

**DRAFT**

# Canyon Park Subarea Plan

**CITY OF BOTHELL**  
**DRAFT July 8, 2020**

# Acknowledgments

## THANK YOU

Special thanks to the entire Canyon Park community for their attendance and active participation in Station Access Study events, meetings, and surveys.

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# Executive Summary

## DRAFT IN PROGRESS

The chart below identifies how the Canyon Park Subarea Plan addresses challenges in Canyon Park to achieve the Vision.

Challenge/ Vision element	Plan Direction
Accommodate expected growth. <i>An Economic Driver and Multifaceted Neighborhood</i>	<ul style="list-style-type: none"> <li>• Update development regulations to increase density near transit.</li> <li>• Set minimum densities to provide needed capacity.</li> <li>• Plan for long-term growth; be patient and wait for projects that fulfill the community's vision.</li> </ul>
Make sure expected development is financially feasible. <i>An Economic Driver and Multifaceted Neighborhood</i>	<ul style="list-style-type: none"> <li>• Use parking reductions, height increases, and other tools to make development and redevelopment more feasible.</li> <li>• Leverage public investment in critical infrastructure, gathering places, and trails to attract private investment.</li> </ul>
Provide a functional transportation system. <i>A Transportation Hub</i>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Prioritize transit on Bothell Everett Highway and local bus routes through the business center.</li> <li>• Install pedestrian and bicycle infrastructure to connect transit stations and destinations.</li> <li>• Increase opportunities for people to live and work near transit.</li> <li>• 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).</li> <li>• Extend streets, improve intersections, and/or update street channelization when necessary to improve overall mobility, especially if it makes transit more viable.</li> </ul>
Foster businesses. <i>An Economic Driver</i>	<ul style="list-style-type: none"> <li>• Maintain flexibility for a range of business types and sizes.</li> <li>• Protect most of the business park from residential development pressure by allowing only employment/commercial land uses.</li> <li>• Foster an innovation hub by creating places enjoyable for people (see Create people places below) that foster collaboration.</li> <li>• Ensure that trucks and delivery vehicles can safely reach businesses.</li> </ul>

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

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- Canyon Park Vision Plan
- Canyon Park Subarea Planned Action Draft Environmental Impact Statement (DEIS)
- DEIS Addendum

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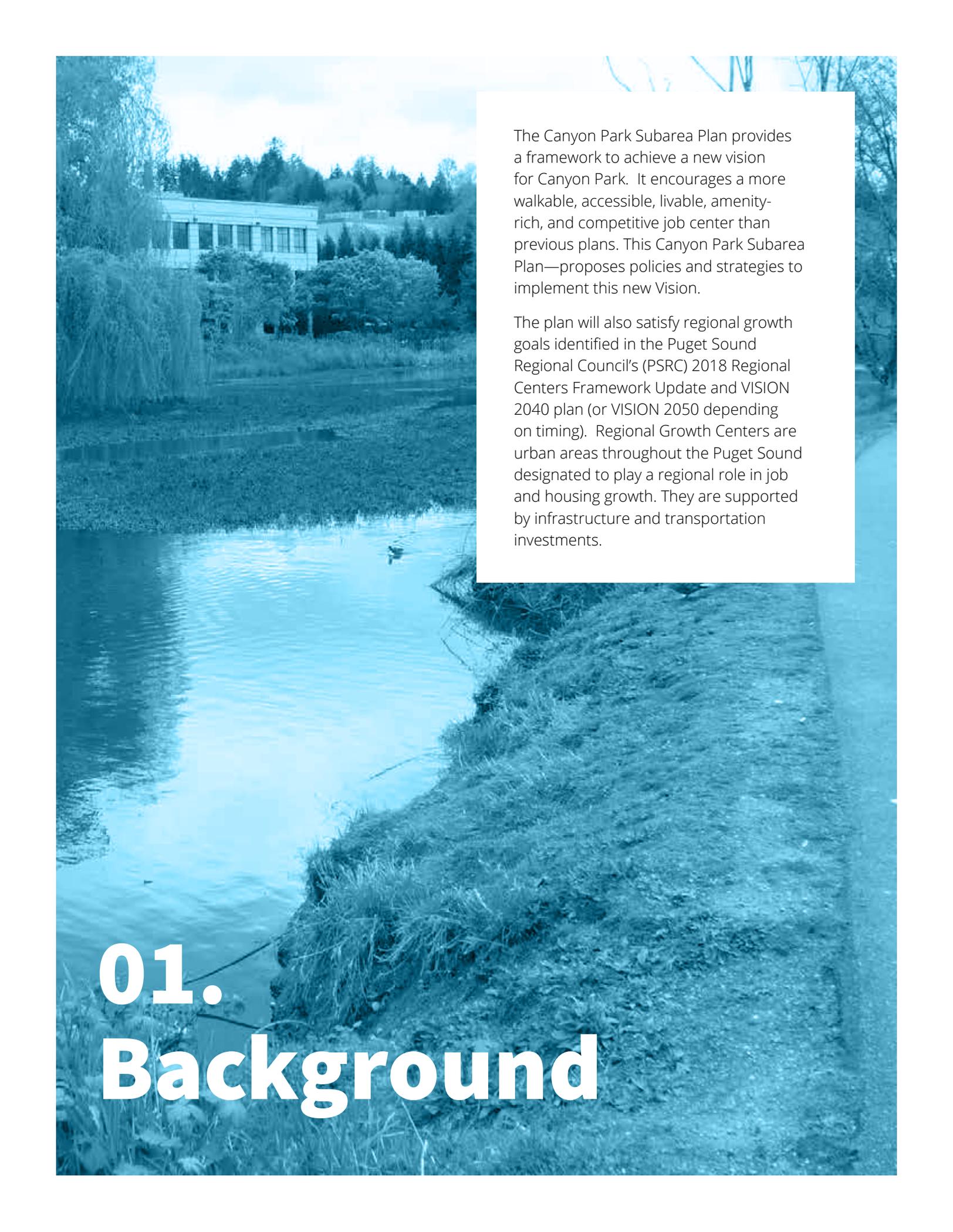
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The Canyon Park Subarea Plan provides a framework to achieve a new vision for Canyon Park. It encourages a more walkable, accessible, livable, amenity-rich, and competitive job center than previous plans. This Canyon Park Subarea Plan—proposes policies and strategies to implement this new Vision.

The plan will also satisfy regional growth goals identified in the Puget Sound Regional Council's (PSRC) 2018 Regional Centers Framework Update and VISION 2040 plan (or VISION 2050 depending on timing). Regional Growth Centers are urban areas throughout the Puget Sound designated to play a regional role in job and housing growth. They are supported by infrastructure and transportation investments.

# 01. Background

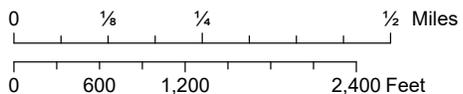
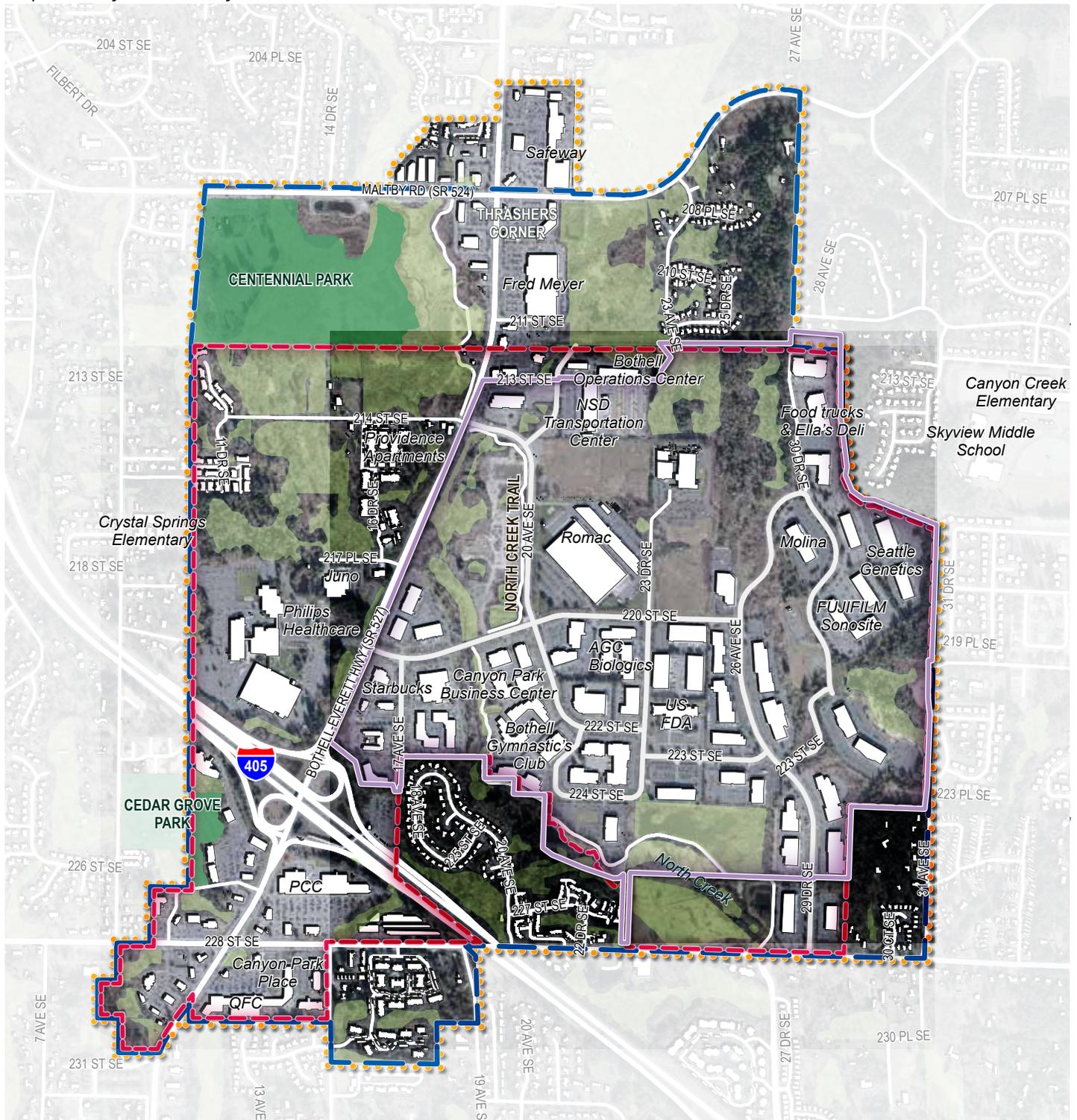
## Study Area

Canyon Park has three relevant study boundaries, including:

- **Canyon Park Subarea**—the boundary used in the *Imagine Bothell...* Comprehensive Plan for neighborhood planning,
- **Regional Growth Center**—a smaller boundary developed consistent with past PSRC guidance and updated through this process to maintain a regionally designated center eligible for federal/regional transportation funding (see *PSRC Centers Framework and Growth Targets* and *Appendix A: Existing Conditions Report: Land Use Pattern's PSRC Centers Requirements* section for more information); this plan recommends updating this boundary to cover a more focused area, and
- **Additional study area outside of Bothell**—a larger boundary was developed for this plan which includes Thrasher's Corner for greater neighborhood-oriented planning.

In addition, the study area includes the "Canyon Park Business Park," a private, suburban-style business park containing a variety of companies, many of which are involved in biotechnology and housed within buildings designed to be flexible in terms of floor plans and uses.

Map 1. Canyon Park study area and boundaries



- Canyon Park Subarea
- Existing Regional Growth Center
- Additional study area outside of Bothell
- Canyon Park Business Center
- Park
- Wetland
- P&R Park & Ride

# Planning Context

## Imagine Bothell...Comprehensive Plan

The *Imagine Bothell... Comprehensive Plan* was initially adopted in 1996 and was recently updated in 2015. The plan implements the goals of Washington's Growth Management Act (GMA) and Puget Sound Regional Council's VISION 2040 regional growth plan and establishes a community vision for the future of Bothell. The Canyon Park Subarea plan is part of the *Imagine Bothell... Comprehensive Plan*.

The vision set forth in the plan is summarized below:

Bothell is a community which...

- Celebrates and respects its picturesque setting
- Fosters an assortment of employment, educational, recreational and cultural opportunities
- Demonstrates a commitment to sustainability
- Ensures the safety and security of community residents, employees and visitors
- Conserves scarce natural resources
- Develops and maintains a transportation system that serves land use goals and offers choices
- Invests in and protects strong neighborhoods
- Offers a range of housing options with an overall single family residential character
- Has vibrant, human-scaled and multi-modal commercial districts
- Builds an appealing and competitive business and employment hub
- Preserves historic structures
- Protects native wildlife habitats
- Offers a diversity of recreation opportunities
- Provides adequate human services to assist those in need
- Meets needs for public utilities through fiscally and environmentally practices
- Conducts efficient and high quality government services
- Works with other public agencies to achieve local and regional goals
- Fosters a commitment among residents to Bothell's present and future

For comprehensive plan policies relevant to each element see "Current Policies and Plans" sections in *Appendix A: Existing Conditions Report*.

## PSRC Centers Framework and Growth Targets

Puget Sound Regional Council (PSRC) designated the 733 acre Canyon Park Regional Growth Center (RGC) in 1995 as part of the VISION 2020 regional growth strategy. The VISION 2020 strategy, updated as VISION 2040 and VISION 2050 (planning underway) directs growth to established cities, towns, and growth centers to protect natural lands and use public infrastructure efficiently. New requirements from PSRC establish minimum density thresholds or “activity units” (AU) for RGCs; each job or resident counts as one AU. To create a new RGC or redesignate an existing one, the RGC must have at least 18 AU per acre and have a planned target density of 45 AU per acre.

The existing Canyon Park RGC includes a mix of activity unit rich areas, such as the Canyon Park Business Center and the Canyon Park Place retail hub, and activity unit poor areas, like North Creek and associated wetlands, I-405/SR 527 interchange, and open space areas within the business center. As of 2018, the 733 acre RGC accounted for approximately 10,830 jobs and 1,730 residents for a total of 12,560 AU<sup>1</sup> and a density of 17.2 AU per acre. To achieve the required 45 AU per acre density, Canyon Park would have to add 21,000 AU within the existing RGC boundaries. Revisions to the RGC boundary to remove natural areas from the RGC and include nearby centers of activity like the southern portion of Thrashers Corner will allow Canyon Park to meet the 18 AU per acre minimum for existing density, reduce the total planned AU growth, and help meet PSRC’s maximum size recommendation of 640 acres.

Separate from the RGC framework, Snohomish County growth targets require the Canyon Park Subarea to accommodate at least 4,500 new residents, not necessarily within the RGC.

For more information see *Appendix A: Existing Conditions Report: Land Use Patterns*.

