land use approach is then discussed followed by the land use designations, sidebar boxes which speak to important concepts and a list of actions. Subsequent sections speak to affordable housing, affordable commercial space and development feasibility and incentives.

Attachment 4 is the 'Approach' portion of the Transportation element. However, the transportation element approach is larger and more involved than those within other elements because of the complexity and importance the community placed on transportation options. The themes identified by the Commission as part of its preferred alternative recommendation are duplicated in this approach with statements such as 'cannot build its way out of congestion' and 'prioritize a long-term view toward improved transit'.

Attachments

1. Subarea Plan Outline
2. Preliminary draft Concepts
3. Preliminary draft Land Use
4. Preliminary Draft Transportation approach

Next Steps

June

- 6/17/20 Commission Study Session – Subarea Plan

July

- 7/1/2020 Commission Study Session Subarea Plan, Regulations & Planned Action
- 7/8/20 Commission Public Hearing & Recommendation
- 7/15/20 Commission continued Public Hearing & Recommendation if needed

Canyon Park Subarea Plan Update - Attachment 1

Subarea Plan Outline

- i. Acknowledgements
- ii. Letter or Executive Summary
- iii. Table of Contents
 - 1) Background
 - 2) Concept
 - a) Goal
 - b) Vision
 - c) Challenges (including info about RGC) and the plan's direction (how it solves the challenges)
 - d) Concept map and narrative
 - 3) Process (maybe 2 pages)
 - Public engagement
 - Document the alternatives—be brief, only as part of what we learned.
 - 4) Existing Conditions Summary (*alternatively, could be moved to opening sections of the related Plan Element topic – prefer to keep at beginning*)—only include what's necessary for clarity, some maps, rest in appendices (*absolutely*).
 - Wetlands, open space, and trails
 - Current transportation
 - Existing land use
 - Police, schools, etc. for mitigation impact fee assessment
 - 5) Plan Elements (each includes objectives/outcomes/policies/recommendations) (*Organized this using the Phase 1 Vision items - tells the best story*)
 - a) Land Use
 - Proposed land use designations (Do detail in regulations. No defined min/max densities. Mention min. densities.)
 - Be patient – wait for the desired types of land uses
 - Development feasibility/incentives (?)
 - Parking reductions (just an intro to why important)
 - Affordable housing—will need to be mandatory where increased height

- Concurrency phasing/triggers approach—different from City’s normal concurrency (?). If greater than the City’s current corridor LOS.

b) Urban Design and Community Livability

- Neighborhood center streets
 - Design standards
 - Park-and-ride redevelopment and design (use soft language)
- Gathering spaces
 - Major plazas/parks associated with neighborhood center streets
 - Minor private park-like amenities with redevelopment throughout
 - (Natural area up the hill)
- High visibility mixed-use corners (e.g., active ground floor required at new town homes corner)
- Through-block connections (identify locations)

c) Economic Development

- Regional Growth Center
- Life sciences innovation hub
- Retail and amenity spaces
- Small and entrepreneurial business support (require ground floor activity)

d) Natural Environment

- Wetlands/North Creek
- Stormwater/drainage
 - Regional facility/facilities approach. Options for:
 - (a) Terraced facility near 30th as open space amenity or development
 - (b) Detention pond south of 223rd St SE
 - Private (re)development
 - Streets (*show street concepts with GSI here, include in transportation or urban design?*)
- Mitigation/restoration projects
- Greenhouse gas
- Building efficiency

e) Transportation

- General approach

- Ped/bike infrastructure
 - Transit
 - Transit priority/can't build our way out of congestion
 - BAT lanes or option for parallel transit route in business park
 - Park-and-ride south of I-405 for evolving suburban, car-oriented environment to transit-oriented environment
 - Vehicular
 - Proposed projects
 - Private to public streets conversion and design (*street design concepts here*)
 - TDM
- 6) Implementation actions (examples below) (*actions will likely be embedded in the Elements above, with a summary chart in an implementation chapter*)
- a) Action Plan—narrative describing likely phasing and how different actions fit together
 - b) Regulations
 - Zoning/development standards
 - Design standards
 - Street standards
 - Open space standards
 - c) Capital improvements (transportation projects). *Include planning-level cost estimates?*
 - Fire Station 45
 - Police satellite
 - ST I-405
 - WSDOT ETL ramps
 - CT green line
 - Internal street
 - d) Transportation programs
 - i) TDM/CTR
 - e) Public/private partnerships/catalyst sites
 - f) Critical area mitigation/environmental enhancement (?)
 - g) Impact fee implementation

Canyon Park Subarea Plan Update - Attachment 2

Concept

Canyon Park Today

Assets

Canyon Park is an established and successful employment hub for the City of Bothell and the region. The subarea's most significant strengths include:

- Home to internationally recognized businesses and research facilities, particularly in the life-sciences, biotechnology, and biomedical device fields
- Abundance of ecologically significant natural amenities—wetlands, creeks, and wooded areas, many with pleasant walking trails and associated open spaces
- Role as a small business incubator
- Location within a growing and desirable area for housing, employment and retail
- Tree-lined streets and natural backdrop instill a park-like character
- A transportation hub with a transit park-and-ride facility, multi-directional bus rapid transit service, immediate access to I-405 and SR 527, and substantial planned transportation improvements

Challenges

Although the area has many strengths, challenges exist. Through the public engagement, visioning, and planning processes, the following themes arose:

Projected Residential and Employment Growth

- Canyon Park is critical to the City's capacity for growth in employment and housing.
- To meet PSRC Regional Growth Center criteria and Bothell's residential growth targets, the subarea must plan for approximately 8,200 new jobs (1.76 times the current number) and 4,700 new residents (3.66 times the current number) (see Appendix XX).

Transportation

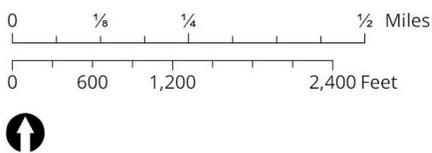
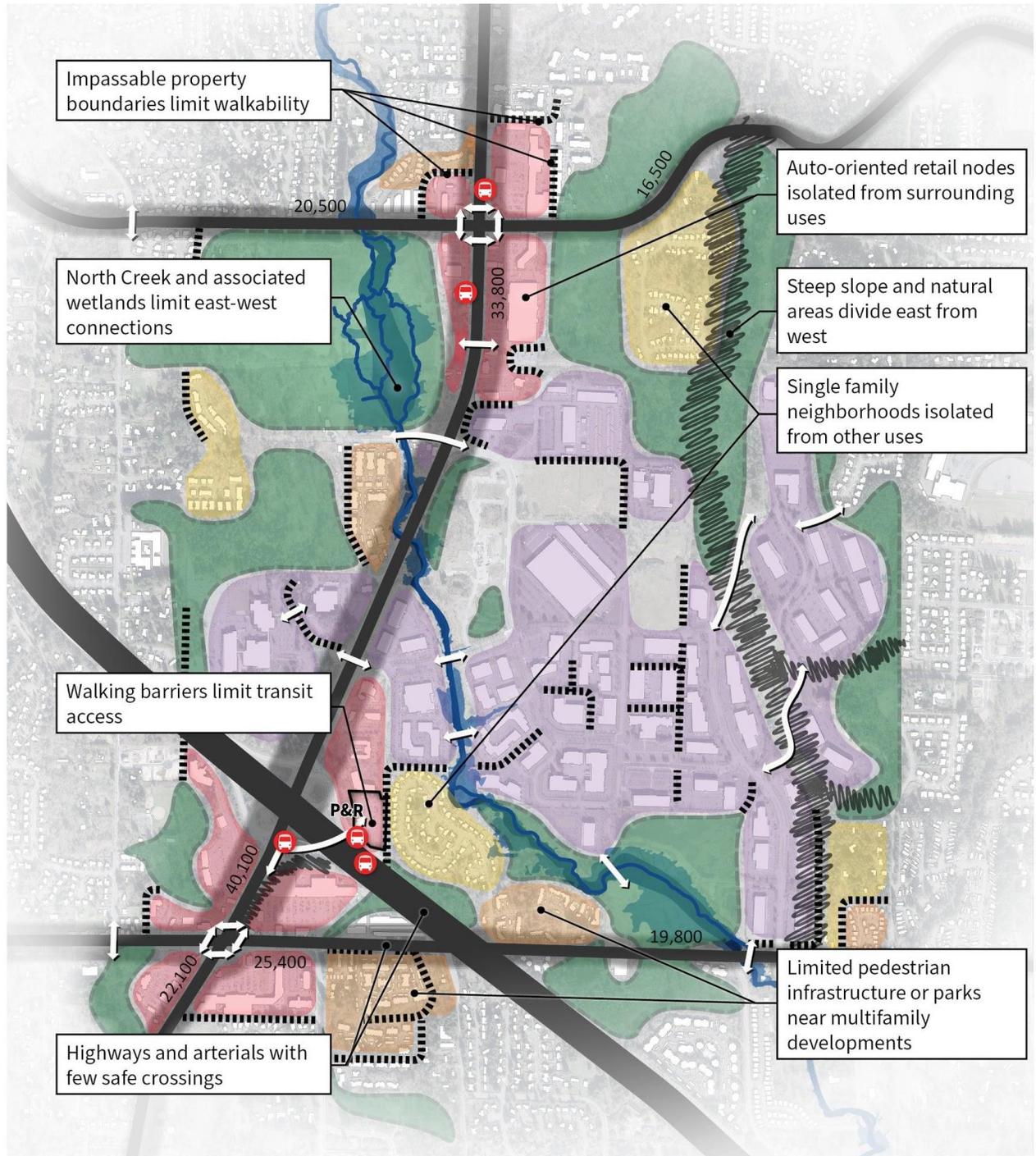
- Transportation infrastructure is currently not keeping up with demand, and the commute to and from the area is difficult and getting worse.
- Canyon Park is at a crossroads where regional and local roadways are at capacity; increased growth both within and outside the subarea will contribute to traffic congestion unless mitigating measures are taken.
- Local transit does not adequately serve Canyon Park and the demand for the I-405 park-and-ride lot exceeds its capacity.