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<sup>1</sup> 2018 population via ESRI Business Analyst; 2017 Employment via PSRC

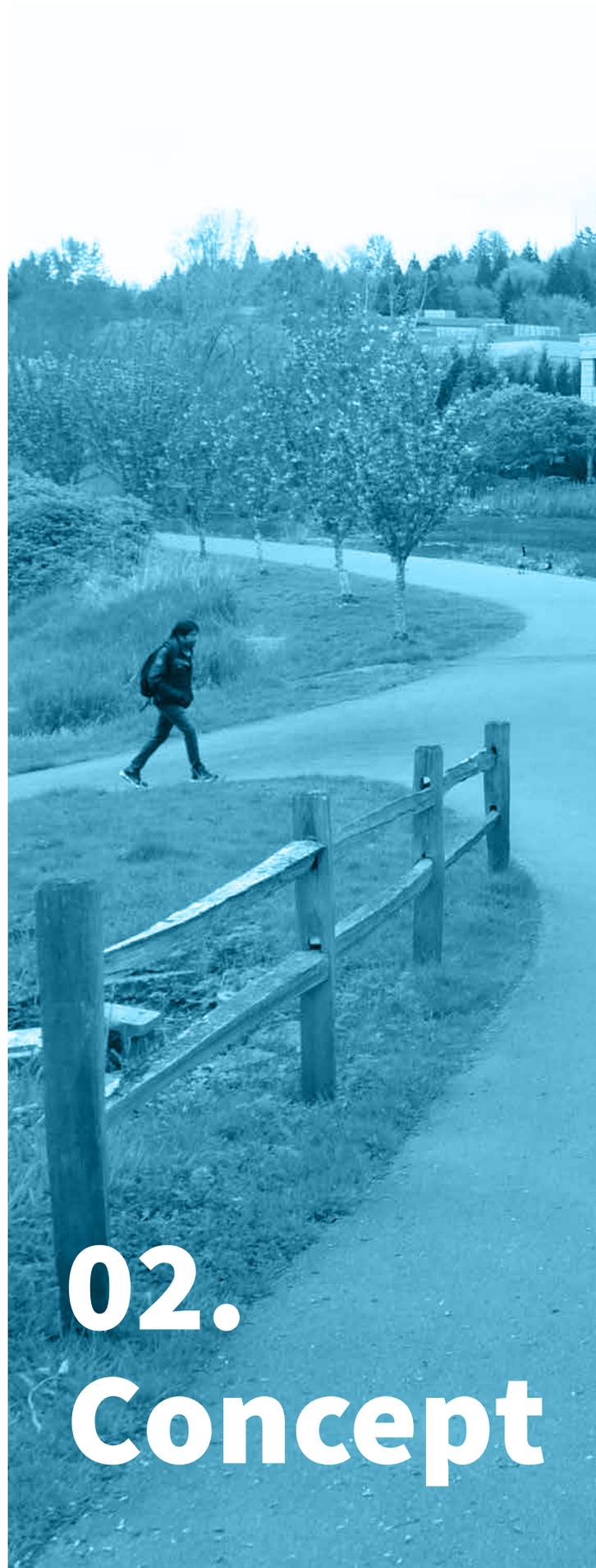
## Community Desires

During the extensive public engagement undertaken for this effort, stakeholders, property owners, business owners, employees, residents, and community members identified:

Assets to preserve:

- Wetlands and natural areas
- Trails
- Employment opportunities
- Small businesses in Thrashers Corner and Canyon Park Place
- Investment priorities:
- Relieve traffic congestion
- New public parks
- Complete the pedestrian network
- Improve transit
- Add more restaurants and other amenities

See further public engagement summaries in the *Process* chapter.



# 02. Concept

## 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.

# 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 sectors
- 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 A: Existing Conditions Report: PSRC Centers Requirements*).

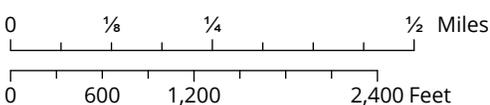
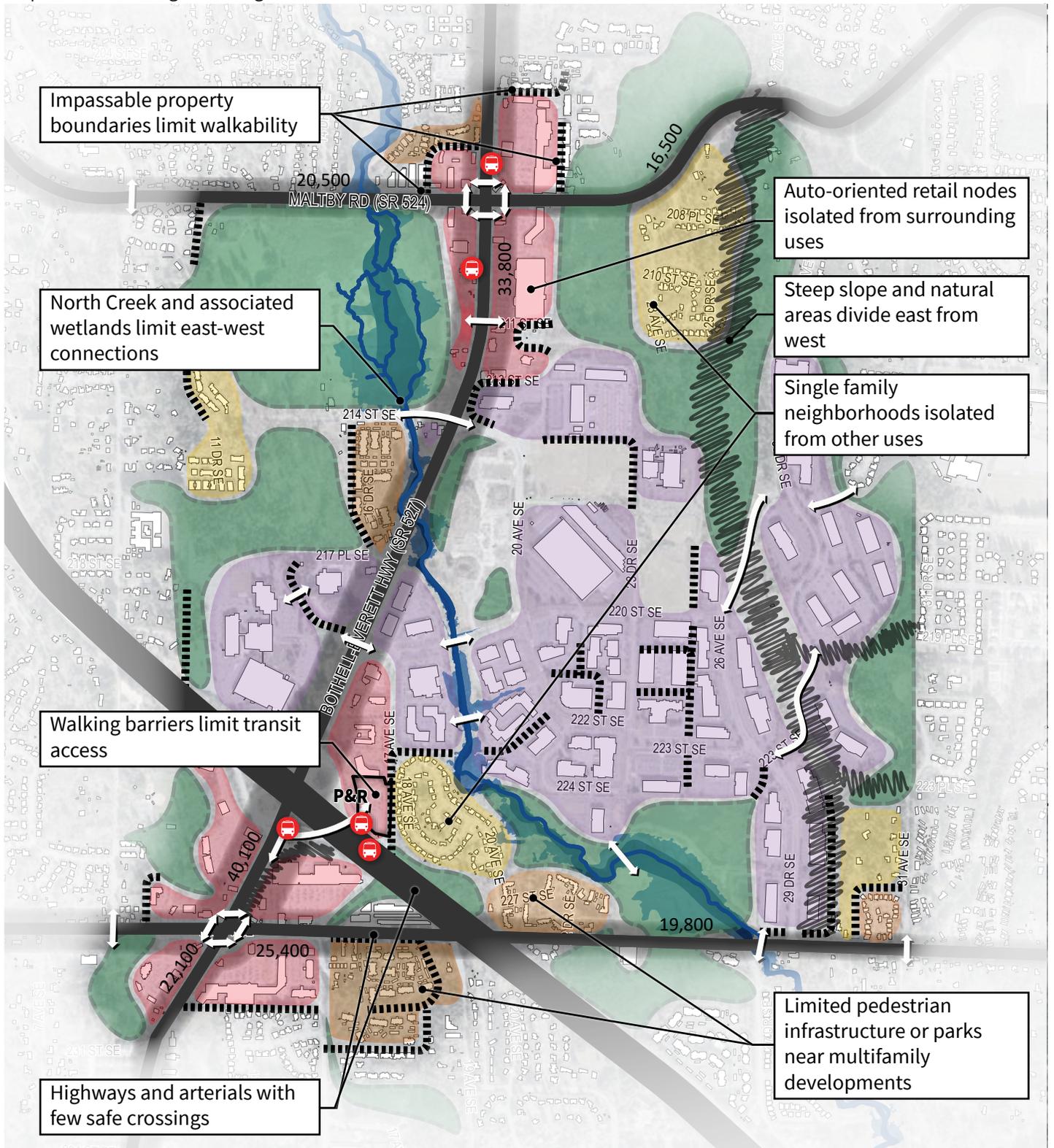
## Transportation

- 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.

Map 2. 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 connectic
  - Future & existing major transit
  - Park-and-ride

## 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.

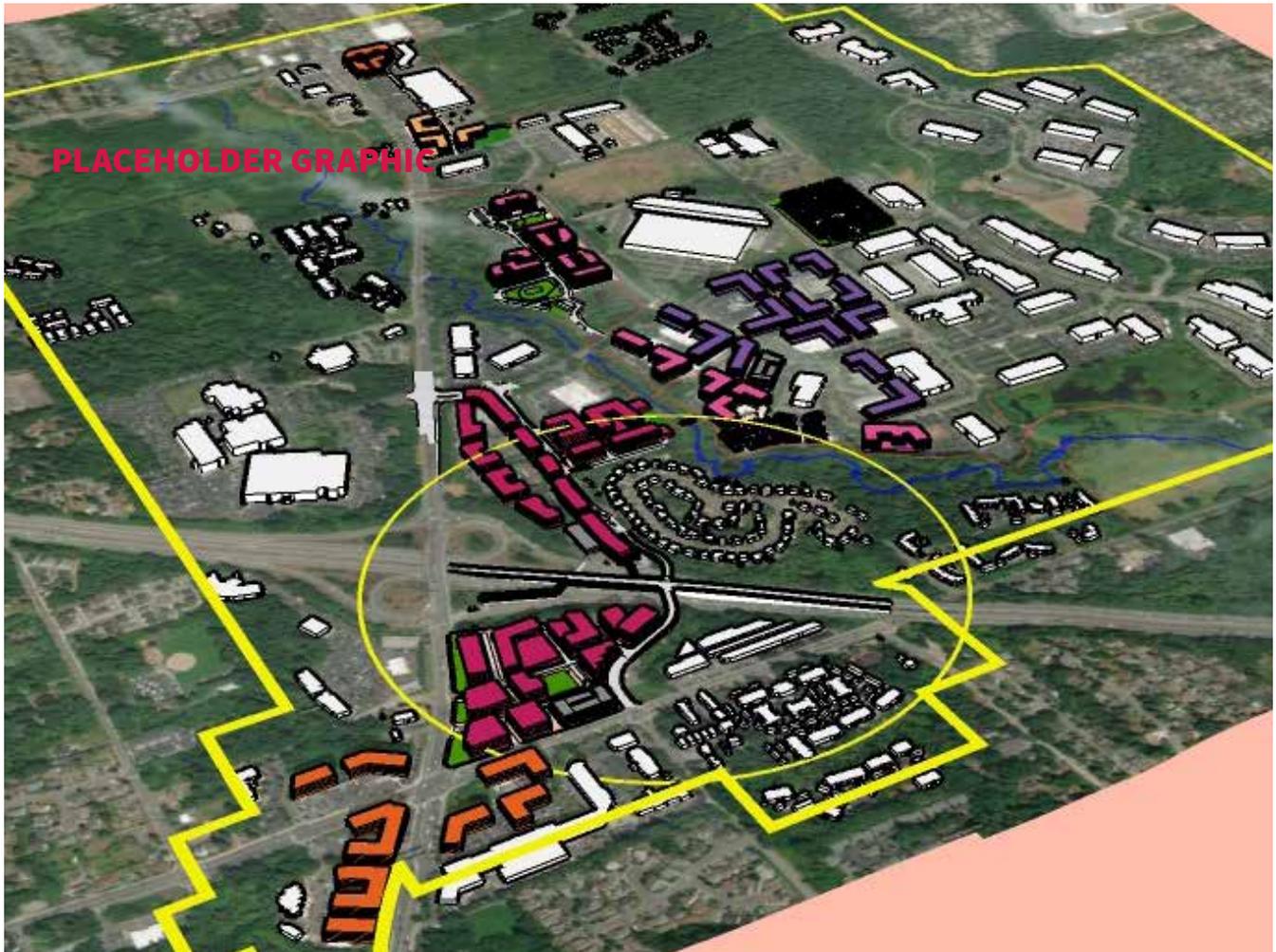
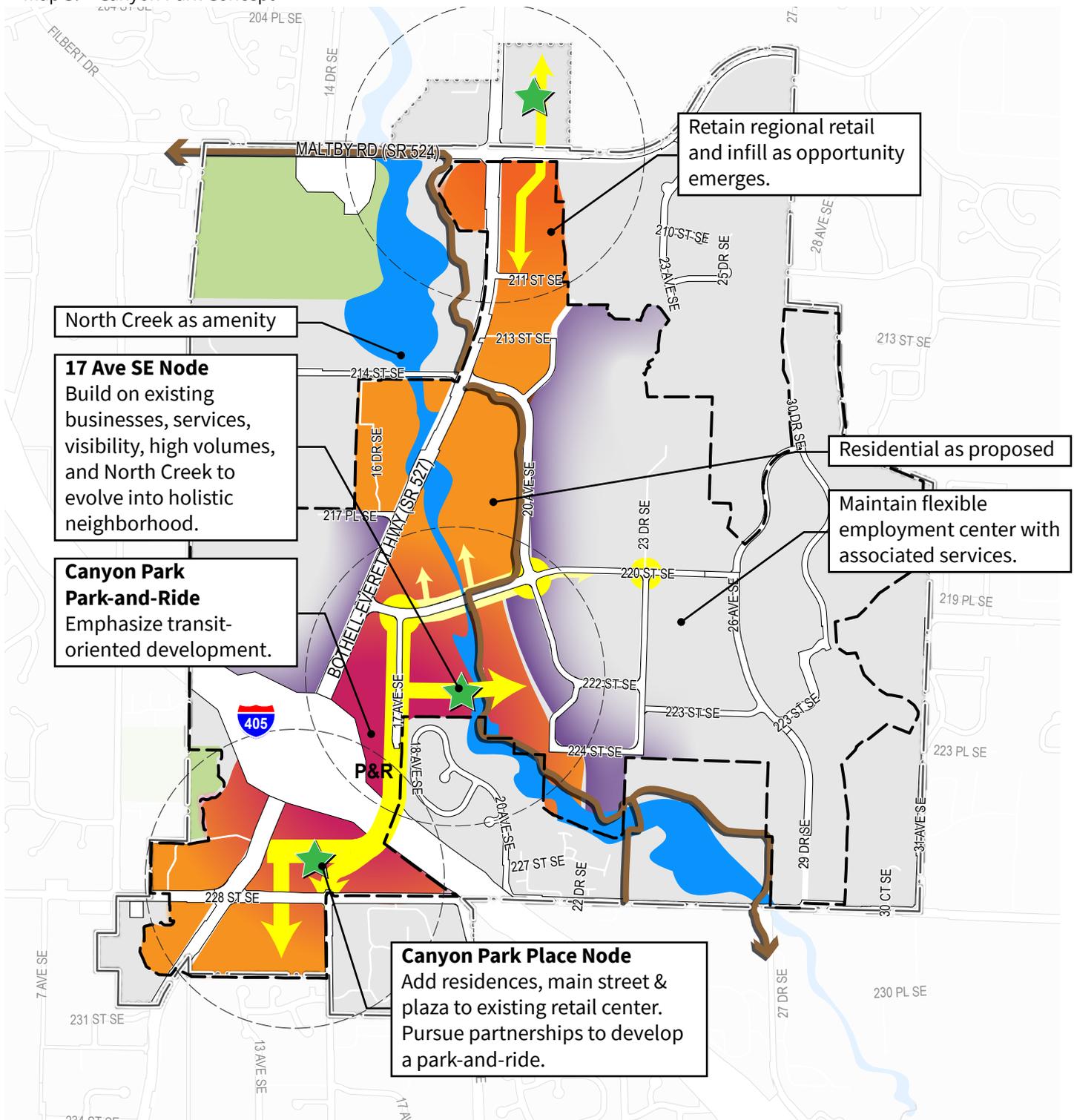


Figure 1. Long-term vision for Canyon Park with transit-oriented neighborhood centers

Map 3. Canyon Park Concept



North Creek as amenity

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

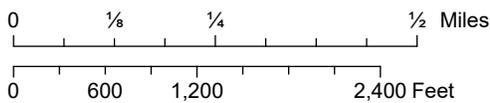
**Canyon Park Park-and-Ride**  
Emphasize transit-oriented development.

Retain regional retail and infill as opportunity emerges.

Residential as proposed

Maintain flexible employment center with associated services.

**Canyon Park Place Node**  
Add residences, main street & plaza to existing retail center. Pursue partnerships to develop a park-and-ride.



**Land Use & Urban Design Proposals**

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

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



Figure 2. Pedestrian/bicycle/vehicular shared street in Kirkland

## 17<sup>th</sup> 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.

**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 Spaces* in the *Urban Design Urban Design & Community Livability* element.

**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

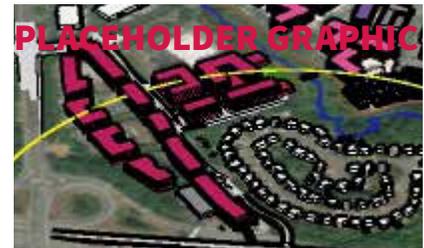


Figure 3. An example vision for the 17th Ave SE neighborhood center



Figure 4. New east-west neighborhood street connects 17th Ave SE (and the I-405 BRT) to a public plaza near the North Creek bridge



Figure 5. A redeveloped park-and-ride with public-facing ground floor and upper floor at the future I-405 pedestrian bridge would increase the sense of safety and enjoyment (Long Beach Mall)

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.

### 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 Map 3), 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, and use a 600-foot long pedestrian overpass to reach the park-and-ride on 17th Ave SE.



Figure 7. I-405 17th Ave SE express toll lane north side concept. (WSDOT)



Figure 6. I-405 17th Ave SE express toll lane south side long-term concept. (WSDOT)

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.

**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 7). 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 shown on Map 9 in the *Land Use* element) and structured parking. As mentioned above, it should activate the 17th Ave SE sidewalk, providing a safe and comfortable path to the flyover stop.



Figure 8. Sample phased redevelopment of Canyon Park Place



Figure 9. Neighborhood center streets and public and private gathering places make a lively place for people.



Figure 10. Development fosters a comfortable and safe path to the future I-405 BRT station

## 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 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 clientele. 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* element and affordable commercial space recommendations in the *Land Use* and *Urban Design & Community Livability* elements.

**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.



Figure 11. Grocery just outside of Canyon Park in Snohomish County serves as a cultural anchor

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.



Figure 12. Residential areas along North Creek and Bothell-Everett Highway.

## 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 Map 3) 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.

## 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 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.

The long-term vision for the business park's streets include 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.



Figure 13. Examples of flexible buildings that support a range of light industrial, makers spaces, and business incubators (Top: Google Maps, Bottom: MAKERS)



Figure 14. North Creek Trail

## Goals and Policies

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

### **ED** Maintain, protect, and support Canyon Park as an Economic Driver.

- ED-1** Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries
- ED-2** Continue to support existing businesses of all sizes and provide a fertile environment for business growth.
- ED-3** Protect commercial space affordability and viability in employment areas.
- ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.
- ED-5** Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).
- ED-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.
- ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
- ED-8** Functionally support businesses with continued emergency, delivery, and other access.
- ED-9** Allow building sizes and scales that support future employment capacity.
- ED-10** Ensure that housing meets the needs of the local workforce.
- ED-11** Continue accommodating existing and new business growth through efficient permitting services.

## **MN** Evolve Canyon Park into a Multifaceted Neighborhood.

- MN-1** Maintain employment and commercial land uses while adding a more intense mix and diversity of land uses to foster holistic live/work neighborhoods.
- MN-2** Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering excellent amenities, private open space, and gathering spaces that integrate into the neighborhood.
- MN-3** Increase the number of affordable housing units in Bothell, especially near transit and jobs.
- MN-4** Increase feasibility of desired development, especially affordable housing.
- MN-5** Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.
- MN-6** Invest in signature public gathering spaces to create neighborhood centers of social interaction and innovation.
- MN-7** Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.
- MN-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.
- MN-9** Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.
- MN-10** Encourage development to use land efficiently.
- MN-11** Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.
- MN-12** Make land use decisions based on the long-range vision and not short-term market or other trends.
- MN-13** Set parking standards so that development provides the "right" amount of parking for its use and context.
- MN-14** Encourage 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.
- MN-15** Phase projects for least negative impacts and greatest benefits to residents, businesses, and ecological systems.

## **NE** Protect, enhance, and leverage Canyon Park's robust and healthy Natural Environment.

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-2** Address stormwater issues through collective and individual management techniques and facilities.
- NE-3** Maintain and improve recreational access to North Creek and natural areas for residents and workers, allowing for enjoyment of these natural systems.
- NE-4** Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.
- NE-5** Encourage natural drainage systems that improve stormwater infiltration and detention to reduce flooding and improve water quality.
- NE-6** Mitigate transportation project impacts to ecological systems.
- NE-7** Retain forest lands particularly on ridgelines and those associated with critical areas.
- NE-8** Reduce buildings-related greenhouse gas emissions and encourage energy and water efficient development.

## **TH** Foster and leverage Canyon Park as a Transportation Hub.

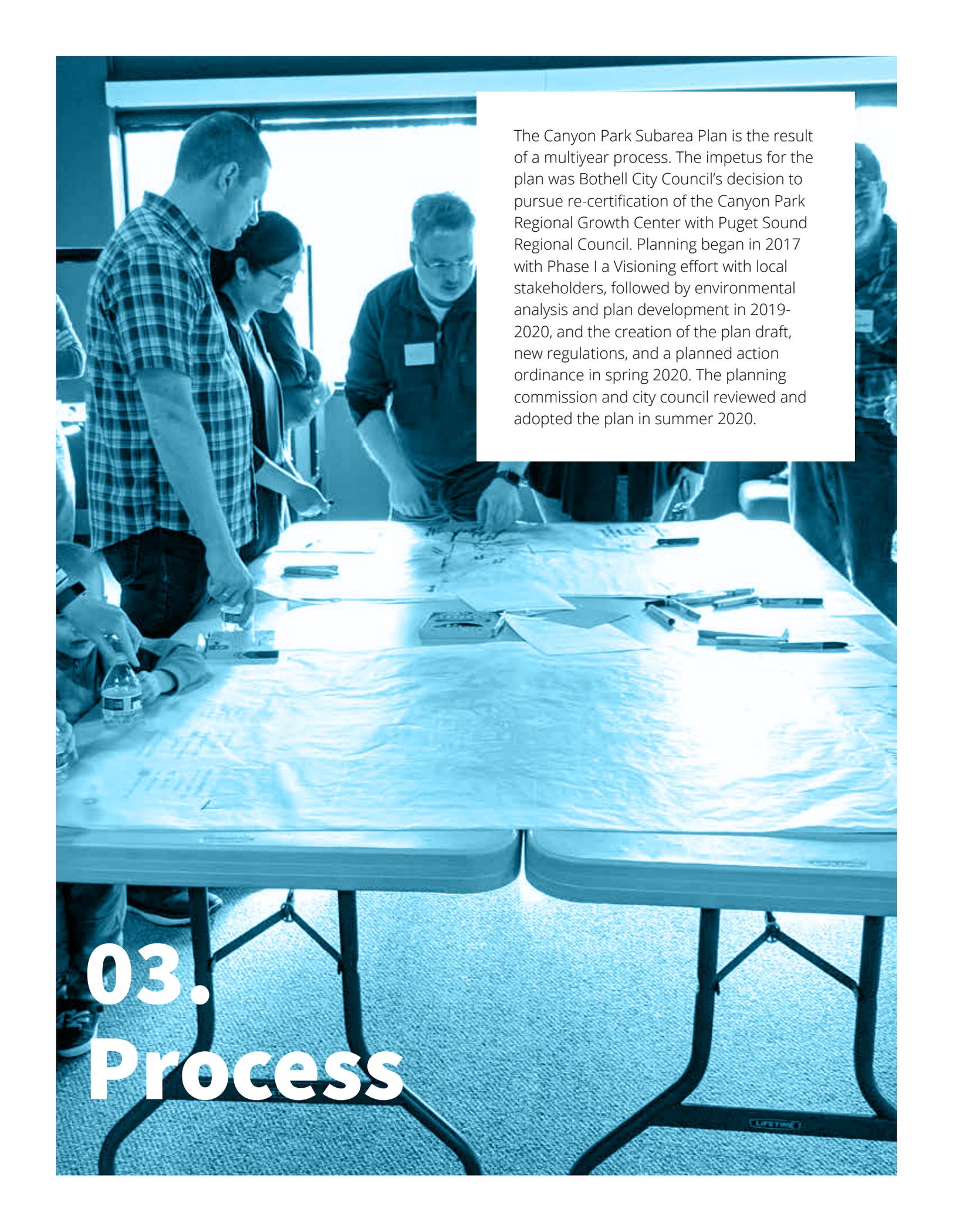
- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- TH-4** Encourage the highest density land uses to locate near high capacity transit.
- TH-5** Work with the private sector and agency partners to reduce commuters' dependency on single occupancy vehicles (e.g., through a transportation demand management (TDM) or commute trip reduction (CTR) program).
- TH-6** Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.
- TH-7** Encourage shared parking solutions between businesses.

- TH-8** Strategically expand road/intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.
- TH-9** Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.
- TH-10** Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.
- TH-11** Encourage catalyst redevelopment projects that support transit ridership.
- TH-12** If needed, consider updating Bothell's LOS policy to recognize "ultimate capacity" of Canyon Park corridors and better support transit and other travel modes.

## **RGC** Retain the PSRC Regional Growth Center (RGC) designation.

- RGC-1** Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.
- RGC-2** Meet Snohomish County residential and employment growth targets.
- RGC-3** Balance desired land use patterns and transportation investments and policies.





The Canyon Park Subarea Plan is the result of a multiyear process. The impetus for the plan was Bothell City Council's decision to pursue re-certification of the Canyon Park Regional Growth Center with Puget Sound Regional Council. Planning began in 2017 with Phase I a Visioning effort with local stakeholders, followed by environmental analysis and plan development in 2019-2020, and the creation of the plan draft, new regulations, and a planned action ordinance in spring 2020. The planning commission and city council reviewed and adopted the plan in summer 2020.

# 03. Process

## Phase 1

### Canyon Park Vision

To develop the Canyon Park Vision planners engaged key stakeholders, analyzed baseline economic and infrastructure conditions, and assessed the center’s development potential. This led to a high-level vision for Canyon Park to become an economic driver, a multifaceted neighborhood, connected to the natural environment, and a transportation hub. This is described in further detail in the *Concept* chapter.

## Phase 2

### Plan Development

For Phases 2 and 3 of the project, the City worked with a consultant team to investigate land use planning, economic, demographic, transportation, urban design, environmental systems, and infrastructure current conditions and trends in the subarea, engage community members, and strategize steps forward.

### Community Engagement

Informed by an early survey of Phase 1 participants, the team used a multi-pronged strategy to reach small business owners, residents, and property owners in the subarea. Two community workshops, a widely disseminated online survey, and several charrettes and focus groups provided venues tailored to different stakeholders to learn about the issues, refine the vision, and identify potential actions.

### Interagency Coordination

Regional transportation investments will be critical to support growth in Canyon Park. To coordinate planning and share information between the agencies involved in transportation in the subarea, the City hosted three Interagency Transportation Advisory Committee (ITAC) meetings with representatives from WSDOT, Sound Transit, Community Transit, Snohomish County, and Northshore School District.



Figure 15. Community Scoping Meeting

# Land Use Alternatives

The project team, with community input, developed alternatives to explore the impacts of different growth scenarios. Each alternative includes an estimate of new residential units and jobs added or replaced

under the alternative. Transportation planning consultants performed traffic modelling and analysis on each alternative to understand the impact of adding new vehicle trips within the subarea.

## NO ACTION

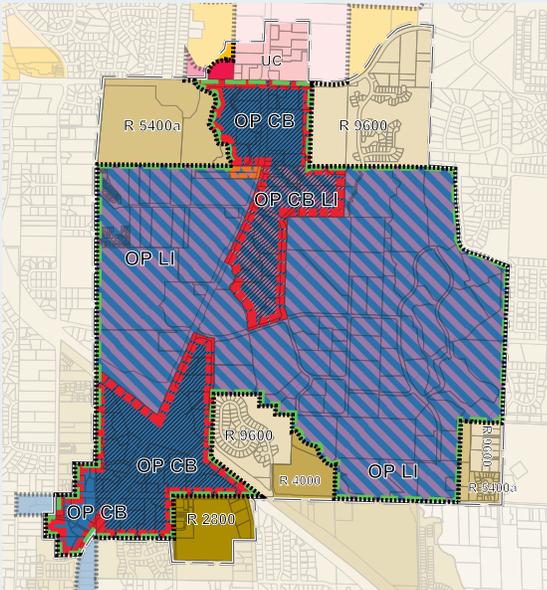


Figure 16. Canyon Park current conditions

- Assumes current regulations and planned infrastructure projects through the year 2044
- Does not meet the PSRC requirements for activity unit density or Snohomish County residential growth
- Traffic becomes significantly worse with both SR 527 and SR 524 reaching an F level of service (LOS), due to both growth within the subarea and growth in surrounding areas

<b>New residents (net)</b>	3,172
<b>New jobs (net)</b>	4,530
<b>RGC area</b>	733 acres
<b>New PM peak trips</b>	3,960

## BUSINESS PLUS

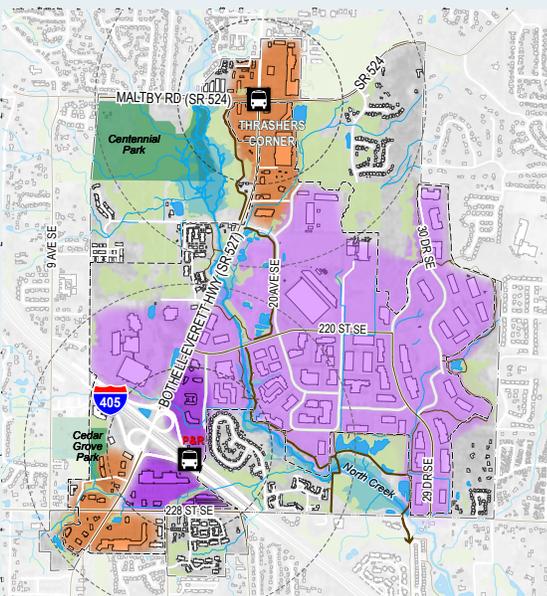


Figure 17. Business Plus concept map

- Strengthen role as an employment center for bio-tech, manufacturing, logistics, offices and other employers
- New residential and retail clusters around SR 527 on the northern and southern ends of the study area
- With significantly more new peak hour vehicle trips than the No Action alternative, all major corridors in the subarea reach LOS F

<b>New residents (net)</b>	4,000
<b>New jobs (net)</b>	17,200
<b>RGC area</b>	613 acres
<b>New PM peak trips</b>	9,060

## LIVE/WORK AND MITIGATED LIVE/WORK

- Transformation to a more complex and amenity-rich environment that supports a lively 24-hour neighborhood
- New mixed-use housing prioritized
- Peak hour trips would be even higher than the business plus alternative, resulting in even more traffic delay

<b>New residents (net)</b>	6,700
<b>New jobs (net)</b>	15,100
<b>RGC area</b>	613 acres
<b>New PM peak trips</b>	10,900

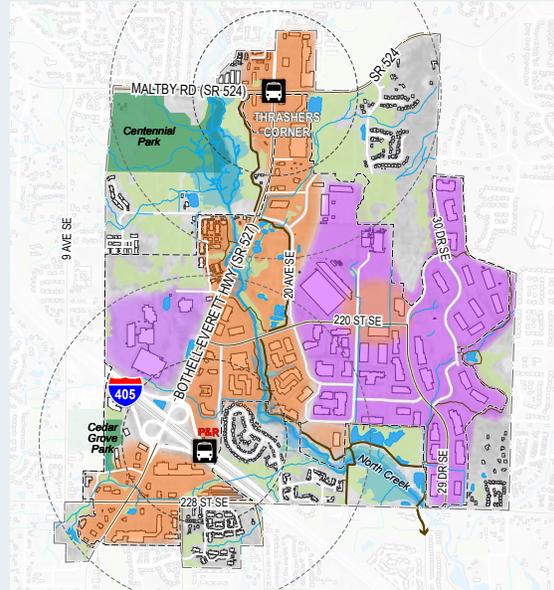


Figure 18. Live/Work concept map

## PREFERRED ALTERNATIVE

- Balances the mixed retail/residential growth and employer-focused growth
- Most intense development around BRT stops; some residential development between 20th Ave SE and SR 527
- Reduces size of RGC and lowers assumptions about redevelopment intensity, leading to much lower job growth numbers

<b>New residents (net)</b>	6,100
<b>New jobs (net)</b>	7,600
<b>RGC area</b>	565 acres
<b>New PM peak trips</b>	5,820

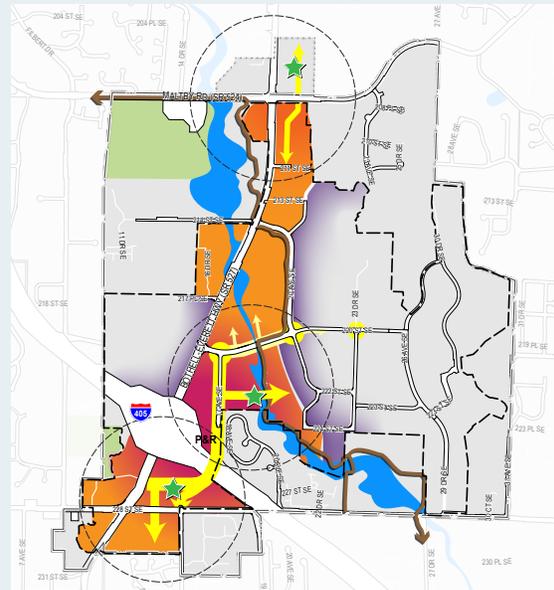


Figure 19. Preferred Alternative concept map

## Environmental Analysis

The team documented potential environmental impacts of the alternatives to ensure compliance with the State Environmental Policy Act (SEPA). After a scoping period, the team assessed environmental impacts of the alternatives in the following areas:

- Natural Environment
- Land Use Patterns and Policies
- Aesthetics and Urban Design
- Socioeconomics
- Transportation and Greenhouse Gas Emissions
- Public Services
- Utilities and Stormwater

Where the team identified negative environmental impacts they proposed mitigation measures or noted if measures were not available.