- Portions of the subarea, particularly existing neighborhoods and retail areas outside the business park, lack safe and comfortable places for people to walk.
- I-405, Bothell-Everett Highway, and steep slopes on the east side physically divide the subarea, discouraging pedestrian and bicycle movement.
- Many businesses are not conveniently located for transit riders.

Multifaceted Neighborhood and Employment Center

- Though the Canyon Park Subarea is an important regional growth center, its current physical configuration with large natural areas and bisecting roadways make land use and transportation efficiencies a challenge.
- The area lacks amenities and services for employees and residents (e.g., restaurants, retail, and gathering places/parks central to the business center)
- The subarea lacks a focal point of activity (i.e., a neighborhood center)
- The subarea's current auto-dominated development pattern is not conducive to a vibrant, pedestrian compatible neighborhood with a mix of uses, services, and attractions.
- Local schools need additional capacity.

Figure X. Urban Design Challenges



- Urban Design Challenges**
- High traffic road
 - Average daily traffic
 - Steep slopes
 - Impassable property boundary
 - Natural areas
 - North Creek

- Activity Centers**
- Job center
 - Retail/mixed area
 - Multifamily residential
 - Single family residential

- Paths and Mobility**
- Pedestrian connection
 - Future & existing major transit
 - P&R Park-and-ride

Vision

The Vision for the Canyon Park Subarea described below implements policy directions of Bothell's Comprehensive Plan and is informed by results of extensive community engagement among stakeholders, business and property owners, residents, employees, the general public, and agency consultation conducted throughout the planning process. To build on the subarea's current strengths and address the challenges noted above, the Vision integrates the following elements:

- **An Economic Driver.** Canyon Park serves as a regional business hub for the life sciences and biomedical industries. It is a designated urban center and a place of innovation and growth.
- **A Multifaceted Neighborhood.** Canyon Park is a dynamic neighborhood with a diverse mix of housing, office, retail, and public space. It serves both Bothell residents and employees from throughout the region.
- **A Robust and Healthful Natural Environment.** Canyon Park is defined by its unique access to the natural environment and blend of urban wetlands, creeks, and interconnected trails.
- **A Transportation Hub.** Canyon Park is a transportation hub with infrastructure serving employees and residents commuting to and from the neighborhood as well as commuters traveling to other areas.

Goals and Policies

THIS SECTION IS IN PROGRESS AND BEING UPDATED DURING INTERNAL CHAPTER/ELEMENT REVIEW.

To achieve the vision, this plan focuses on the following goals and policies:

1. Maintain, protect, and support Canyon Park as an **Economic Driver**.
 - 1.1. Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, and related and other industries.
 - 1.2. Continue to support existing businesses of all sizes and provide a fertile environment for business growth.
 - 1.3. Protect commercial space affordability in employment areas.
 - 1.4. Increase affordability of new commercial spaces on neighborhood center streets.
 - 1.5. Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

- 1.6. Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.
- 1.7. Encourage amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
- 1.8. Functionally support businesses with continued emergency, delivery, and other access.
- 1.9. Ensure that housing meets the needs of the local workforce.

2. Evolve Canyon Park into a **Multifaceted Neighborhood**.

- 2.1. Maintain employment and commercial land uses while adding a more intense mix and diversity of land uses to foster holistic live/work neighborhoods.
- 2.2. Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering adequate amenities, private open space, and gathering spaces that integrate into the neighborhood.
- 2.3. Increase the number of affordable housing units in Bothell, especially near transit and jobs.
- 2.4. Increase feasibility of desired development, especially affordable housing.
- 2.5. Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.
- 2.6. Invest in signature public gathering spaces to create neighborhood centers of social interaction and innovation.
- 2.7. Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.
- 2.8. Increase the abundance and diversity of retail and service amenities that serve Canyon Park and the surrounding area, while focusing them in transit-oriented neighborhood centers.
- 2.9. Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.
- 2.10. Encourage development to use land efficiently.
- 2.11. Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.
- 2.12. Make land use decisions based on the long-range vision and not short-term market or other trends.

- 2.13. Set parking standards so that development provides the “right” amount of parking for its use and context.
- 2.14. Provide pedestrian, bicycle, para-transit, and micromobility (e.g., scooters, electric assist bikes, shared bikes, electric skateboards) connections between residences, businesses, commercial services, and amenities to create a more cohesive community.

3. Protect, enhance, and leverage Canyon Park’s **Robust and Healthy Natural Environment.**

- 3.1. Maintain the high-quality wetland and creek system.
- 3.2. Address stormwater issues through collective and individual management techniques and facilities.
- 3.3. Maintain and improve recreational access to North Creek and natural areas for residents and workers.
- 3.4. Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.

4. Foster and leverage Canyon Park as a **Transportation Hub.**

- 4.1. Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- 4.2. Improve quality, reliability, and access to transit for employees and residents for trips to and from the subarea and within the subarea.
- 4.3. Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- 4.4. Complete the Canyon Park Pedestrian/Bicycle Circulation Plan (Figure X) when undertaking street projects including but not limited to restriping, construction of pathways, or repaving City streets.
- 4.5. Encourage the highest density land uses to locate adjacent to high capacity transit.
- 4.6. Once the privately-owned streets in the business park are upgraded to City standards, accept dedication of the streets as public rights-of-way.
- 4.7. Establish a transportation demand management program and local circulation measures to reduce commuters’ dependency on single occupancy vehicles.
- 4.8. Improve options for fast, easy “last-mile” trips between transit stops and job sites/residences.

- 4.9. Encourage shared parking solutions between businesses.
- 5. Retain the PSRC Regional Growth Center (RGC) designation.
 - 5.1. Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.
 - 5.2. Meet Snohomish County residential and employment growth targets.

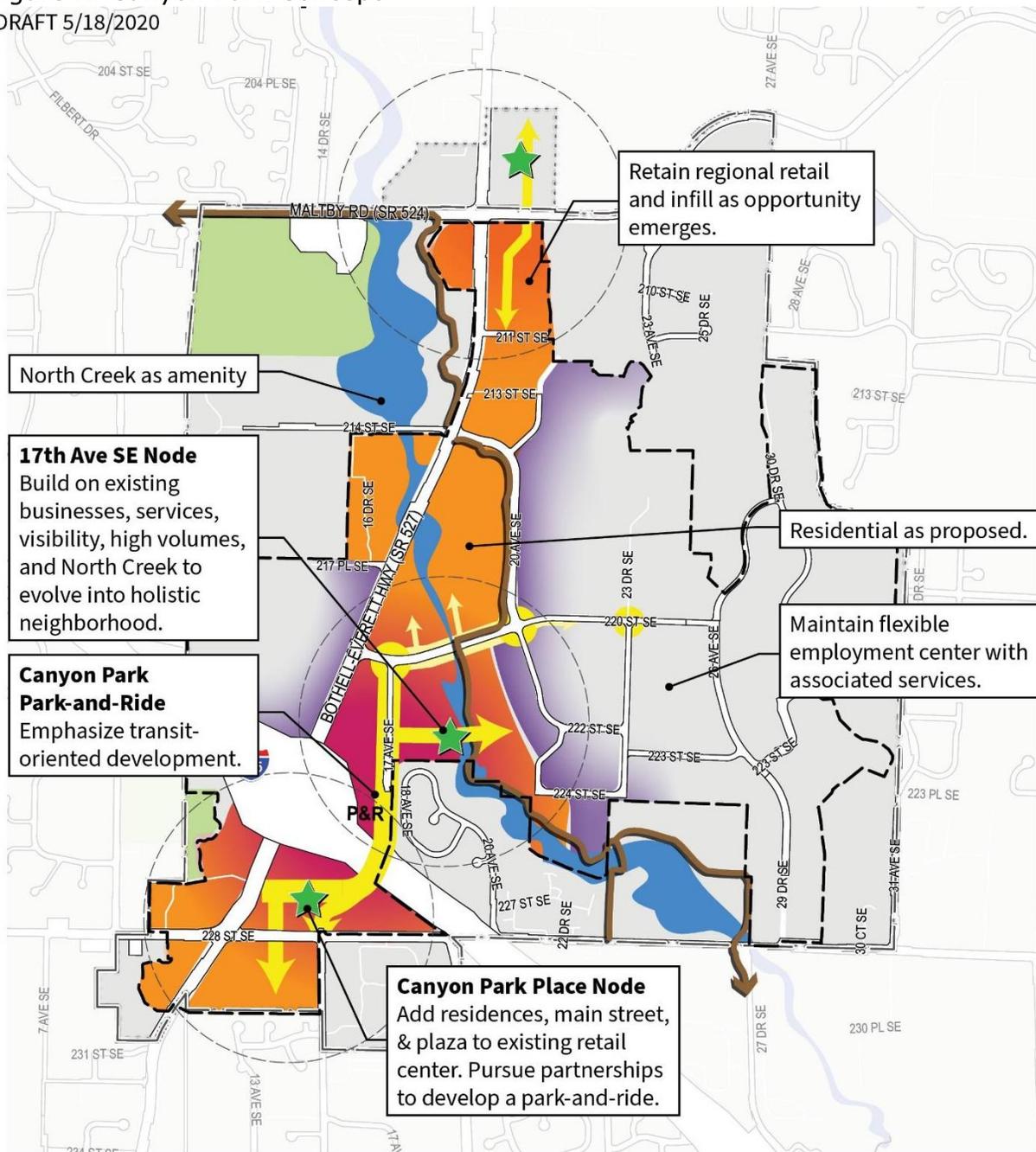
Urban Design Framework

To achieve a holistic neighborhood, Canyon Park needs a “there” there that supports a biotech innovation hub, other businesses, residents, and natural area enthusiasts. The following strategies—accomplished through a combination of private development and public investment over time —will transform Canyon Park into the multifaceted place community members envision.

Foster Transit-oriented Neighborhood Centers

With improved transit options, the Canyon Park Park-and-Ride and future I-405 flyover stop will become a hub of activity. The strategies outlined in “Create places enjoyable for people” above, and described in more detail in the following Elements, will transform Canyon Park from a disjointed and auto-oriented area into holistic neighborhoods.

Figure X. Canyon Park Concept
DRAFT 5/18/2020



0 1/4 1/2 Miles

0 600 1,200 2,400 Feet

- Canyon Park subarea
- Study area
- Revised RGC
- 1/4 & 1/2 mi radii
- Park
- Floodway/flood plain

Land Use & Urban Design Proposals

- Residential mixed use
- Office/residential mixed use
- Employment
- Public gathering space
- Important connections

17th Ave SE Neighborhood Center

Transform from auto-oriented to people-oriented neighborhood center.

17th Ave SE is already home to businesses and services attracting many people. It is close to the much-enjoyed North Creek natural area and the North Creek Trail. Development in this node will be highly visible from Bothell Everett Highway, the transit station, and the express toll lane users on 17th Ave SE. It is currently auto-oriented, and to better meet the needs of future clientele and neighbors, will need to transform into a pedestrian-friendly, mixed-use neighborhood. This will likely happen over time with redevelopment.

[\[aerial image from 3d model of this node\]](#)

New neighborhood center streets and park. 17th Ave SE and a new east-west street aligned with the existing North Creek bridge will be the crucial path that connects transit riders into the rest of the Canyon Park employment center. Development and design regulations will require new buildings on these paths to create a neighborhood main street look and feel (although ground floor uses will be more flexible than just traditional storefronts). The new east-west street will be a shared street that primarily accommodates people walking, biking, and wheeling, as well as emergency and delivery access. A gathering place on the east end of this new street will celebrate North Creek and establish this as the “heart” of the Canyon Park business center. See Neighborhood Center Streets and Gathering Places [\[link\]](#).

[\[Image of woonerf \(vehicle/ped/bike shared\) street and/or street level rendering\]](#)

17th Ave SE park-and-ride as future catalyst site. The existing park-and-ride is a critical piece in the 17th Ave SE node’s future. People who will use the I-405 flyover stop will have to pass through it on their way into the business park. Other transit riders will go to/from their cars or transfer routes here. Despite the number of people who will be using the area, the existing environment does not invite people to linger, socialize, or walk north along 17th Ave SE to explore this potential neighborhood.

Bothell and WSDOT should pursue a public-private partnership with a real estate developer to redevelop the park-and-ride. A multistory mixed-use office building, with structured parking serving as the park-and-ride, would catalyze the needed transformation into a neighborhood center. The flyover stop and 17th Ave SE will be vertically and horizontally separated. The mixed-use development will need to include active uses, people-friendly lighting, and good visibility along that pedestrian path. Making this a comfortable and lively around-the-clock path that easily brings between from ground level to the flyover stop is critical to this node’s functionality and transit desirability.

[\[Image of lively pedestrian paths, especially if grade-separated\]](#)

Canyon Park Place Node

Transform from auto-oriented to people-oriented neighborhood center.

Canyon Park Place, the lively retail area south of I-405 (pink to orange on Figure X) [[link](#)], includes PCC, QFC, hotels, fast food, and other regional and small businesses. Though it supports viable businesses, the area is hindered by its almost exclusive auto-orientation. Businesses are surrounded by parking lots without clear paths for pedestrians or bikes. Likewise, the proximity to I-405 transit and the park-and-ride is an asset, but the pedestrian paths on Bothell Everett Highway, the I-405 access ramp, and pedestrian overpass to the park-and-ride are not comfortable or inviting. For example, people walking from PCC to the I-405 transit station have to walk along the six-lane highway on a narrow sidewalk, cross an onramp with no marked or easily visible crossing, [[a short-term action is needed to address this poor pedestrian facility – do not rely on a long-term redevelopment to repair this lack of pedestrian facility](#)] long term action and use a 600-foot long pedestrian overpass to reach the park-and-ride on 17th Ave SE. In addition, neighborhoods just south and southeast of Canyon Park Place do not feel connected or unified with the area.

Applying minimum density regulations plus building and site design standards will encourage infill and redevelopment to transform the character into a multi-faceted neighborhood with a mix of residential and commercial. An air quality overlay around I-405 will limit land uses to office/commercial to avoid health impacts on residents and other sensitive uses (e.g., schools, daycares).

New neighborhood center streets and park. Design standards will require critical future streets, many of which generally align with existing buildings and storefronts, to act as “main streets” or at least have a strong building-to-street relationship with redevelopment. These pedestrian-oriented, lively streets will connect people to the flyover stop, retail/service and housing in Canyon Park Place, and neighborhoods to the south. A central plaza/park, mostly ringed with active ground floors, will provide a much needed social gathering space. Together, these streets and gathering places will create a true neighborhood center.

WSDOT’s long-term concept for a 17th Ave SE/15th Ave SE extension south of I-405 presents opportunities for a vastly improved pedestrian and non-motorized (and potential transit) experience reaching the flyover stop and connecting the southern and northern portions of Canyon Park. In this scenario, active ground floors could step up alongside the new roadway/ramp, maintaining a lively street front.

[[aerial image from 3d model of this node](#)]

Potential future park-and-ride. The existing park-and-ride on 17th Ave SE is at or over capacity, many I-405 transit riders originate from outside of Canyon Park, and local transit is not yet adequate for getting transit riders to the station. Thus, while suburban environments become more supportive of transit and non-

motorized travel, strategic park-and-rides can ease the transition. Though further study is needed, added park-and-ride capacity south of I-405 would likely reduce trips on Bothell Everett Highway and the need to cross I-405 into the Canyon Park business center.