## Phase 3

### Plan Draft, Development Regulations, Planned Action Ordinance

In the projects' final phase, the team worked with the Planning Commission to refine the preferred "middle ground" alternative, draft the subarea plan, finalize environmental analysis results, and draft implementing regulations including development standards and a planned action ordinance



Figure 20. Impacts to North Creek were analyzed



Figure 21. Traffic backed up on I-405 on-ramp



Figure 22. Proposed development in CPBC

# What We Heard

## 2017

### Open house and online interactive map/survey

- Transportation was the top concern among both workers and residents
- Other concerns:
  - Pedestrian and bike safety
  - Housing
  - Crime
  - Parks and open space
  - Wetlands protection
  - Businesses retention

## 2017-2018

### Stakeholder focus groups

## Jan 2019

### Survey with Phase 1 stakeholders

- Support for greater mix of uses, with residences and public amenities.
- There are a range of transportation problems.

## March 2019

### Community-wide survey

- Survey for the public with 333 responses.
- General support for the Phase 1 Vision.
- Wetlands and natural areas are important assets to preserve.
- Traffic is a top concern and priority for improvement.
- Other priorities include better public amenities for recreation and travel.



Figure 23. Charrette with the project team



Figure 24. Community Scoping Meeting

## April 2019

### Community Scoping meeting

- Pedestrian routes are disconnected.
- Transit doesn't work for local travel.
- New housing should be located in existing retail clusters.

### City Council Study Session

- Brief the Council on the Vision established by the Stakeholders
- Explain the Vision Report and provide highlights from the report
- Outline next steps

### Planning Commission Study Session

- Brief the Commission on the Vision established by the Stakeholders
- Explain the Vision Report and provide highlights from the report
- Outline next steps

## July 2019

### Canyon Park Business Owners Association (CPBOA) focus group

- Public safety is a concern if the area is to become more residential-oriented.
- Traffic congestion is a serious problem that makes it hard to find tenants.
- Support for 20th Ave extension to Maltby Road.
- Small plazas and places for gathering/eating are needed.
- 17th Ave express toll lane ramps should trigger Park-and-Ride expansion.

## Aug 2019

### Interagency Transportation Advisory Committee (ITAC) #1

- Improve transit function with transit priority and adaptive signals.
- Work with employers to reduce incentives for driving with a transportation demand management (TDM) program.
- Address transit "last mile" with shuttles and bike/scooter lanes.
- Increase number of access points to Canyon Park for drivers and peds/bikes.
- No new interchanges on I-405 are likely.
- Consider a Park-and-Ride outside Canyon Park to catch commuters before they enter the most congested area.

## November 2019

### Planning Commission Study Session

- Briefed Commission on Action Alternatives for the DEIS
- Outlined the different growth options and sizes of the RGC
- Identified results of traffic modeling of the action alternatives being considered



Figure 25. 9th Ave, 214th St, and 219th Pl Community Workshop

## Nov 2019

### City Council Study Session

- Briefing to the City Council on potential Action Alternatives for evaluation in the DEIS
- Outlined the PSRC RGC growth minimums, sizing and other framework criteria for growth centers
- Identified upcoming process steps

## Dec-Jan 2020

### DEIS Public Comment Period

- 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

## Jan 2020

### 9th Ave, 214th St, and 219th PI Community Workshop

- Concern about traffic associated with extension of 214th St SE.,
- Support for a trail connection to 214th St SE.
- Strong support for safety improvements along 9th Ave SE, especially sidewalks. Attendees also interested in options for traffic control devices, reduced speed limits, and improved signal timing.

### WSDOT Meeting

- Design for new 17th Ave includes shared-use path, roundabout, new turn lanes at 17th/220th intersection.
- South side ETL ramps very long term, unlikely to occur for decades.

### Planning Commission Study Session

- Briefed the Commission on the DEIS and action alternatives
- Commission interested in additional analysis of street extensions
- Support for transit and other non-single occupant vehicle movement
- Move people – Not cars
- Continue to plan for PSRC capacity requirements



Figure 26. ITAC #2 Meeting

## Feb 2020

### 20th Ave Workshop

- Project team met with Fred Meyer and Thrasher's Corner representatives
- Support for extension of 20th Ave to Maltby Road.

### ITAC #2

- Need to shift away from single-occupant-vehicle (SOV) thinking; consider changing LOS standards or measuring person-trips rather than vehicle-trips.
- Use business access and transit (BAT) or a reversible transit-only lane to improve transit speed and reliability.
- New Park-and-Ride is not a priority for most area transit agencies; would prefer to see dense activity around transit.
- Consider a ride hailing service similar to what Metro piloted in Seattle's Rainier Valley.
- Consider pull-outs for schools buses along high-traffic streets if the residential population increases.

### CPBOA briefing

- Concerns raised regarding market support for additional development
- Identified continuing to need support single occupant vehicles due to a lack of transit services
- Desire to see the impacts of the three separate actions occurring in the Park (WSDOT, ST, and Subarea Plan) to be coordinated
- Concerns about the impact of modern surface water regulations upon redevelopment feasibility

### Life Sciences Charrette

- 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 Study Session

- Support transit priority and shift to non-SOV modes.
- Support street extensions if:
- Tied with major improvement to transit
- 9th Ave safety improvements come first
- Public safety use
- Look at the ITAC's suggestions for BAT lane and parallel transit route options.
- Support reduced parking requirements and parking management strategies.
- Support redefining LOS to be less focused on private vehicles.
- Support increased share of residential activity units.
- Support for an air-quality buffer around I-405 to prevent sensitive uses like residential, schools, day-care.

## March 2020

### Planning Commission Public Hearing

- Amended land use designations near the 405/527 interchange to be more office-oriented – not a good location for residential land uses
- Take advantage of the investment in Transit for the area by concentrating more intense land uses near BRT stops
- Reiterated the findings from their previous study session deliberations
- Forwarded a recommended preferred land use alternative

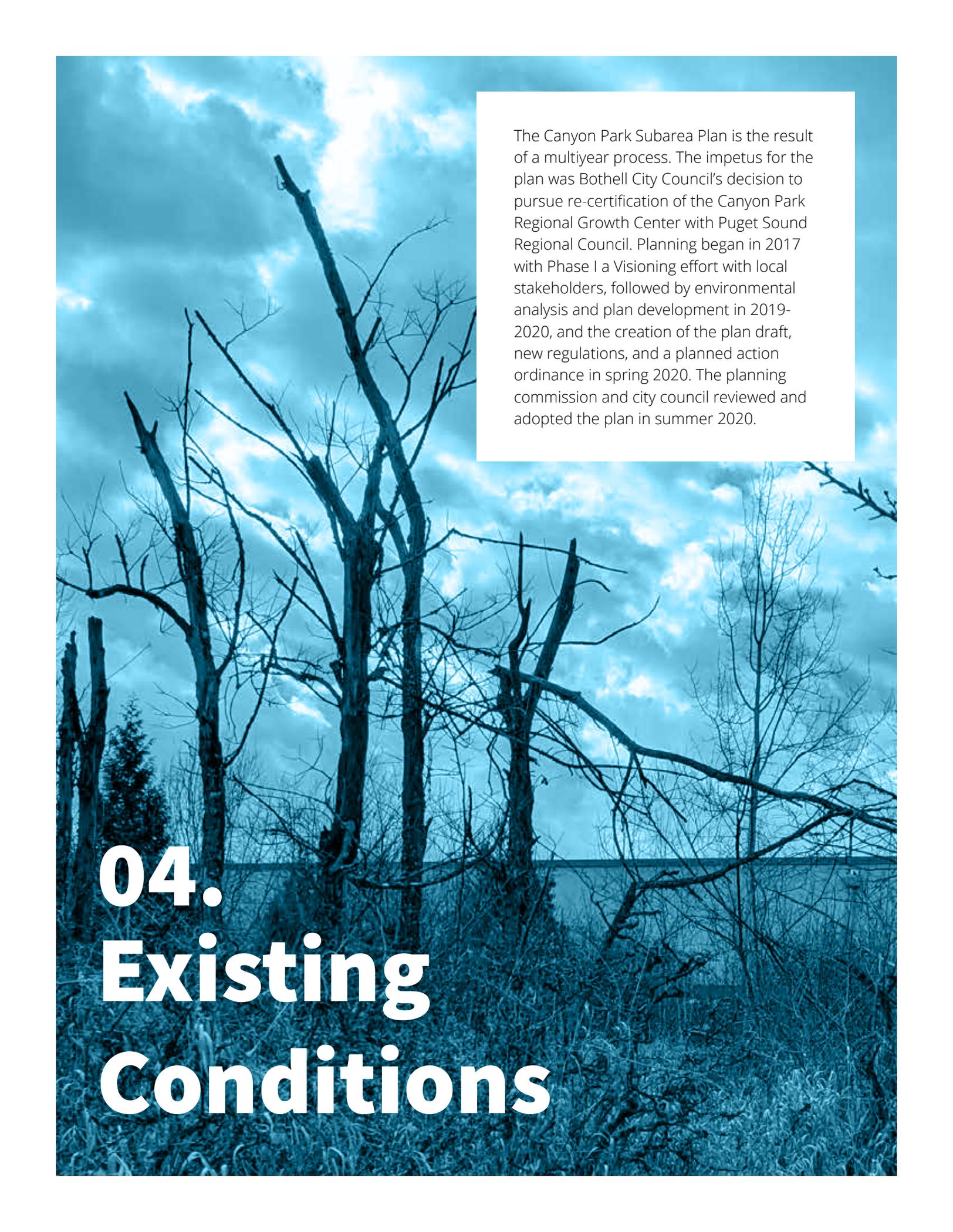
## June 2020

### City Council Study Session

- Briefed Council on Planning Commission Recommendation, the suite of land use designations, market analysis findings, early transportation analysis and public engagement
- Council generally supportive of the Preferred alternative recommendation and the general approach for transportation as outlined by the Commission
- Wants to understand the impacts of ‘pass-through’ or background traffic

### Planning Commission Study Session

- Briefing on early transportation modeling results and draft subarea plan outline and sections
- Would like to see background on the public engagement process particularly for people of color. Interested in seeing more public engagement and getting additional feedback on the preferred alternative
- Interested in investigating parking maximums as a means of encouraging TDM and Transit use
- Support for the notion of being patient and waiting for land uses that support the RGC designation



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# 04. Existing Conditions

## Community Structure

The Canyon Park Subarea is a suburban center that supports a major employment district, a retail corridor with two distinct nodes, natural areas with a major regional creek, multifamily residential and single-family residential areas. These diverse uses are set in an auto-oriented landscape and separated from one another by roads with heavy traffic, streams and wetlands, and fenced property boundaries. Overall land use intensity is moderate, with trees, greenery, and parking lots throughout, and few buildings over two stories tall. These aspects, and the lack of any clear centers of human activity, give the area a strongly suburban feel.

The heart of Canyon Park is its job center with more than 10,000 jobs in biotech, manufacturing, logistics, government, and services, and is anchored by the 300-acre Canyon Park Business Center (CPBC). Businesses range from major corporations to small independent businesses, taking advantage of Canyon Park's easy access to I-405, proximity to Seattle and Bellevue, relatively affordable rents, and flexible building stock. Retail clusters with grocery stores, hotels, restaurants and shops are located to the north and south of the job center on Bothell Everett Highway. Multifamily and single family residential clusters are scattered throughout the subarea, isolated from other uses.



Figure 27. Bird's eye view of Canyon Park. Imagery © Google; Map data © Google

## Zoning

Most of the land in the study area is zoned Residential-Activity Center (R-AC), with designations for office-professional, light industrial, community business, and neighborhood business uses (see figure X), however private covenants, conditions & restrictions (CC&Rs) restrict residential development in much of this area.

Zones 2 and 4 cover the job center and allow:

- Offices and light industrial development up to 100 feet
- Residential development up to 65 feet

Zones 1 and 3 cover the north and south retail nodes and allow:

- Residential, office, or mixed-use buildings up to 35 feet
- Height limit increased to 65 feet if structured parking and ground floor retail are included

Throughout the subarea high off-street parking minimums reduce development capacity, by increasing construction costs for large buildings.

- New offices must provide one parking stall for every 300 square feet of building area,
- Multifamily residential buildings must provide two stalls per dwelling unit plus guest parking.

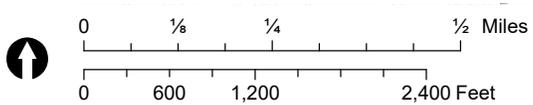
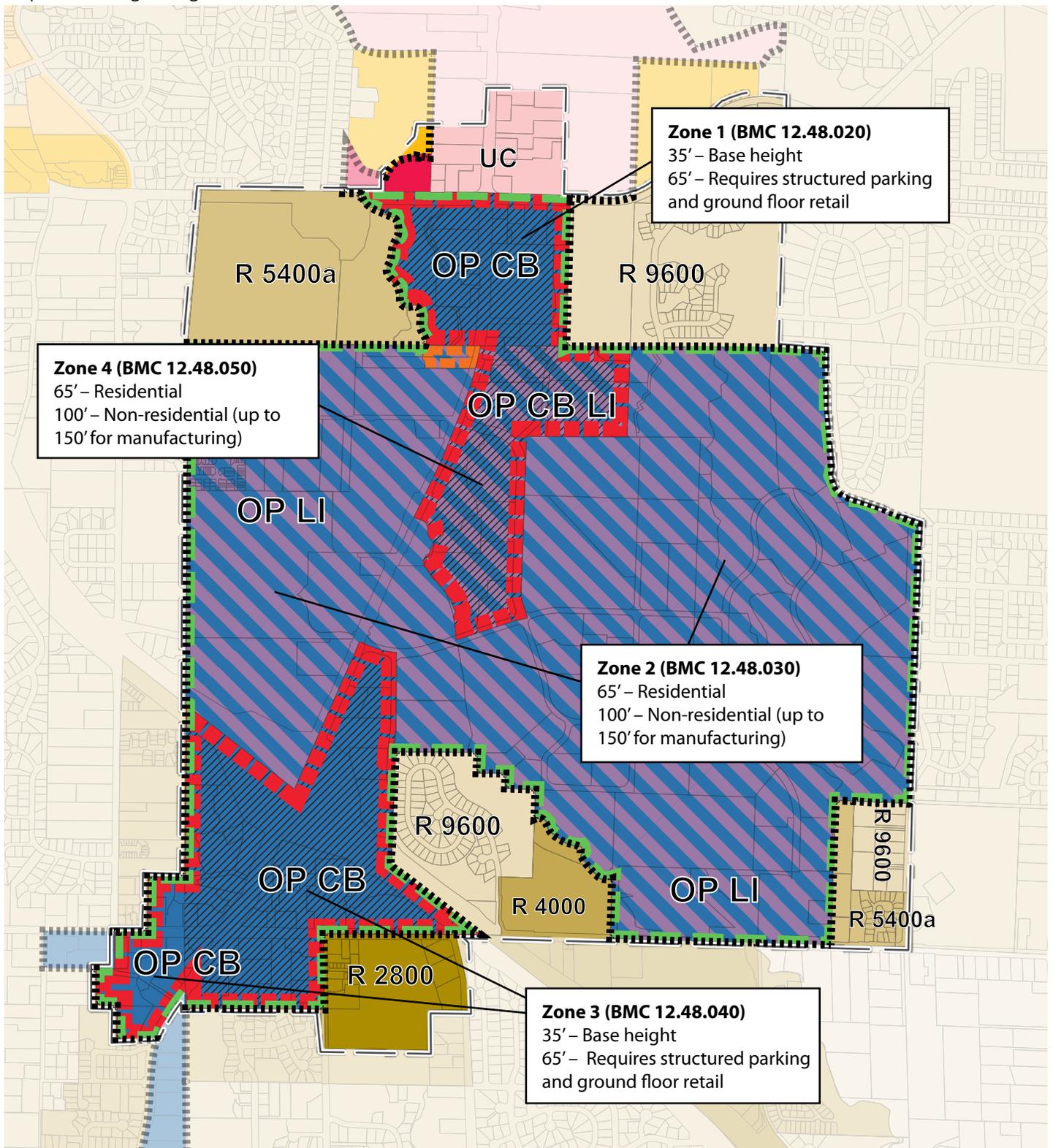
Low density residential areas outside of the Residential Activity Center zone have single-use residential zoning. The northern half of Thrashers Corner, in unincorporated Snohomish County, is zoned Urban Center which allows high-density residential and commercial development

## Economic Base

Canyon Park is characterized by relatively affordable office and flex space, good road access, and proximity to the consumer markets and research centers of Seattle and Bellevue. These factors support a highly diverse business ecosystem, with firms ranging from large multinationals, to small independent businesses and startups. Biotechnology firms are especially prevalent, creating a biotech industry cluster, in which geographically concentrated research and production firms, regulators, and related services support each other's activities. In turn, employment in the business park supports a thriving retail sector and strong residential demand.