A good location for a new park and ride would be south of I-405 and along the WSDOT I-405 Master Plan's proposed 17th Ave SE extension (see Figure X). For highest and best use of land, it should be a multistory structure with office/commercial (or residential if south of the Air Quality Overlay [[Link](#)] around I-405) and structured parking. As mentioned above, it should activate the 17th Ave SE sidewalk, providing a safe and comfortable path to the flyover stop.

[image from 3d model of storefronts stepping up alongside 17th/15th with parking below]

Thrasher's Corner

Think long term. The following reasons make Thrasher's Corner redevelopment a longer-term priority than the 17th Ave SE and Canyon Park Place nodes:

- Only one high capacity transit route—the Swift Green Line—serves Thrasher's Corner, whereas by the year 2024 the I-405 area will have both the Green Line and Sound Transit's I-405 BRT with multi-directional service and connections to the entire Sound Transit system.
- Fred Meyer recently (2018?) invested in a major improvement of the store, meaning redevelopment in the near future is unlikely.
- South of Maltby Road, the commercial zones have wetlands located east and west, limiting the retail area's "walkshed" (i.e., the area within a 5- or 10-minute walk), and are not directly connected to the business park to the south. There is an informal parking-lot-to-parking lot drive aisle that, with improvement, could provide this connection. Until that time, this area is less important for supporting the business park with residences and retail/service amenities.
- Existing retail serves an important function as cultural anchors, described in more detail below.

Foster existing retail and cultural anchors. The existing retail attracts a regional customer base and serves an important function as social gathering places, especially for racially and culturally diverse clienteles. A variety of Indian, Asian, and other people-of-color (POC)-owned groceries, restaurants, and small businesses act as cultural anchors, providing culturally-appropriate food options and comfortable social network building space. Fred Meyer reports many Indian clientele enjoy socializing while shopping in the store. Just east of the subarea is a Hindu Temple and Cultural Center, and south of the subarea are an Ananda Cultural Center and a Korean Church, all of which provide other anchors for these communities. Carefully supporting the vitality and functionality of this collection of cultural activity will increase economic vitality, build social networks, and support

mental and physical health. See actions to foster POC-owned and small businesses in the Economic Development [\[link\]](#) element and affordable commercial space recommendations in the Land Use and Urban Design and Livability elements [\[link\]](#).

[\[Photos of cultural anchors – will use local ones as much as possible\]](#)

Long-term neighborhood center. New zoning and design standards will allow infill and redevelopment with a more intense mix of uses as opportunities emerge, while keeping existing retail. A north-south route through the shopping center will be a “main street.” Ground floors will be active and relate to the street, and public/private open spaces will make it an attractive place to linger and gather.

North of Maltby Rd (SR 524), unincorporated Snohomish County houses higher density residential. Snohomish County has an opportunity to support Thrasher’s Corner as a neighborhood center and connect it to residents to the north and into Canyon Park. Snohomish County should consider the following to support an active and functioning neighborhood center:

- Implement block front standards like this plan’s neighborhood center streets to continue the north-south “main street” north of Maltby Rd (SR 524).
- Require public space with redevelopment.
- Explore ways to achieve a significant public gathering space with redevelopment of the retail areas.
- Partner with Snohomish County and other agencies to install a pedestrian/bicycle crossing on Maltby Rd (SR 524) at the north-south neighborhood center street. [Note, a pedestrian crossing would also be good at the 20th Ave extension. But most important is here at the proposed neighborhood center street, as 20th will be the "back" side to most everything].

Other Mixed-use Neighborhood Areas

Further from major transit nodes, residential uses will continue to be allowed along North Creek and Bothell Everett Highway (orange areas in Figure X) [\[link\]](#) and where residential is proposed west of 20th Ave SE between 220th St SE and 214th St SE. These areas provide additional land to help meet the residential growth targets, make use of North Creek and North Creek Trail as residential amenities, encourage mixed-use neighborhoods around existing retail, and allow the business park to gain the benefits of a greater mix, variety, and intensity of uses.

[\[image of residential along a trail\]](#)

[\[zoomed out aerial from 3D model of Canyon Park\]](#)

Maintain Flexible Job Centers

Flexible and functional. Development intensity will likely subside further from major transit nodes and be primarily jobs oriented (areas denoted with purple fading into grey). This area will likely not see major change in the near term though

Subarea plan strategies should maintain a flexible and functional employment center while encouraging some infill and redevelopment that includes amenities.

Through-block connections. Connectivity and character will improve as redevelopment adds through-block connections—some of which will be secondary neighborhood center streets [specific descriptions of the different types of streets will be needed] with some active ground floors and a strong building-street relationship—while maintaining the park-like setting along the existing suburban-style streets. Development will likely occur piecemeal over time, therefore, as much as possible, through-block connections are conceptually located between buildings and along property lines. This allows for some internal connections through these large blocks early, even without redevelopment.

Stricter design standards will apply to the sides of buildings facing new neighborhood center street through-block connections. These build on the existing building orientation toward internal parking lots (rather than to existing streets). In the future, building entries will continue to face these internal paths, and the existing streets will maintain their suburban, landscaped feel.

[[image of flexible secondary neighborhood center street with flex-tech, coworking, etc. spaces on ground floor](#)]

The long-term vision for the business park’s streets includes buffered shared-use paths on major streets and pedestrian/bicycle priority on all through-block connections.

North Creek Trail

North Creek and North Creek Trail will be the central, unifying north-south element linking each piece. Bothell will construct the missing link and crossing at 220th St SE, enhance or install connections needed in the short term, and require future connections with redevelopment. These actions will allow residents and business park users to enjoy North Creek as an amenity.

[[photos of North Creek Trail](#)]

How This Plan Addresses Challenges

THIS SECTION MAY BE PART OF AN EXECUTIVE SUMMARY INSTEAD OF LOCATED HERE.

The chart below identifies how the plan addresses the challenges noted above to achieve the Vision elements.

Challenge/ <i>Vision element</i>	Plan Direction
---	-----------------------

<p>Accommodate expected growth. <i>An Economic Driver and Multifaceted Neighborhood</i></p>	<ul style="list-style-type: none"> ● Update development regulations to increase density near transit. ● Set minimum densities to provide needed capacity. ● Plan for long-term growth; be patient and wait for projects that fulfill the community's vision.
<p>Make sure expected development is financially feasible. <i>An Economic Driver and Multifaceted Neighborhood</i></p>	<ul style="list-style-type: none"> ● Use parking reductions, height increases, and other tools to make development and redevelopment more feasible. ● Leverage public investment in critical infrastructure, gathering places, and trails to attract private investment.
<p>Provide a functional transportation system. <i>A Transportation Hub</i></p>	<ul style="list-style-type: none"> ● Facilitate a shift from cars to other ways of travel, recognizing that “you can’t build your way out of traffic congestion” and focusing on moving people rather than individual cars. ● Prioritize transit on Bothell Everett Highway and local bus routes through the business center. ● Install pedestrian and bicycle infrastructure to connect transit stations and destinations. ● Increase opportunities for people to live and work near transit. ● Reduce vehicular trips into the business center by encouraging park-and-rides to locate south of 228th St SE and north of Maltby Rd (SR 524). ● Extend streets, improve intersections, and/or update street channelization when necessary to improve overall mobility, especially if it makes transit more viable.
<p>Foster businesses. <i>An Economic Driver</i></p>	<ul style="list-style-type: none"> ● Maintain flexibility for a range of business types and sizes. ● Protect most of the business park from residential development pressure by allowing only employment/commercial land uses. ● Foster an innovation hub by creating places enjoyable for people (see Create people places below) that foster collaboration. ● Ensure that trucks and delivery vehicles can safely reach businesses.
<p>Create places enjoyable for people. <i>A Multifaceted Neighborhood</i></p>	<ul style="list-style-type: none"> ● Foster transit-oriented neighborhood centers by applying the highest intensity zones closest to transit (red to orange). ● Implement design standards so that neighborhood centers develop with a unique identity and a vibrancy that attracts people.