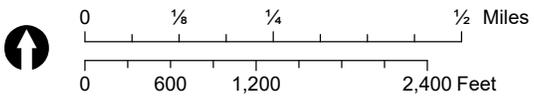
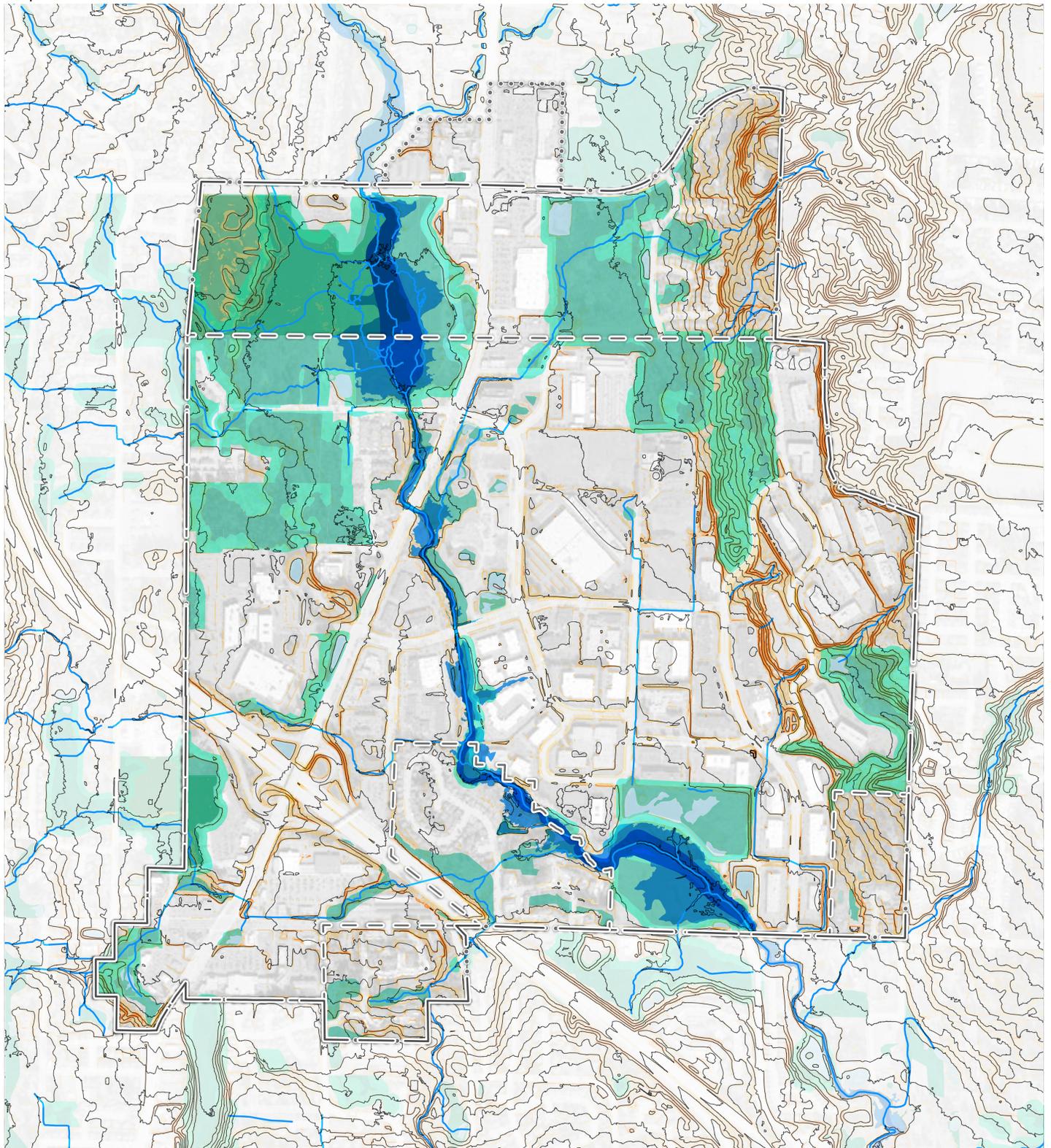
Traffic congestion that limits freeway access and higher rents associated with redevelopment could threaten the fundamentals that underlie Canyon Park's success as a business incubator and job center. Improvement of alternatives to single-occupant-vehicle travel on freeways and strategic targeting of redevelopment will help to maintain Canyon Park's core strengths in the future.

Map 4. Existing zoning



Commercial/Industrial	Residential Zones	Sno. County Zones
Office Professional	R 2800	Urban Center
Light Industrial	R 4000	Planned Community Business
Neighborhood Business	R 5400	Multi-Family (various)
Community Business	R 9600	R 9600
	R 40000	

Map 5. Natural feautres



**Natural Areas**

-  Water body
-  Wetland & buffer
-  Floodway/flood plain
-  River/stream
-  Low Slope (15-40%)
-  Steep Slope (>40%)

## Natural Environment

Canyon Park is located in a broad valley drained by North Creek and its tributaries, which runs from Everett Mall to the confluence with the Sammamish River near downtown Botell. North Creek and most of its tributaries support runs of Chinook, coho, sockeye, and kokanee salmon, steelhead and coastal cutthroat trout, and may also support beaver. Habitat destruction, the increase in impervious surfaces, channelization and streambank hardening, the introduction of invasive plant species, and the removal of beneficial woody debris have increased stream temperatures, reduced water quality, and increased flooding. The creek is among the most polluted in the state.

North Creek is classified as a Shoreline of the State. As such, all wetlands within 200 feet of the stream are managed under the City's Shoreline Master Program (SMP), including the large wetland complexes on the north (near Centennial Park) and south sides of the subarea. Wetlands are protected by buffer areas where development is prohibited, but these are often degraded by invasive species such as Himalayan blackberry and infrastructure intrusions. Degraded wetlands and buffers offer potentially valuable opportunities for enhancement to mitigate impacts of property development on critical areas.

## Urban Design

### Buildings

The design of buildings, paved and landscaped areas, and streets in Canyon Park is highly automobile-oriented. Buildings consist of four distinct types based on use which are geographically segregated:

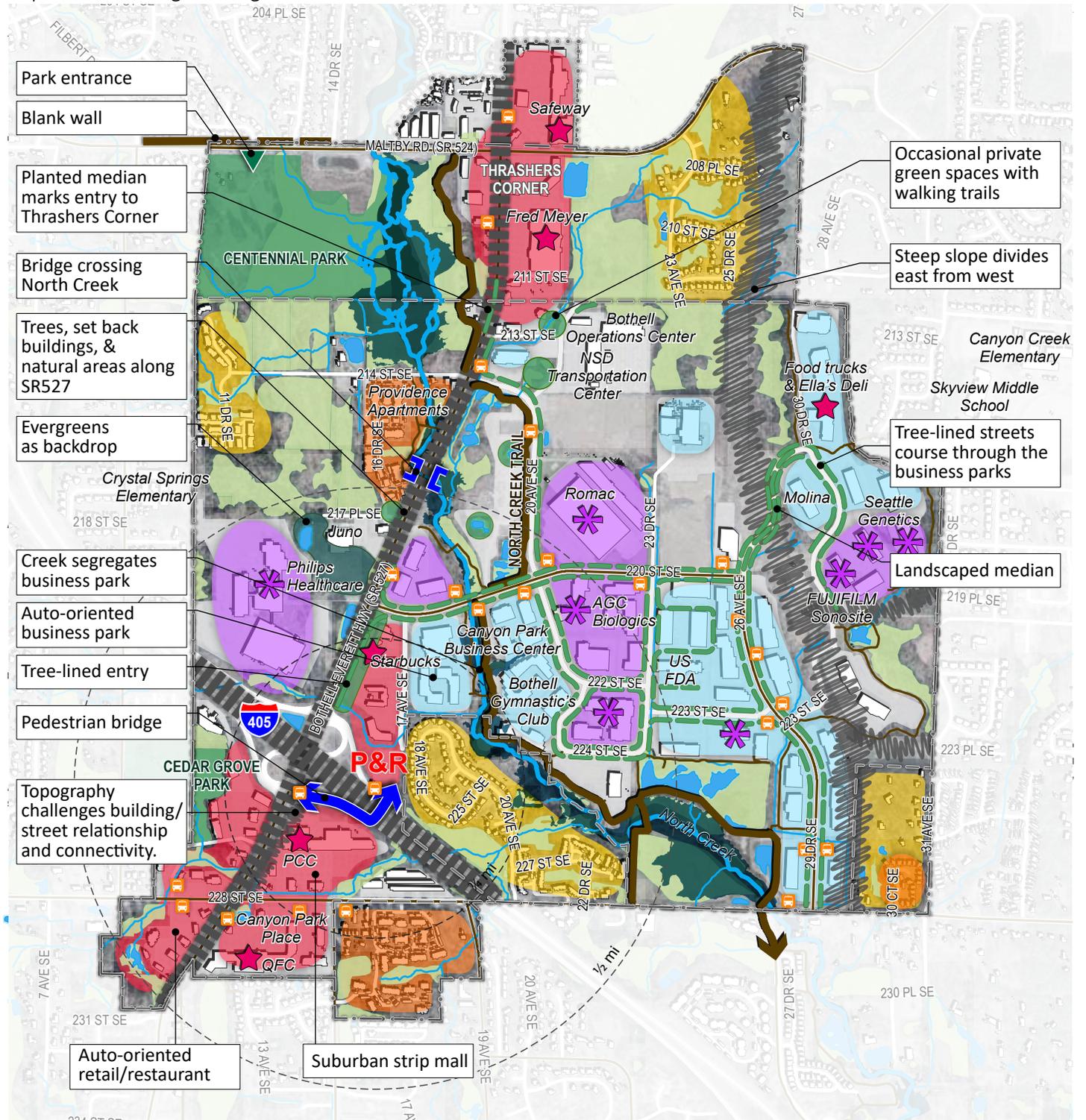
- Office/flex/manufacturing buildings in business parks,
- Retail/restaurants on arterial corridors including big box stores, strip malls, and stand alone restaurants,
- Apartment complexes,
- and detached houses.

However, buildings in the subarea generally share many qualities: one to three stories in height, constructed since 1980, and often surrounded by parking or landscaping with little relationship with the street. They are designed to be accessed from parking areas; connectivity with other nearby buildings or amenities is generally not prioritized.

### Open Space

Open spaces in Canyon Park consist of parks, private landscaped areas, and natural areas. The two public parks, Centennial Park and Cedar Grove Park, are located on the subarea's western edge, are not central to any existing activity centers, and are not easily accessible from most of the

Map 6. Urban design existing conditions



Park entrance

Blank wall

Planted median marks entry to Thrashers Corner

Bridge crossing North Creek

Trees, set back buildings, & natural areas along SR527

Evergreens as backdrop

Creek segregates business park

Auto-oriented business park

Tree-lined entry

Pedestrian bridge

Topography challenges building/street relationship and connectivity.

Auto-oriented retail/restaurant

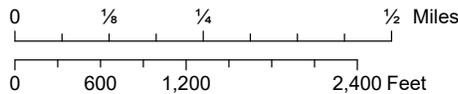
Suburban strip mall

Occasional private green spaces with walking trails

Steep slope divides east from west

Tree-lined streets course through the business parks

Landscaped median



LAND USE CHARACTERISTICS

- Manufacturing
- Professional office
- Retail & restaurant
- Multifamily residential
- Low density residential

BARRIERS

- Major road
- Steep slope

ASSETS

High Activity Areas

- Major employer
- Activity center (retail/restaurant)
- P&R Park & Ride

Natural Areas

- Park
- Other open space
- Evergreen trees as backdrop
- Wetland
- Floodway/ Flood plain
- River/stream

Paths and Mobility

- North Creek Trail
- Trail
- Tree-lined streets & medians
- Pedestrian crossing
- Bridge
- Bus stop

subarea. Private open spaces and planted streetscapes are prevalent, but typically do not offer active recreation or encourage gathering (beyond perhaps a lunchtime work picnic). Natural areas are dispersed throughout the subarea around creeks, wetlands, and steep slopes. Many feature trails or varying levels of quality. North Creek has the potential to be a unifying feature for Canyon Park, with environmental restoration, improved trails and connectivity, and compact, strategically placed gathering places.

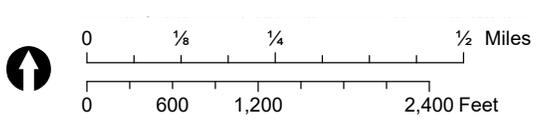
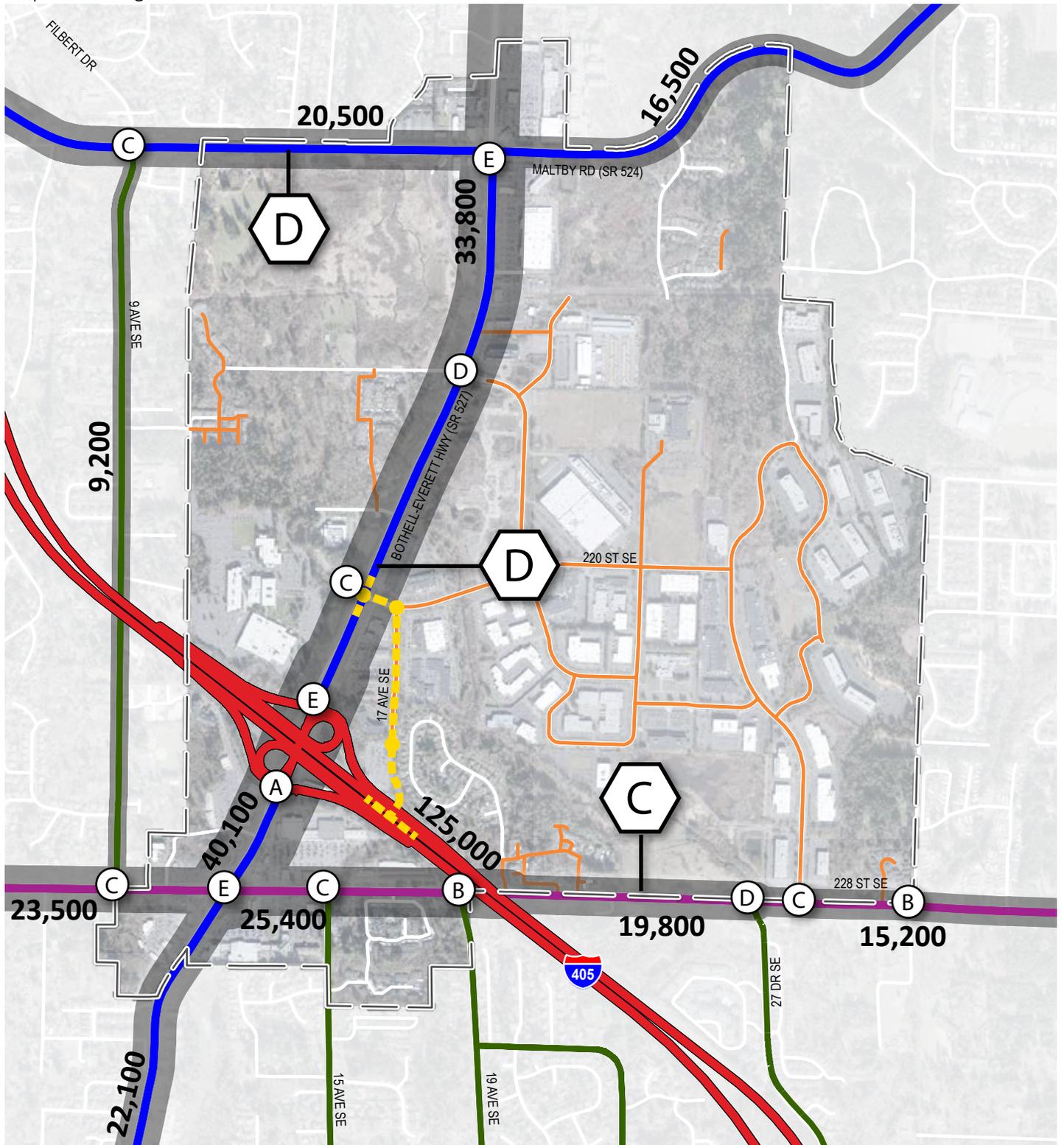
## Transportation

The transportation system in Canyon Park is structured around several arterials that pass through the subarea, principally Bothell Everett Highway, which runs north-south and serves as the area's central spine. Bothell Everett Highway and other arterials are frequently congested at peak hours, especially near the interchange of Bothell Everett Highway and I-405, in the southwest of the subarea. A mix of public and private internal streets branches out from the arterials with few internal connections.