	<ul style="list-style-type: none"> ● Encourage private socializing places like restaurants, cafes, bars, and gyms. ● Require private and public social gathering places with redevelopment. ● Facilitate a mix of residential, employment, and retail/service/enjoyment/exercise uses to develop around-the-clock neighborhoods. ● Maintain tree-lined streets with buffered sidewalks to keep the park-like character. ● Connect to and make use of North Creek and associated trail. ● Limit uses closest to I-405 to office/commercial to avoid air quality impacts on residences.
<p>Maintain a high-quality natural environment. <i>A Robust and Healthy Natural Environment</i></p>	<ul style="list-style-type: none"> ● Work with property owners to improve stormwater management. ● Reduce greenhouse gas emissions by reducing vehicular trips. ● Restore/enhance high impact wetlands. ● Encourage “green” building and site design to improve energy and water efficiency and detain and treat stormwater.
<p>Be patient. <i>The full vision</i></p>	<ul style="list-style-type: none"> ● Make decisions based on the long-range vision and not short-term market or other trends (e.g., residential development feasibility) with quicker results. ● Allow transit improvements to take root before reconsidering the vision.

Canyon Park Subarea Plan Update - Attachment 3

Land Use

Vision

Land uses integrally affect the four Vision goals—an Economic Driver, a Multifaceted Neighborhood, a Robust and Healthful Natural Environment, and a Transportation Hub. In particular, the land use vision is for Canyon Park to function as a connected set of neighborhoods with different land use mixes to reduce vehicular trips, maximize transportation efficiency, and cultivate a dynamic live/work area. The primary change from the previous Subarea Plan is to foster a more holistic neighborhood with residences, services, and employment.

Goals and Policies

1. Maintain, protect, and support Canyon Park as an **Economic Driver**.
 - 1.1. Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, and related industries.
 - 1.2. Continue to support existing businesses of all sizes and provide a fertile environment for business growth.
 - 1.3. Protect commercial space affordability in employment areas.
 - 1.4. Increase affordability of new commercial spaces on neighborhood center streets.
 - 1.5. Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).
 - 1.6. Foster innovation hub mixing zones (e.g., gathering spaces, cafes, bars, restaurants, gyms) for informal meet-ups to spark ideas, creativity, and synergies amongst businesses.
 - 1.7. Encourage amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
 - 1.9. Ensure that housing meets the needs of the local workforce.
2. Evolve Canyon Park into a **Multifaceted Neighborhood**.
 - 2.1. Maintain employment and commercial land uses while adding a more intense mix and diversity of land uses to foster holistic live/work neighborhoods.
 - 2.2. Promote development of a diverse range of market rate and affordable housing that meets residents' needs, offering adequate amenities, private open space, and gathering spaces that integrate into the neighborhood.
 - 2.3. Increase the number of affordable housing units in Bothell, especially near transit and jobs.
 - 2.4. Increase feasibility of desired development, especially affordable housing.

- 2.8 Increase the abundance and diversity of retail and service amenities that serve Canyon Park and the surrounding area, while focusing them in transit-oriented neighborhood centers.
 - 2.9 Encourage development to use land efficiently.
 - 2.10 Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.
 - 2.11 Make land use decisions based on the long-range vision and not short-term market or other trends.
 - 2.12 Set parking standards so that development provides the “right” amount of parking for its use and context.
3. Protect, enhance, and leverage Canyon Park’s **Robust and Healthy Natural Environment**.
- 3.1 Maintain the high-quality wetland and creek system.
4. Foster and leverage Canyon Park as a **Transportation Hub**.
- 4.5 Encourage the highest density land uses to locate adjacent to high capacity transit.
5. Retain the PSRC Regional Growth Center (RGC) designation.
- 5.1 Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.
 - 5.2 Meet Snohomish County residential and employment growth targets.

Land Use Approach

Retain the PSRC Regional Growth Center (RGC) designation. Canyon Park is an important economic engine for Bothell, the Puget Sound Region, and Washington because it hosts national and international companies providing important contributions to life sciences, bio-medical device manufacturing, software, food industry, and other high technology products. The RGC designation validates the importance of the existing employment center and maintains competitiveness for regional transportation funding. To maintain RGC status, land use regulations must account for significant residential and job-related growth.

Orient the highest density land uses adjacent to high capacity transit. Focus investment and tailor development regulations to achieve the highest densities near the existing Canyon Park Park-and-Ride and future I-405 flyover station and Swift Green Line station at Thrasher’s Corner. This approach reduces single-occupancy vehicle (i.e., car) trips and builds enough concentrated activity to support the retail, services, and amenities that create a neighborhood center. This means setting minimum residential and employment densities for future development so that precious land is not underutilized by lower density development. Reduce densities and intensities further away from those high

Requirements Key. Each land use designation has tailored requirements for residential uses, active ground floors, and common and private open space. The tables below summarize the differences.

	Required		Allowed
	Encouraged		Not allowed

[This will become a sidebar box]

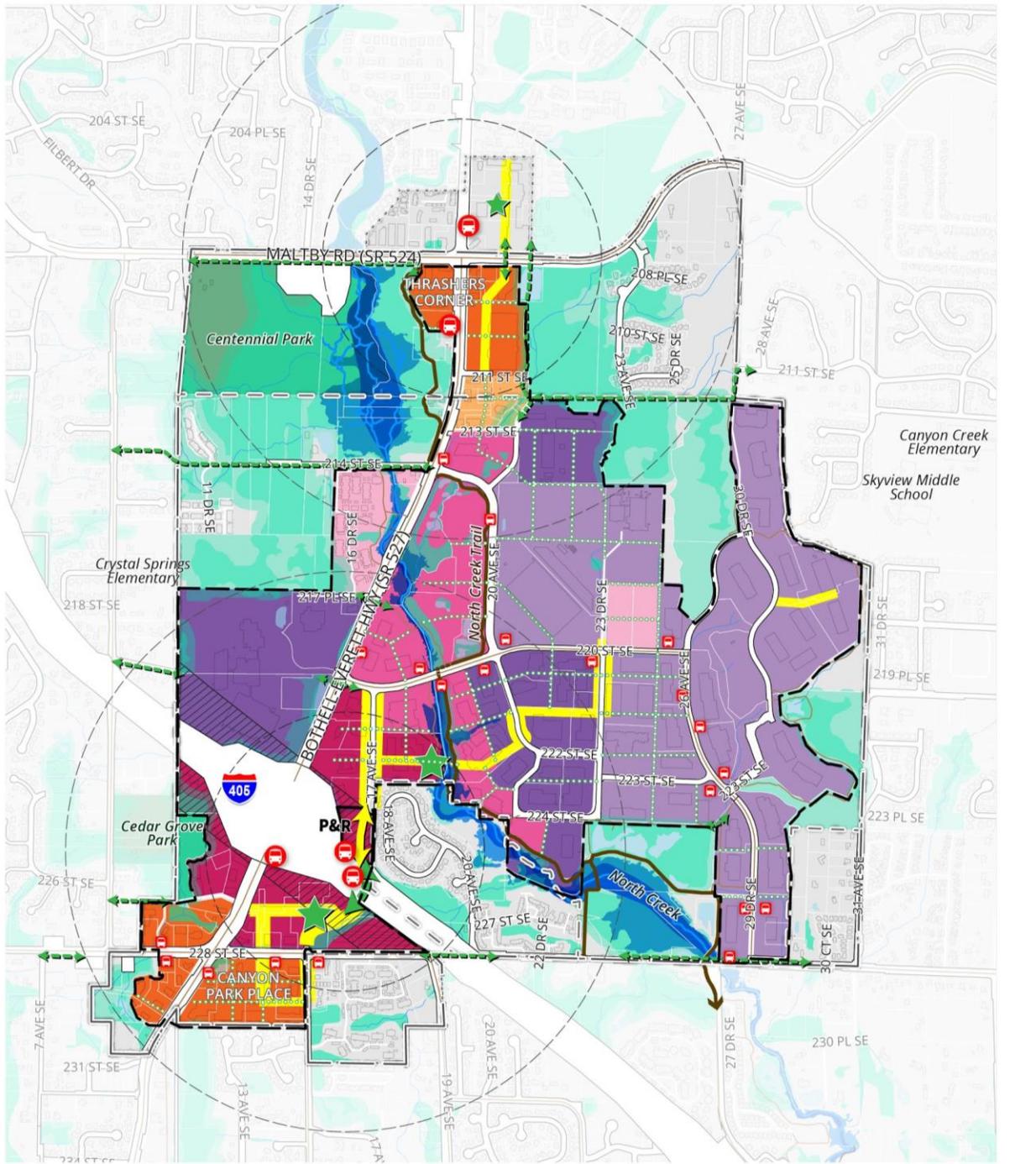
What makes a “holistic” neighborhood?

A “holistic” neighborhood has multiple facets integrated into a single neighborhood:

- A balanced mix of uses where people can easily live, work, recreate, and socialize,
- High enough densities to support neighborhood destinations like restaurants, bars, groceries, and fitness centers,
- Integrated and connected buildings, streets, and public plazas/parks,
- A variety of housing types that allow for people at any stage in their life or career,
- A pleasant, walkable environment, and
- Access to multiple local and regional transportation modes.

Though residential is allowed, a primary focus of this designation is commercial/office/flex-tech/artisan space to build on the business park as an existing economic engine. Along Bothell-Everett Highway and I-405, commercial developments have the benefit of highway visibility, so branding and name recognition can be built into the architecture. It is also important to provide space for existing Canyon Park businesses to grow, given that many are surpassing their current owner-occupied buildings’ capacities. Being able to expand locally allows them to maintain and expand the ties and synergies grown in Canyon Park. (Also see the Economic Development element.)

Figure X. Canyon Park Land Use and Urban Design Proposals



<p>0 1/4 1/2 Miles</p> <p>0 600 1,200 2,400 Feet</p> <p> Canyon Park subarea Study area Revised RGC </p>	<p> Public gathering space Nbd center street Through-block connections </p> <p> Natural Areas Water body Wetland & buffer Floodway/flood plain River/stream </p>	<p> Major proposed ped. improvements North Creek Trail I-405 Bus Rapid Transit (BRT) or Swift Green Line Bus stop P&R Park-and-ride </p>
---	--	---

Office/Residential Mixed Use Designations

The Office/Residential Mixed Use designations should be applied to places near high capacity transit service to develop holistic neighborhoods. These areas are expected to provide residential, office, and retail or other commercial services. A mix of uses may happen vertically within a single building or horizontally amongst multiple buildings. The ground floor design should be compatible with the neighborhood center vision (see the Urban Design and Community Livability element’s Block Front Street Designations section). The Office/Residential Mixed Use designations are intended to host significant employment and residential capacities, with high, medium, and low densities and intensities established generally based upon the property’s distance from high capacity transit.

Requirements

Residential	Active ground floor	Parking	Common usable open space	Private open space
○	● Along main streets & special corners	Lowest or no parking minimums due to proximity to transit. Potential parking maximums and limits on surface parking close to transit.	●	○ Office ● Residential

Office/Residential Mixed Use - High

Encourage high-intensity office mixed-use development (6+ stories) near transit and areas impacted by highway air quality and noise—while allowing residential—to make use of focused public investment and further develop a transit-oriented job center. An Air Quality Overlay prevents residential and other sensitive uses (e.g., schools, daycares) within close proximity to very heavy traffic volumes, where air pollution and health impacts are expected to be worst.



Office/Residential Mixed Use - Medium

Encourages medium-intensity office mixed-use development (3-6 stories) to meet growth targets and transition between the high-intensity TOD and nearby job opportunities.



Office/Residential Mixed Use - Low

Encourages lower intensity development (1-3 stories) 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.



[This will become a sidebar box]

What is “missing middle” housing?

The term “Missing Middle” refers to a range of small to modest-scale housing types that bridge the gap between detached single-family homes and urban-scaled multifamily development. This includes duplexes, triplexes, cottage housing, townhouses, courtyard apartments, and other small-scale apartment buildings that provide diverse housing options to support walkable communities.

These types were more common in older neighborhoods, but they are called “Missing” because they have either been illegal or discouraged by zoning ordinances of the last century and/or overlooked by the applicable development community. They can be more affordable than detached single family, allow for more people to live in walkable neighborhoods, and can accommodate smaller households more efficiently.



Residential Mixed Use Designations

The Residential Mixed Use designations should be applied to places with pedestrian and non-motorized access to high capacity transit service where residences complement the employment and retail centers with a more around-the-clock and active use and benefit from a unique characteristic (e.g., North Creek as a residential amenity). These areas are expected to provide significant residential growth capacity, but also allow office, retail, and other commercial uses. Development may offer a single use within a building, a mix of uses within a single building, or a mix of uses across multiple buildings. The ground floors would help implement the vision for neighborhood center streets. High, medium, and low densities and intensities should be established generally based upon a property’s distance from high capacity transit with the highest intensity uses (i.e., most residents or employees) closest to transit.

Requirements

Residential	Active ground floor	Parking	Common usable open space	Private open space
●	● Along neighborhood center streets & at special corners	Lowest or no parking minimums due to proximity to transit. Potential parking maximums and limits on surface parking close to transit.	●	●

Residential Mixed Use - High

Encourages a high intensity (6+ stories, typically apartments/condos) residential neighborhood to meet residential growth targets and make use of transit and other public investment, and nearby job opportunities.



Residential Mixed Use - Medium

Encourages a medium intensity (4-6 stories) residential neighborhood to meet residential growth targets and provide a transition between the high-intensity TOD and nearby job opportunities. This would likely include a mix of housing types, such as townhouses, multiplexes, and apartments.



Employment Designations

This designation establishes exclusive employment uses with support retail and service uses focused in key places. Residential land uses should be prohibited to preserve employment capacity. Medium and low densities and intensities should be established based upon the property’s distance from high capacity transit service.

Requirements

Residential	Active ground floor	Parking	Common usable open space	Private open space
⊗	 At special corners	Low parking minimums. Potential parking maximums based on proximity to transit.	 (minimal)	

Employment - Medium

Encourages medium intensity (3-6 story) office/flex/manufacturing to continue business park viability, reduce single-occupancy vehicle trips by locating jobs near transit and neighborhood services, and attract a talented labor force by locating near vibrant neighborhood centers and recreational opportunities. Residential not allowed to protect light industrial and incubator spaces in the business park from displacement.



Employment - Low

Allows low intensity (1-2 story) office/flex/manufacturing to continue business park viability while still locating relatively close to great transit service and nearby

neighborhood centers. Residential not allowed to protect light industrial and incubator spaces in the business park from displacement.



Most Applicable Policy

Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.

Actions

1. Establish new zones for Canyon Park.
2. Apply new land use regulations as guided by Figure X.

Affordable Housing

Importance of affordable housing. Providing housing for employees to live within or near the business park is a key consideration for retaining and attracting employers and employees to Canyon Park. The focus should be on providing affordable housing close to employment and high-capacity transit. This strategy lessens reliance on single occupant automobile travel thereby reducing impacts upon the transportation system and greenhouse gas emissions, advances social equity, and supports a more holistic neighborhood.

Mandatory affordable housing strategies. Affordable housing strategies should include requiring, incentivizing, and, in conjunction with its housing partners, funding housing affordable at low, median, and middle income levels. Mandatory housing affordability requirements should be set throughout Canyon Park. For example, require a percentage of units to be affordable to moderate income households, or for non-residential uses, a percentage of the gross floor area or pay a fee-in-lieu. (As examples, see Bothell Municipal Code’s Affordable Housing provisions.)

Multifamily tax exemption. Bothell meets the qualifications for a multifamily tax exemption (MFTE) program. Under the MFTE program, if the developer or owner sets aside a certain portion of units as affordable, the value of housing improvements can be exempt from property taxes for 8 or 12 years. Affordability is defined by State statutes. A 12-year MFTE program improves financial feasibility for affordable units (see Appendix X: Canyon Park Market Study and Proforma Analysis for more information) [[link](#)].

Most Applicable Policies

1. Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering adequate amenities, private open space, and gathering spaces that integrate into the neighborhood.
2. Increase the number of affordable housing units in Bothell, especially near transit and jobs.
3. Increase feasibility of desired development, especially affordable housing.

Action

1. Set minimum affordable housing requirements where height limits are increased, other development restrictions removed (e.g., former residential transition areas), and/or parking minimums are relieved.
2. Establish an MFTE program for Canyon Park.

Affordable Commercial Space

Importance of affordable commercial space. Canyon Park hosts a wide range of business types and models. Among the large international biotech firms are small, local entrepreneurial businesses, such as See Kai Run, the Bothell Gymnastics Club, small start-up companies, and people-of-color- and disadvantaged populations-owned restaurants and groceries (see Cultural Anchors in the Concept), who rely on lower rents. Likewise, Canyon Park life science business owners expressed a strong interest in fostering a start-up culture in Canyon Park with business incubators; a mix of rents and types of spaces benefits their recruiting ability and chances for innovation.