Transit service in the subarea runs primarily along arterials and is oriented around connections to I-405 express route buses accessed from the I-405 interchange and Canyon Park park-and-ride. The 306-stall park-and-ride reaches capacity early on most days. Frequent bus rapid transit (BRT) service along Bothell Everett Highway is provided by Community Transit's SWIFT Green Line. Sound Transit's STRIDE I-405 BRT line in the future BRT service will be provided by, which will provide greater frequency and reliability for transit trips along I-405. Several Community Transit operates several routes that travel through the CPBC, however bus frequencies and ridership are low.

North Creek Trail is a regional trail that roughly follows the creek, and is one of a number of trails that provide connections for walking and cycling in the subarea. Other trails, which are privately maintained, are of varying quality. Most roads in the subarea have sidewalks, however crosswalks are sparse, especially on arterials, and the walking environment on high-traffic roads is generally unpleasant due to noise and exposure.

Map 7. Existing traffic volumes

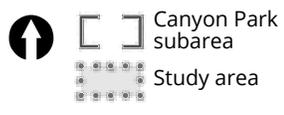
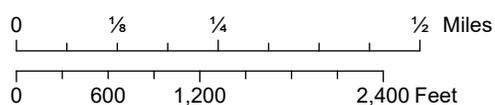
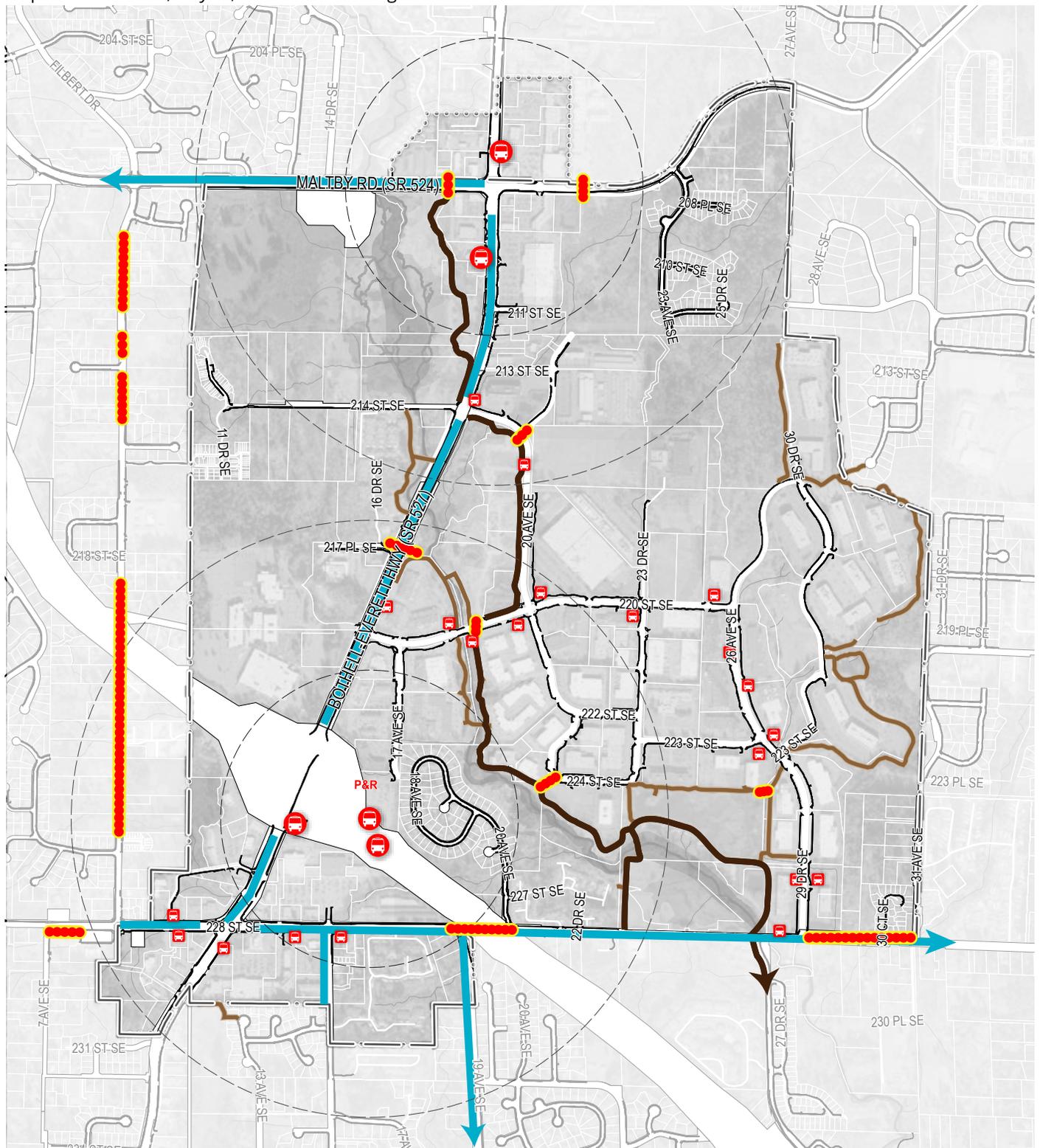


**#,###** Avg Daily Vehicle Count (2017)  
 Line weight represents traffic volume

- Limited Access Highway
- Principal Arterial
- Minor Arterial
- Collector
- Private Rights-of-Way
- - - Future Express Toll Lane access and 220th St and 17th Ave improvements

- Canyon Park Study Area
- Intersection LOS
- Corridor LOS

Map 8. Pedestrian, bicycle, and transit existing conditions



- Transit**
- I-405 Bus Rapid Transit (BRT) or Swift Green Line
  - Bus stop
  - Park-and-ride
  - 1/4 & 1/2 mi radii

- Ped/Bikes**
- Sidewalks
  - North Creek Trail
  - Other trails
  - Bike lane
  - Missing sidewalk or crosswalk

# Utilities and Public Services

## Public Facilities

There is one fire station, two public parks and a range of public and private open spaces, and several trails in the subarea. There are no schools, but Northshore School District Facilities are located nearby Canyon Creek Elementary School/ Skyview Junior High School, and Crystal Springs Elementary School.

Northshore School District and the City of Bothell have maintenance and operations facilities in the central part of the subarea, north of the CPBC. Sound Transit is currently planning a maintenance and operation facility related to the STRIDE BRT system adjacent to the district and city facilities.

## Water & Stormwater

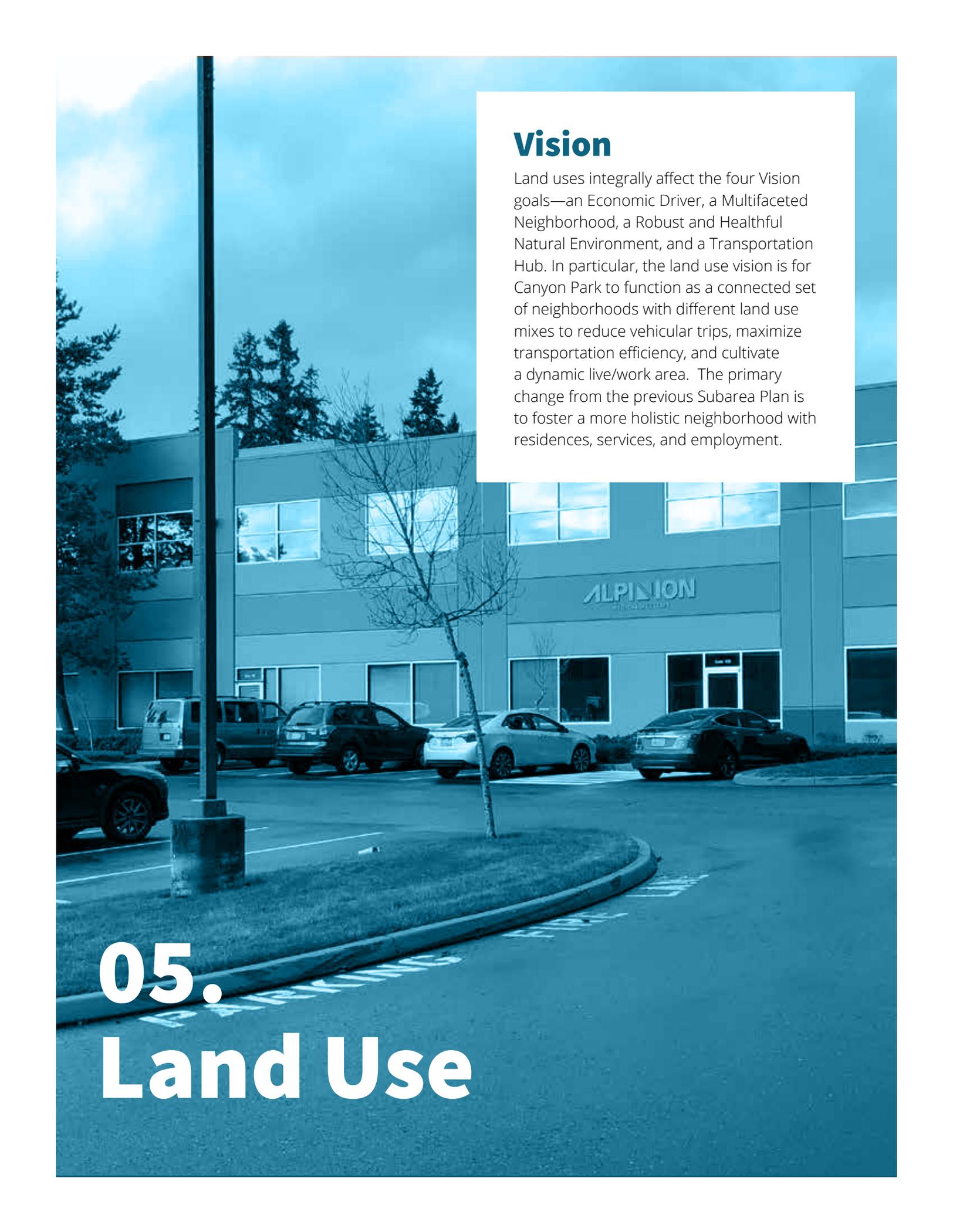
Alderwood Water and Wastewater District (District / AWWD) provides sewer and water service in Canyon Park, which is located in AWWD's North Creek Basin. The supply of water through the planning period exceeds the future demand projections through the planning period horizon by a factor of three. Sewer and water infrastructure in place to support growth in the near term within the planning area. As development occurs, new extensions and some upgrades of existing infrastructure will be necessary.

Due to the presence of the North Creek stream system in the subarea and a high level of hydrological activity, the City maintains a significant amount of storm drain pipe, culverts, catch basins, detention facilities and water quality treatment facilities in the subarea. Repairs, replacements of existing infrastructure should be coordinated with redevelopment in the subarea.

## Electrical

Electric power is provided by Snohomish County Public Utility District No. 1 (PUD), which has three substations in the subarea. One 115 KV power line transverses the subarea from east to west in the northern part of the subarea, between 214th St SE and 208th St SE/Maltby Road. The PUD recently (2015) upgraded the substation in the CPBC to accommodate future development.





## 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.

# 05. Land Use

# Land Use

## Goals and Policies

- ED** Maintain, protect, and support Canyon Park as an **Economic Driver**.
- ED-1** Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries.
  - ED-2** Continue to support existing businesses of all sizes and provide a fertile environment for business growth.
  - ED-3** Protect commercial space affordability and viability in employment areas.
  - ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.
  - ED-5** Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).
  - ED-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.
  - ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
  - ED-9** Allow building sizes and scales that support future employment capacity.
  - ED-10** Ensure that housing meets the needs of the local workforce

## **MN** Evolve Canyon Park into a **Multifaceted Neighborhood**.

- MN-1** Maintain employment and commercial land uses while adding a more intense mix and diversity of land uses to foster holistic live/work neighborhoods.
- MN-2** Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering excellent amenities, private open space, and gathering spaces that integrate into the neighborhood.
- MN-3** Increase the number of affordable housing units in Bothell, especially near transit and jobs.
- MN-4** Increase feasibility of desired development, especially affordable housing.

**MN-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.

**MN-10** Encourage development to use land efficiently.

**MN-11** Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.

**MN-12** Make land use decisions based on the long-range vision and not short-term market or other trends.

**MN-13** Set parking standards so that development provides the “right” amount of parking for its use and context.

**MN-15** Phase projects for least negative impacts and greatest benefits to residents, businesses, and ecological systems.

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

**NE-1** Maintain the high-quality wetland, creek, and ecological systems.

## **TH** Foster and leverage Canyon Park as a **Transportation Hub.**

**TH-4** Encourage the highest density land uses to locate near high capacity transit.

## **RGC** Retain the PSRC Regional Growth Center (**RGC**) designation.

**RGC-1** Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.

**RGC-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 capacity transit services. See the *Land Use Designations* section below for the purpose and intent of different zones in Canyon Park.

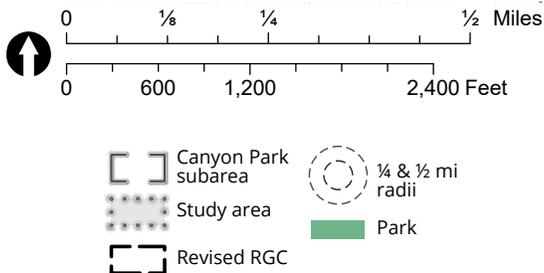
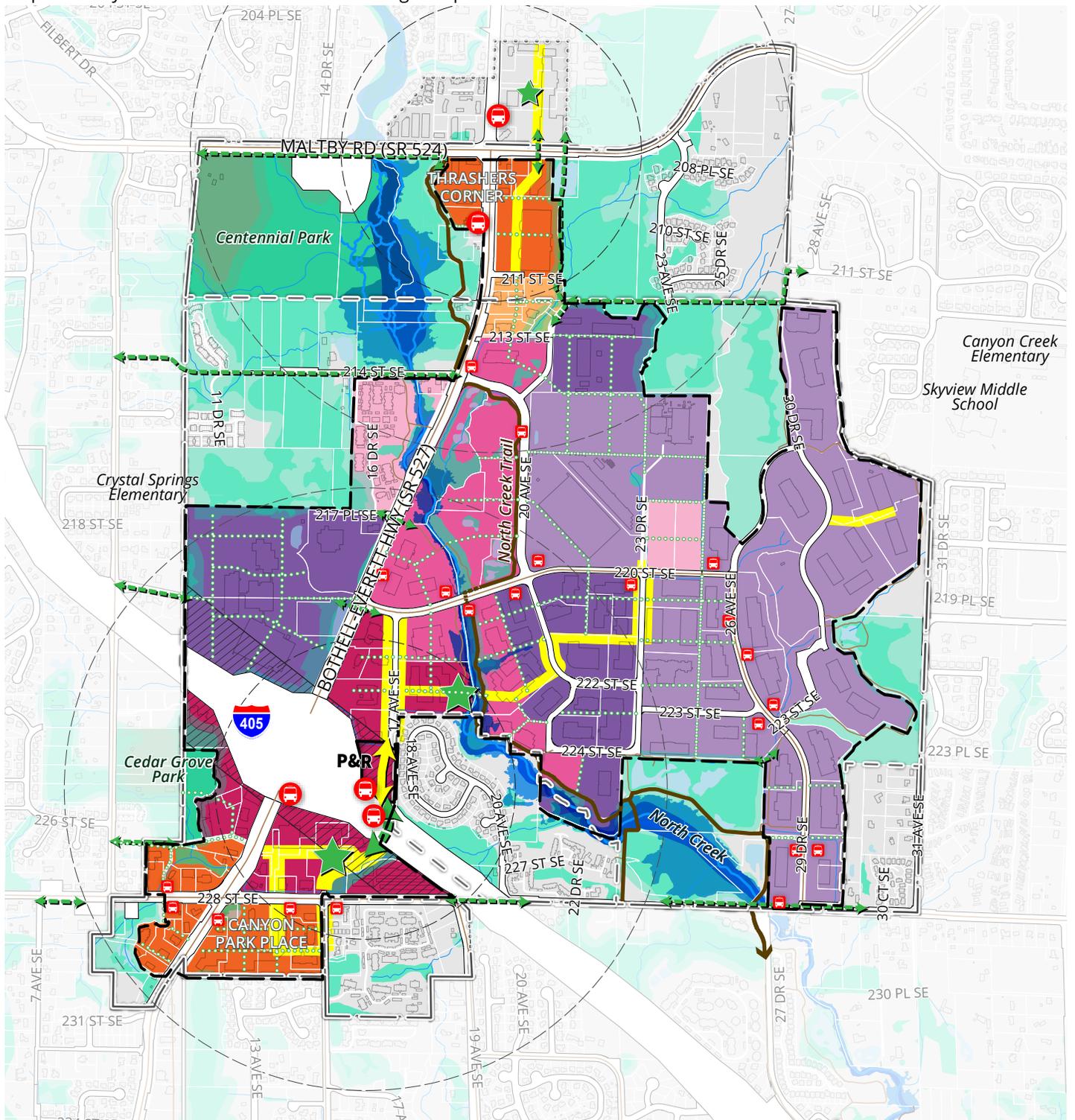
**Protect the existing employment center.** Retain a significant portion of the Canyon Park Subarea for accommodating high technology manufacturing, life sciences, bio-medical device, research, development, laboratories, offices, and other types of employment land uses.