Remove residential development pressure. Though increasing the mix of residential and business uses is important to achieving the multifaceted neighborhood envisioned, lands should be protected for employment and commercial interests. The region is experiencing displacement of general commercial uses and small, affordable spaces from more urban areas to meet the demand for residential population growth. Thus, residential as an allowed use should be prohibited within areas with an employment designation to protect affordable commercial space. This is consistent with portions of the subarea that are subject to private Conditions, Covenants, and Restrictions (CC&Rs).

Ground floor design. Another strategy to encourage affordable commercial space with redevelopment concerns the design of the ground floor. Building a "flex-shell" that is ready-made to immediately accommodate small, start-up, or microbusinesses reduces the initial financing needs for enterprises on a tight budget. The Neighborhood Center Street [[link](#)] section in the Urban Design and Community Livability element includes design-related actions.

Most Applicable Policies

1. Protect commercial space affordability in employment areas.
2. Increase affordability of new commercial spaces on neighborhood center streets.

Actions

1. Remove residential as an allowable use in the employment zones.
2. Apply building design standards on neighborhood center-designated streets to encourage commercial space affordability.
3. Explore partnerships with nonprofits (e.g., community land trusts, business incubators) and quasi-public entities (i.e., preservation and development authorities) to creatively expand commercial affordability options.

Development Feasibility/Incentives

Parking Reductions

Evolution away from car parking. As Canyon Park evolves from a suburban, auto-dominated place to transit and people-oriented neighborhoods, the demand for private car parking space will decrease. Further, structured parking is expensive to construct, and surface parking lots use land inefficiently. By reducing the number of parking stalls required, development gains financial feasibility and uses land more efficiently. In addition, less parking can have aesthetic and walkability benefits; surface parking lots can detract from a street's vibrancy and increase the distance between destinations, and more parking in general can encourage more people to drive. However, there will be a transition period during which Canyon Park will be suburban with most people using cars to commute and shop. Some consideration for a phased approach to parking reductions should be given to areas already impacted by residential parking spilling into business areas (e.g., Thrasher's Corner).

Establish appropriate parking ratios. Parking ratios should be established that encourage the type of land uses desired for Canyon Park and take advantage of the current and future significant public investment in high capacity transit services being provided to the Subarea. Parking ratios should also be established to encourage/accommodate affordable and middle income housing. In the long term, Bothell may consider setting parking maximums. Limiting new surface parking will also be important to maximize efficient land use.

Most Applicable Policies

1. Increase feasibility of desired development, especially affordable housing.
2. Encourage development to use land efficiently.
3. Set parking standards so that development provides the "right" amount of parking for its use and context over time.

Action

1. Reduce parking ratios in selected Canyon Park zones.

[This section may be more appropriate grouped with the affordable commercial space discussion above]

Affordable Commercial Space Incentives

The Affordable Commercial Space discussion above describes the importance of affordable commercial space for business, cultural, and societal reasons and offers some strategies

to gain future affordable commercial space. This section adds some incentives to developers who consider existing businesses and future affordable commercial space.

Retention/relocation incentive. As Canyon Park evolves, redevelopment could physically displace existing businesses or rising rents may pressure some businesses to move. To support the lively and diverse business environment in Canyon Park, developers could agree to retain current businesses in the new development for a period of time or offer relocation assistance. The City, as part of developer agreements or other methods, may consider offering incentives to make this feasible.

Financial incentives for affordable space. The City could explore programs to ensure affordable office, manufacturing, and retail spaces are available. The programs could consider financial incentives (e.g., federal tax abatements equivalent of the MFTE for affordable housing), technical assistance and outreach, or the integration of office/retail affordability with density, height, or floor area ratio incentives. Because of Washington State’s prohibition against using general government funds for gifts or loans to private parties, Bothell should look creatively at ways to use federal and private funds (e.g., CDBG, community lenders) to offer business support.

Most Applicable Policy

Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

Action

1. Explore options to offer incentives to developers that retain current businesses or offer business relocation assistance.
2. Explore additional incentives for supporting and gaining affordable office, manufacturing, and retail space, such as exchange of height or FAR bonus for affordable commercial space.

Buffer Enhancement

Much of Canyon Park was constructed prior to the adoption of critical areas regulations and current best available science. Fortunately, buffers were established to protect wetlands, and streams were included in the development of the area. Wetland and stream buffers are of varying dimension with some being quite large and others being fairly small compared to current standards.

Future redevelopment of the area offers the opportunity to enhance these existing buffers while maximizing a site’s available area. As a development incentive, a developer could be allowed to reduce a wetland/stream buffer to the edge of existing development provided the biological functions and values of the existing buffer (and associated wetland/stream) are increased.

Most Applicable Policies

1. Enhance and improve natural areas through volunteer programs, resource grants, and other mechanisms.
2. Increase feasibility of desired development, especially affordable housing.
3. Encourage development to use land efficiently.

Action

Establish a best available science protocol within the Bothell Critical Areas regulations where existing buffers are enhanced in exchange for a reduction in the standard buffer width. Ensure that such reduced buffers result in improved biological functions and values.

Transfer of Development Rights (TDR)

Activity Unit Transfer Program

Some land uses, such as essential public facilities like the Snohomish County Public Utility District No 1 electrical substation, the Northshore School District Bus Base, or the City of Bothell maintenance shops, may not be capable of meeting minimum development levels—either floor area ratios or residential densities—because of their unique operations. To meet the PSRC RGC framework criteria obligations, Bothell should create an Activity Unit TDR program.

Most Applicable Policies

1. Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.
2. Meet Snohomish County residential and employment growth targets.

Action

1. Establish “receiving” sites in the High and Medium density designations as eligible to receive activity unit credits.
2. Create an Activity Unit-based TDR program where the City is the “holder and distributor” of these credits.
3. Encourage these credits to be used to assist affordable housing and/or affordable commercial space objectives.

Canyon Park Subarea Plan Update - Attachment 4

Transportation

Vision

[Note: This is proposed to be a side-bar box]

Imagine Bothell... Comprehensive Plan

The Vision Statement which guides the *Imagine Bothell...* Comprehensive Plan includes the following elements

6. Develops and maintains a transportation system which serves land use and conservation goals and offers a variety of motorized and non-motorized modes of travel, placing emphasis on each, so as to maximize individual choice.
9. Provides commercial areas which offer multiple transportation modes including walking, bicycling and a variety of transit choices; are vibrant and inviting by design; and are located and sized so as to ensure adequate selection and availability of goods and services for all Bothell residents.

[Note: the vision statements are becoming goals of the Canyon Park Subarea Plan]

One of the four elements of the Canyon Park Vision is:

A Transportation Hub: Canyon Park is a transportation hub with infrastructure serving employees and residents commuting to and from the neighborhood, as well as commuters traveling to other areas.

[Note: the policies take their numbers from the first chapter labeled 'Concept' and are not numbered sequentially within the individual elements.]

Goals and Policies

1. Maintain, protect, and support Canyon Park as an **Economic Driver**.
 - 1.5. Functionally support businesses with continued emergency, delivery, and other access.
2. Evolve Canyon Park into a **Multifaceted Neighborhood**.
 - 2.7. Provide pedestrian, bicycle, para-transit, and micromobility connections between residences, businesses, commercial services, and amenities to create a more cohesive community.
4. Foster and leverage Canyon Park as a **Transportation Hub**.
 - 4.1. Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
 - 4.2. Improve quality, reliability, and access to transit for employees and residents for trips to and from the subarea and within the subarea.

- 4.3. Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- 4.4. Complete the Canyon Park Pedestrian/Bicycle Plan when undertaking street projects like restriping or repaving City streets.
- 4.5. Encourage the highest density land uses to locate adjacent to high capacity transit.
- 4.6. Once the privately-owned streets in the business park are upgraded to City standards, accept dedication of the streets as public rights-of-way.
- 4.7. Establish a transportation demand management program and local circulation measures to reduce commuters' dependency on single occupancy vehicles.
- 4.8. Improve options for fast, easy "last-mile" trips between transit stops and job sites/residences.
- 4.9. Encourage shared parking solutions between businesses.

Transportation Approach

The transportation approach relies heavily on the foundational principle that Bothell cannot build its way out of congestion. Traffic congestion is a regional and national challenge that is experienced acutely in Canyon Park. The challenge stems from historical choices about transportation and land uses that favored single occupancy vehicles (cars) over other transportation modes. Building more roads, adding lanes to existing roads, or constructing complicated grade-separated intersections strains City resources and physically impacts residents, businesses, and ecological systems. Thus, this plan recommends the following actions to make it easier for people to choose other modes of transportation (e.g., transit, walking, biking, and rolling on other devices):

- Prioritize a long-term view toward improved transit.
- Extend a few streets/trails strategically to relieve future congestion and allow for more ways in/out of Canyon Park.
- Improve connections for people who are walking, biking, rolling on other devices, and using transit.
- Encourage a better land use mix, location, and densities for transit-supportive homes and jobs to reduce car trips (see the Concept [\[link\]](#) and Land Use [\[link\]](#) for more information).
- Accept that major roads in Canyon Park, even with the improvements outlined in this Transportation element, will have reached or become very close to reaching their "ultimate capacity." This means that people in automobiles will experience some stop-and-go congestion during rush hours.

Prioritize transit. In the short term, complete the planned addition of one lane to Bothell-Everett Highway (SR 527) (Project #XX on Figure XX) [\[link\]](#) and provide transit signal priority (TSP) for the Swift Green Line and other local routes. In the long term and pending Community Transit, WSDOT, and Snohomish County support for Business Access and Transit (BAT) lanes along the Bothell-Everett Highway through Bothell and Snohomish County, convert the outside general purpose lanes to BAT lanes.

Improve connectivity and relieve stress on the major corridors and three major entry points to the Canyon Park Business Center through street extensions and improved paths for people not driving cars.

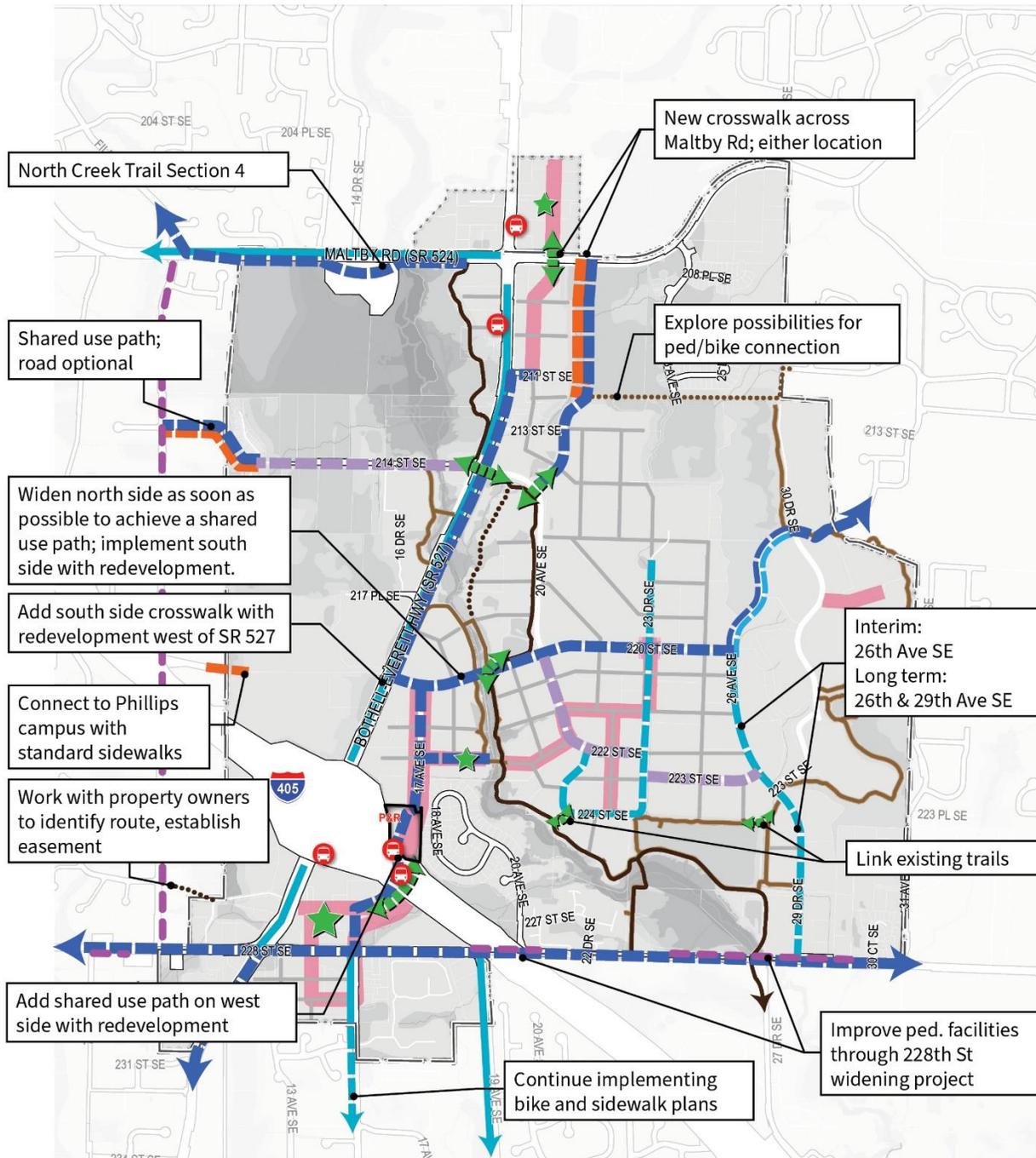
- **Extend 20th Ave SE northward from 213th St SE to Maltby Rd (SR 524).**
This route relieves pressure on Bothell-Everett Highway and its intersections with the Canyon Park Business Center and offers an alternate route for local buses routes.

- **Extend 214th St SE westward to 9th Ave SE.**
 - **Option 1 (preferred):** Build a street that allows vehicular access between 9th Ave SE and Bothell-Everett Highway (SR 527) to allow local trips an alternate way in/out of the employment center thereby relieving congestion on Bothell-Everett Highway (SR 527). Because this route does not provide easier access to I-405, it is not expected to serve much regional traffic. Pedestrian and bicycle facilities would be included to further improve alternate ways of getting in/out of the business park and new neighborhood centers. This option impacts 9th Ave SE residents and the Crystal Springs Elementary School with an increase in traffic and effects wetlands, streams, and associated buffers. If this option is selected, improve 9th Ave SE with ample pedestrian and bicycle safety facilities prior to extending 214th St SE.
 - **Option 2:** Extend a trail westward from the existing 214th St SE to 9th Ave SE. This option would not provide vehicular access but improves pedestrian/bicycle paths to Canyon Park. A trail would have a much smaller impact on the wetland, stream, and buffers than a full street and would not increase traffic on 9th Ave SE.
 - **Mitigate wetland, stream, and buffer impacts.** For either option, see the Wetland and Riparian Mitigation/Restoration Projects options [[link](#)] in the Natural Environment.

- **Connect 219th Pl SE to the Philips Healthcare parking lot.** Improve 219th Pl SE and remove the barrier to the Philips parking lot to allow employee-only vehicular access but allow emergency vehicle access. This shortens commute trips and relieves some pressure on Bothell-Everett Highway (SR 527).



- **Add pedestrian and bicycle paths.** In the near-term, construct the critical paths shown in Figure 2 [link] and require redevelopment to implement paths with their street frontage improvements over time (see street [link] and through-block connection recommendations in the Urban Design element and street cross sections in Street Design)[link].



North Creek Trail Section 4

Shared use path; road optional

Widen north side as soon as possible to achieve a shared use path; implement south side with redevelopment.

Add south side crosswalk with redevelopment west of SR 527

Connect to Phillips campus with standard sidewalks

Work with property owners to identify route, establish easement

Add shared use path on west side with redevelopment

New crosswalk across Maltby Rd; either location

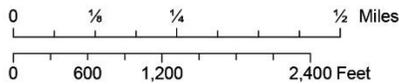
Explore possibilities for ped/bike connection

Interim:
26th Ave SE
Long term:
26th & 29th Ave SE

Link existing trails

Continue implementing bike and sidewalk plans

Improve ped. facilities through 228th St widening project



Canyon Park subarea

 Study area

- Proposed Improvements**
- Connection/crossing
 - New road
 - Bike lanes
 - Shared-use path
 - Shared lane
 - Trail
 - Sidewalks

- Existing**
- North Creek Trail
 - Other trails
 - Bike lane
 - Park-and-ride

- Other Plan Elements**
- Public gathering space
 - Nbd center street
 - Intra-block connections
 - I-405 Bus Rapid Transit (BRT) or Swift Green Line

Consider updating Bothell's level of service (LOS) policy for Canyon Park. The region is seeing more cities (e.g., Kirkland, Tukwila, and Bellevue) provide exceptions or change their LOS policies to accept longer waits at intersections and along corridors. Bothell will set a realistic LOS policy that balances the need for single occupancy vehicle mobility with the economic, community livability, and ecological sustainability goals of this plan.