**Encourage support retail and service uses in neighborhood centers.** Allow these complementary uses in select areas with an emphasis on clustering them along key neighborhood center streets and around public gathering spaces (see the *Concept and Urban Design & Community Livability* Element).

**Preserve the natural features of Canyon Park.** As outlined in the *15. Natural Environment* element, the natural features of this area are a defining characteristic that create a unique experience for residents and employees alike and provide valuable ecological functions.

**Be patient.** The City recognizes the real estate market's influence on housing and employment growth and views the real estate industry as a partner in achieving this Vision. However, the City should be patient and focus on the long-term vision, not near-term high-demand land uses.

Map 9. Canyon Park Land Use and Urban Design Proposals



- Land Use & Urban Design Proposals**
- Office/Residential Mixed Use (MU) - High
  - Office/Residential MU - Medium
  - Office/Residential MU - Low
  - Residential MU - High
  - Residential MU - Medium
  - Employment - Medium
  - Employment - Low
  - 500' Air Quality Buffer - Office Only

- Paths and Mobility**
- Public gathering space
  - Nbd center street
  - Through-block connections
  - Water body
  - Wetland & buffer
  - Floodway/flood plain
  - River/stream
  - Major proposed ped. improvements
  - North Creek Trail
  - I-405 Bus Rapid Transit (BRT) or Swift Green Line
  - Bus stop
  - P&R Park-and-ride

## Land Use Designations

The following map and land use descriptions offer a framework for applying zoning regulations within Canyon Park. These implement the approach described above, but Bothell may update them over time with changing conditions. Also see the overarching *Concept* and related actions in *Urban Design & Community Livability*.

**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

### 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.)

## 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 & Community Livability* element's *Block Front Street Designations* section on page 66). 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	Public/private 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.



Figure 30. Examples of Office/Residential Mixed Use - High buildings

## 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.



Figure 28. Examples of Office/Residential Mixed Use - Medium buildings

## 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.



Figure 29. Examples of Office/Residential Mixed Use - Low buildings

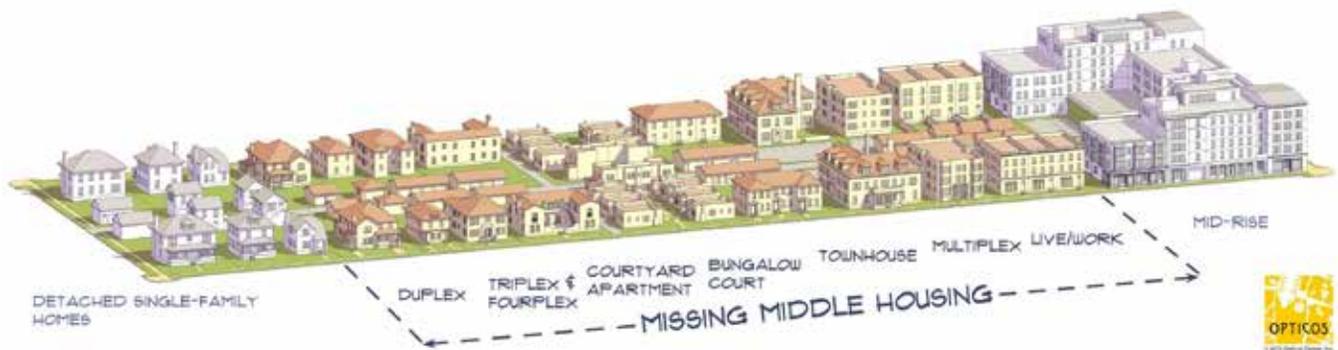


Figure 31. Missing middle housing. (Opticos Design)

## 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	Public/private 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.



Figure 32. Examples of Residential Mixed Use - Medium (top) and Low (bottom) buildings

## 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	Public/private 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.



Figure 33. Examples of Employment - Medium (top) and Low (bottom) buildings

### Actions

1. Establish new zones for Canyon Park.
2. Apply new land use regulations as guided by Map 9.

### Most Applicable Policy

**MN-11** Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.

# 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).

## 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.

## Most Applicable Policies

- MN-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.
- MN-3** Increase the number of affordable housing units in Bothell, especially near transit and jobs.
- MN-4** Increase feasibility of desired development, especially affordable housing.

## 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 *Thrasher's Corner* in the *Concept* element), 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 section in the Urban Design and Community Livability element includes design-related actions.

### 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.

See additional affordable commercial space strategies in *Affordable Commercial Space Incentives* on page 59.



Figure 34. Local immigrant and people of color-owned groceries and restaurants are important places for social connection, economic opportunities, and healthy and culturally appropriate food access (Google Maps)



Figure 35. Flexible and low-rent spaces allow for diverse and community-serving businesses (e.g., Bothell Gymnastics Club) (Google Maps)

### Most Applicable Policies

- ED-3** Protect commercial space affordability and viability in employment areas.
- ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.

# 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.

## Action

1. Reduce parking ratios in selected Canyon Park zones.
2. Study feasibility and potential benefits of setting parking maximums near transit.

## Most Applicable Policies

- MN-4** Increase feasibility of desired development, especially affordable housing.
- MN-10** Encourage development to use land efficiently.
- MN-13** Set parking standards so that development provides the “right” amount of parking for its use and context.

## 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.

### 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.

See additional affordable commercial space strategies in *Affordable Commercial Space* on page 57.

### Most Applicable Policy

**ED-5** Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

## 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.

### Action

1. 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.

### Most Applicable Policies

- NE-4** Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.
- MN-4** Increase feasibility of desired development, especially affordable housing.
- MN-10** Encourage development to use land efficiently.

### Best Available Science

Pursuant to the Growth Management Act, jurisdictions in Washington are required to protect the functions and values of critical areas using best available science. Buffers for wetlands and streams would be implemented consistent with the Planned Action Ordinance and City codes, including codes for nonconforming development. A key City code provision requires that development in proximity to wetland and streams be designed and constructed in accordance with mitigation sequencing, which requires the avoidance, minimization, and compensation of any adverse impacts. In more simple terms, design sensitive to the site must be employed.

## 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.

### Action

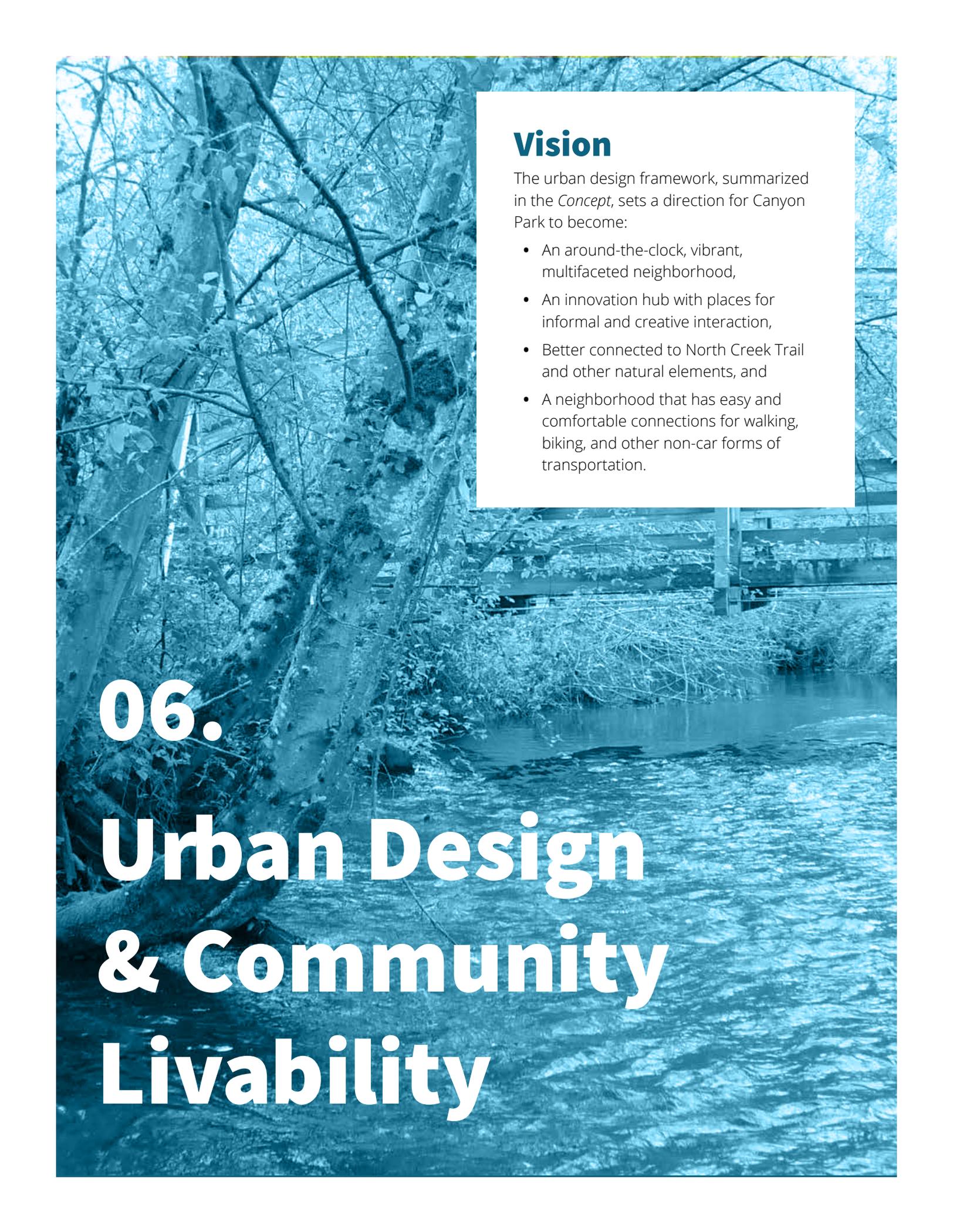
1. Establish “receiving” sites in the High and Medium density designations as eligible to receive activity unit credits.
2. Create an Activity Unit-based TDR program where the City is the “holder and distributor” of these credits.
3. Encourage these credits to be used to assist affordable housing and/or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

### Most Applicable Policies

**RGC-1** Meet employment and residential growth targets to maintain PSRC Regional Growth Center designation.

**RGC-2** Meet Snohomish County residential and employment growth targets.





## Vision

The urban design framework, summarized in the *Concept*, sets a direction for Canyon Park to become:

- An around-the-clock, vibrant, multifaceted neighborhood,
- An innovation hub with places for informal and creative interaction,
- Better connected to North Creek Trail and other natural elements, and
- A neighborhood that has easy and comfortable connections for walking, biking, and other non-car forms of transportation.

# 06.

# Urban Design & Community Livability

# Vision

The urban design framework, summarized in the Concept, sets a direction for Canyon Park to become:

- An around-the-clock, vibrant, multifaceted neighborhood,
- An innovation hub with places for informal and creative interaction,
- Better connected to North Creek Trail and other natural elements, and
- A neighborhood that has easy and comfortable connections for walking, biking, and other non-car forms of transportation.

## Goals and Policies

**ED** Maintain, protect, and support Canyon Park as an **Economic Driver**.

**ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.

**ED-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.

**ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

**ED-8** Functionally support businesses with continued emergency, delivery, and other access.

**ED-9** Allow building sizes and scales that support future employment capacity.

**ED-10** Ensure that housing meets the needs of the local workforce.

## **MN** Evolve Canyon Park into a **Multifaceted Neighborhood.**

- MN-2** Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering excellent amenities, private open space, and gathering spaces that integrate into the neighborhood.
- MN-5** Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.
- MN-6** Invest in signature public gathering spaces to create neighborhood centers of social interaction and innovation.
- MN-7** Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.
- MN-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.
- MN-9** Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.
- MN-14** Encourage 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.

## **TH** Foster and leverage Canyon Park as a **Transportation Hub.**

- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-11** Encourage catalyst redevelopment projects that support transit ridership.

# Block Front Street Designations

## Neighborhood Center Streets

**The design and orientation of new buildings should foster vibrant neighborhood centers.** To accomplish this, alongside land use zoning updates to create mixed-use, transit-oriented neighborhoods (see *Land Use*), Bothell will designate certain streets (existing and future at conceptual locations as identified in Map 10) as:

- **Primary neighborhood streets**, which will concentrate activity to create an urban neighborhood center character
- **Secondary neighborhood streets**, which will concentrate activity to a lesser degree, creating comfortable and safe paths for people further from transit with fewer retail/service amenities (but more activity and amenities than other streets)
- **Pedestrian/bike lanes**, which will offer attractive walkable paths and bike lanes among buildings as a means of providing walkable compact blocks. Depending on the access needs of the neighborhood center “streets,” some may be treated as lanes instead of traditional vehicular-oriented streets.

These streets, especially the primary streets, will be the center of Canyon Park life and feature public gathering places, cafes, bars, fitness, ground floor work spaces that interact with the street, and comfortable places to stroll, wheel, bike, linger, play, and rest. The characteristics of these designations are described below. In short, the purpose of these streets is for redevelopment to:

- Create neighborhood centers
- Increase amenities (e.g., restaurant, retail, service, “pocket” gathering spaces, and ample sidewalks).

## Most Applicable Policies

**MN-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.

**MN-9** Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.

**MN-11** Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.

**MN-14** Encourage 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.



Figure 36. Example of a neighborhood center street in Kirkland, WA

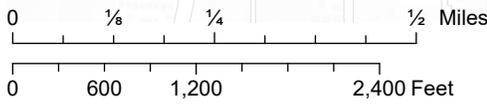
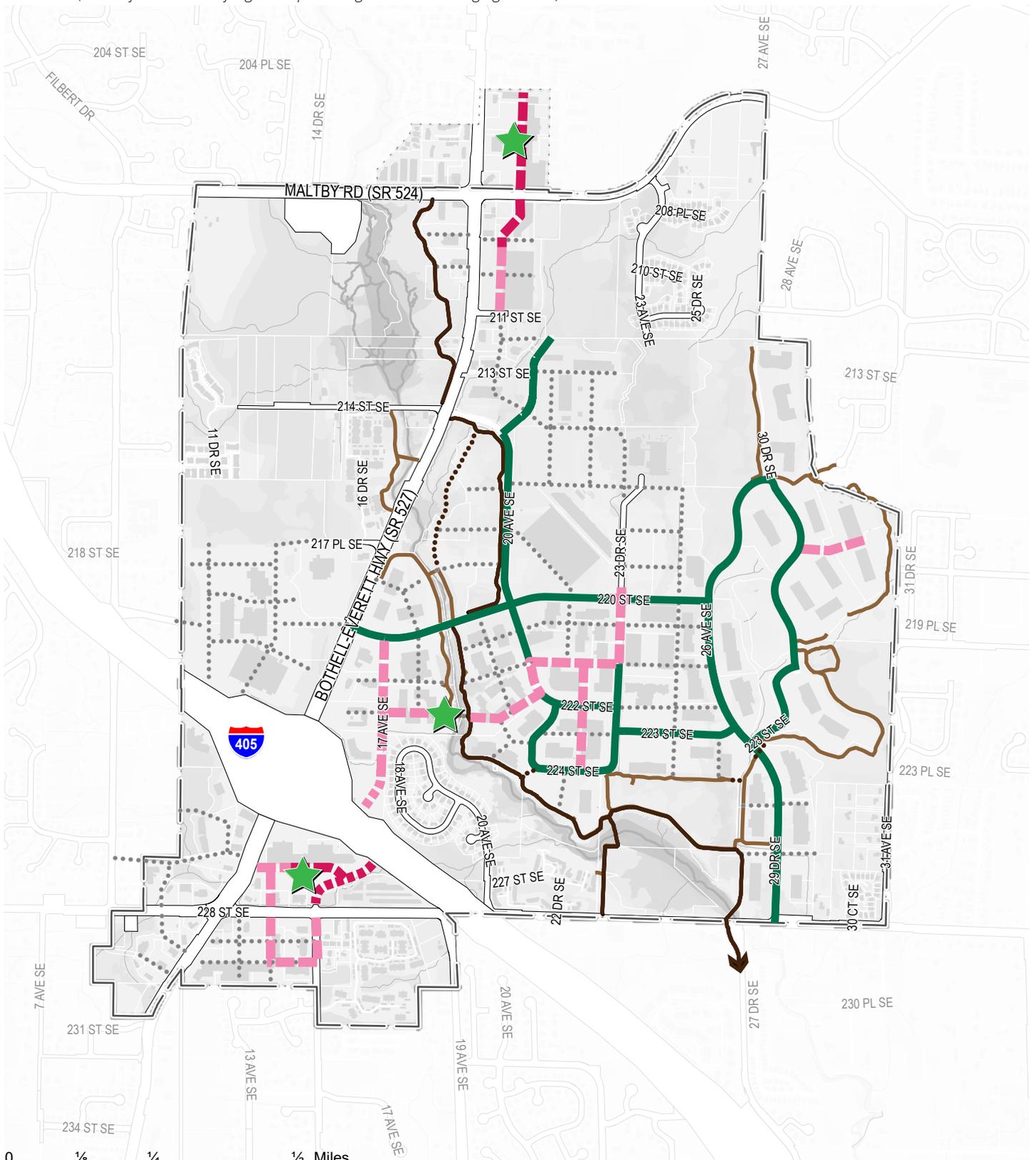


Figure 37. Sidewalk seating contributes to a lively neighborhood center street



Figure 38. Flexible ground floor “shells” allow for a range of diverse businesses and ownership/tenant structures

**Map 10. Preliminary draft block frontage standards map**  
 (to be refined while drafting development regulations and design guidelines)



**Block frontage standards**

- Primary neighborhood center streets
- Secondary neighborhood center streets
- Green streets
- Through-block connection
- Public gathering space

**Trails**

- Proposed trail connection
- North Creek Trail
- Other trail

- Canyon Park subarea
- Study area
- Proposed RGC

- MN-7** Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.
- ED-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.
- ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
- ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

## Actions

1. Apply primary and secondary neighborhood center block front design regulations to the existing and future streets identified in Map 10 (locations conceptual for future through-block connections). Focus design regulations on:
  - a. Require frequent entries (e.g., every 30 feet) and adequate transparency (windows) to foster a lively street and ensure space for small businesses.
  - b. Require commercial ground floors on primary neighborhood center streets, while being flexible to allow a range of viable uses (e.g., cafes/restaurants, bars, fitness centers, coworking and cooperative spaces, artisan/makers spaces/light manufacturing).
  - c. Allow commercial or residential uses (where future zoning allows) on the ground floor of secondary neighborhood center streets.
  - d. Encourage flexible ground floor layouts that accommodate small and growing businesses, as they expand and contract, accounting for creative models like condos and co-ownership.
  - e. Require commercial ground floors to accommodate a range of business and arts uses (e.g., high enough ceilings for a restaurant's ventilation system).
  - f. Set maximum retail size limits (except for grocery and hardware) or average storefront area or depth to ensure a diversity of sizes.
  - g. Disallow surface parking lots along primary streets and limit it along secondary streets to side/back/beneath buildings with proper screening.
  - h. Include wayfinding for pedestrian and bicycle routes.

2. Apply building and site design standards to ensure high quality, attractive new development that builds the identity of Canyon Park and incorporates Crime Prevention through Environmental Design (CPTED) principles.

## Through-block Connections

The auto-orientation of development in the subarea created “superblocks,” where streets are spaced 600 to 1,000 or more feet apart. Inside the street grid, parking lots with limited through-connectivity surround the buildings. Buildings tend to orient their entrances toward the parking lots, not to the formal streets.

Throughout the subarea, privately-owned through-block connections (conceptual locations marked on Map 10) will be required with redevelopment to break down large block sizes for better connectivity and pedestrian/bicycle mobility. Some future through block connections will be designated primary and secondary neighborhood center streets (dashed dark and light pink lines on Map 10). Others (grey dashed lines on Map 10) will also be required, but their design is flexible. They can feel like an alley or a shared pedestrian and vehicular street/lane (i.e., woonerf), and active ground floors will not be required. Wherever possible, they should follow property lines and meet streets at right angles. In the traditional business center, especially east of 20th Ave SE, larger floor plates may be required for business functionality and viability, so some flexibility on through-block connection spacing is important.

In short, implementation of through-block connections would:

- Increase connectivity by breaking down superblocks.
- Formalize pedestrian/bicycle paths throughout.
- Develop block fronts in a coherent and connected way with activity focused on critical paths.

## Most Applicable Policies

- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
- MN-7** Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.
- MN-14** Encourage 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.

## Action

1. Apply through-block connection standards to new Canyon Park zones to require, at a minimum, pedestrian, bicycle, and emergency and delivery vehicle paths approximately every 200 to 300 feet in mixed use zones and up to approximately 400 ft for business flexibility in employment zones.
2. Apply building and site design standards per the block frontage map and include Crime Prevention through Environmental Design (CPTED) principles (Map 10).

## High Visibility Mixed-Use Corners

In some cases, secondary neighborhood streets land on key intersections that are particularly important for lending a sense of place and vitality. These corners also announce entry to a street with intrigue and invite a person to explore the street further. In strategic locations, a “high visibility corner” designation will require development to provide an active ground floor use at the corner (e.g., coffee shop) and design to create a sense of arrival.

## Park-and-ride Redevelopment and Design

**Why recommend parking garages?** It may seem counter-intuitive that this plan recommends a new park-and-ride south of I-405 given the expectation that the area will shift from vehicular to other transportation modes. It does this to fill an interim gap while the existing park-and-ride appears to be at or over capacity, local transit options are inadequate for getting people to the station, and people have not yet shifted modes. Further study is needed, but the purpose is to encourage transit use and reduce vehicular trips in and around Canyon Park. In addition, the potential Canyon Park Place park-and-ride could offer shared parking serving both commuters and retail customers. In phased redevelopment of the area, structured parking could replace existing surface lots, serving businesses during redevelopment but then converting to shared park-and-ride and commercial use as redevelopment, with its own parking, occurs.

**Park-and-rides as transit-oriented development.** The existing park-and-ride on WSDOT property provides a prime catalyst site to spark the 17th Ave SE area redevelopment into a transit-oriented neighborhood. However, its design should not be a standard parking garage. Instead, it should offer a lively and safe pedestrian path to the flyover stop. Likewise, the potential park-and-ride south of I-405, if developed, should provide a similarly active and attractive path to the flyover stop. These paths are crucial extensions of the primary neighborhood center streets. If located within the I-405 air quality buffer/overlay, they would likely be multiple stories of office above structured parking. Bothell should facilitate

mixed-use, transit-oriented park-and-ride redevelopments north and south of I-405 that provide pedestrian-oriented paths to the I-405 BRT flyover station.

**Design for adaptability.** The long-term need for these park-and-rides is unknown. As transit and other alternate mode options improve in Bothell and Snohomish County, there may be less demand for park-and-rides. Thus, the structures should be designed to easily adapt to future needs, whether they are still mobility-oriented, such as autonomous vehicle or transportation network company (e.g., Uber, Lyft) use; a light transformation to data warehousing, arts/artisan spaces, or the like; or a full transformation to shops and office-type uses.

## Most Applicable Policies

- TH-10** Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.
- TH-11** Encourage catalyst redevelopment projects that support transit ridership.
- MN-11** Apply land use and design regulations to allow and encourage transit-oriented development that creates multifaceted neighborhoods.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

## Actions

1. For the WSDOT property, when facilitating a public-private partnership to redevelop the property with a multistory transit-oriented development with a structured park-and-ride garage, incorporate design strategies for pedestrian-oriented paths to connect to the BRT flyover station.
2. For the Canyon Park Place property, when exploring the opportunity for a public-private partnership to redevelop with a structured park-and-ride garage (and potential multistory transit-oriented development), incorporate design strategies for pedestrian-oriented paths to connect to the BRT flyover station.
3. Apply the neighborhood center street block front designation to the future pedestrian paths connecting transit riders to the flyover stop (precise location is flexible).
4. Apply design standards that encourage developers to design parking structures so that they can adapt to other uses in the future, considering features such as floor-to-ceiling heights, future loads, spans, gradients, etc.

# Gathering Spaces

## Major Plazas/Parks

### Associated with neighborhood center streets

Despite having two public parks and many acres of private open space, Canyon Park lacks outdoor gathering places that invite people to socialize and recreate. Existing open spaces are almost exclusively “passive” spaces, with a mix of natural and maintained landscapes that provide aesthetic and ecological benefit, but do not work well to bring people together.

Several new, more compact and active gathering spaces should be created through public-private partnerships with new development. These should integrate with neighborhood “main streets.” Potential conceptual locations for gathering spaces are shown in Map 11. These would achieve two major parks/plazas:

- One near the North Creek Trail bridge that would become the heart of the 17th Ave SE neighborhood. It should integrate with the new east-west shared street, North Creek, and North Creek Trail and have active ground floors on as many sides as possible.
- One in Canyon Park Place (near PCC) that would become the heart of the transit-oriented neighborhood south of I-405.

A third location in unincorporated Snohomish County north of Canyon Park is shown as a suggestion for inclusion in any future joint planning for Thrashers Corner. It is potentially a better location than south of Maltby Rd (SR 524) due to its proximity to existing and future neighborhoods.

## Most Applicable Policies

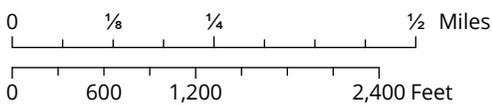
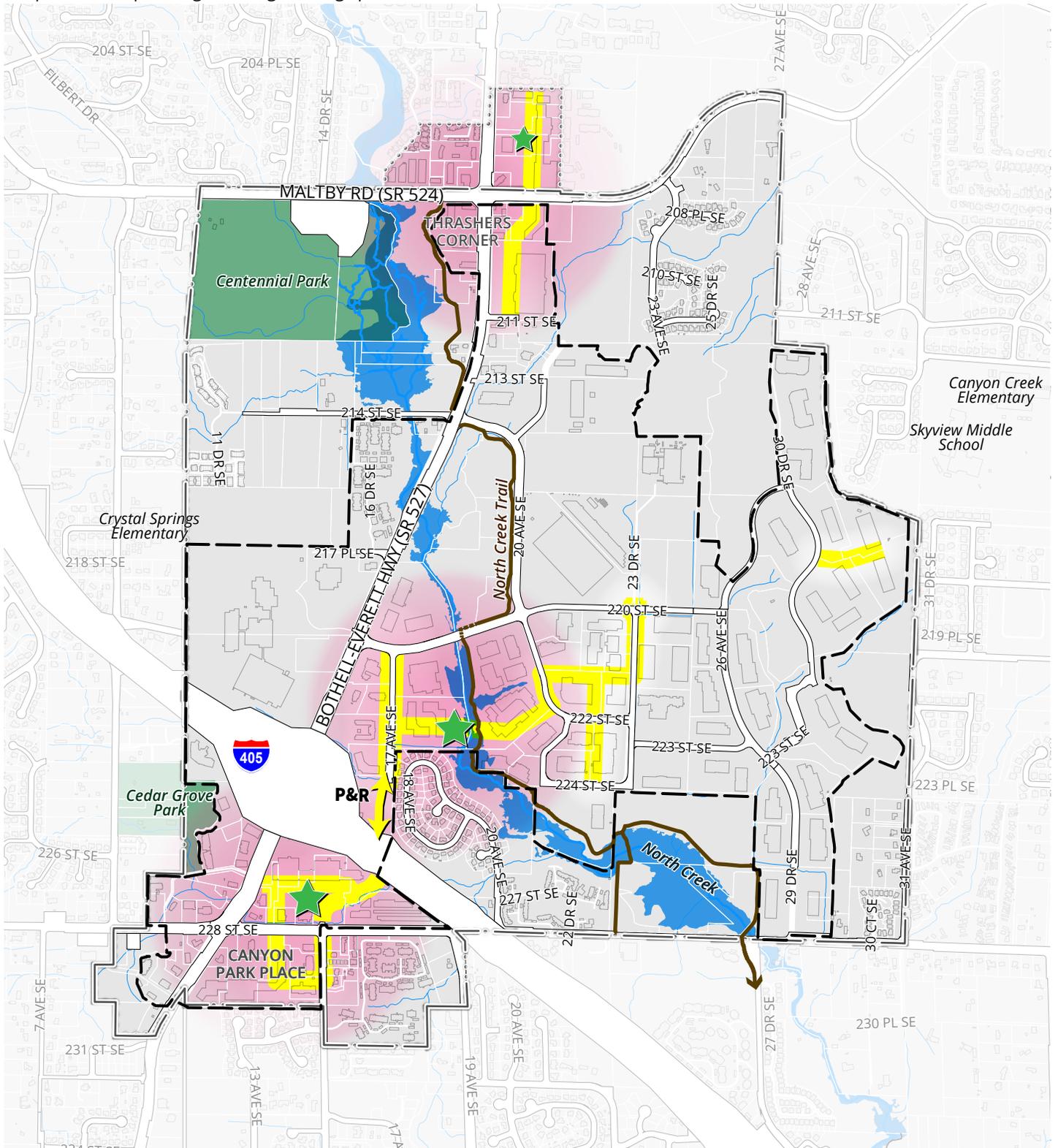
**MN-5** Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.

**MN-6** Invest in signature public gathering spaces to create neighborhood centers of social interaction and innovation.

## Actions

1. Require public open space or a fee-in-lieu with redevelopment.
2. Pursue public-private partnerships to create the park/plaza with redevelopment.
3. Adopt plaza design standards that consider solar access, adequate seating, appropriate lighting, quality materials, Crime Prevention through Environmental Design (CPTED), and other human-centered design principles.

Map 11. Conceptual significant gathering space locations



**Neighborhood Center Features**

-  Public gathering space (conceptual location)
-  Neighborhood center street
-  Multi-faceted neighborhood center

**Other Features**

-  North Creek
-  North Creek Trail
-  Other park

-  Canyon Park subarea
-  Study area
-  Proposed RGC

## Minor Parks/Plazas

### Private park-like amenities with redevelopment throughout

In addition to the significant gathering spaces proposed above, minor pocket parks, widened sidewalks with seating, children's play areas, recreational opportunities for employees, special landscaped spots, and similar spaces should weave through the subarea, especially along designated neighborhood center streets. These will provide desired amenities to support an innovation hub, improve the identity of Canyon Park, and engender a holistic neighborhood that works for residents and workers. Open space standards should ensure that redevelopment includes adequate and high quality minor privately-owned, publicly accessible open spaces throughout Canyon Park.

### Most Applicable Policies

- MN-5** Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.
- ED-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.
- ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
- MN-2** Promote development of a diverse range of market rate and affordable housing that meets employee and residents' needs, offering excellent amenities, private open space, and gathering spaces that integrate into the neighborhood.
- MN-4** Increase feasibility of desired development, especially affordable housing.

### Actions

1. Apply open space standards to the new subarea zones that require private and public open space with redevelopment and guide high quality design.

## Private Natural Area in Eastern Subarea

The property depicted in Figure 39 is a natural area with privately-maintained trails enjoyed by business park employees and nearby residents. The property owner is interested in the City acquiring the property for public park use. The recent PROS Plan did not identify a need for property acquisition in Canyon Park, but as the area grows, it will need more park land to meet level-of-service standards. In terms of new parks, the focus should be on locations that directly help create active neighborhood centers close to transit (green stars on Map 11). However, this parcel presents an opportunity as a long-term recreational amenity.

### Most Applicable Policies

- MN-5** Implement new public park spaces(s) with recreational uses to offer further amenities to neighborhood users.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.

### Action

1. Study the need for and benefits of this property for park land in the next PROS Plan update.



Figure 39. Natural area adjacent to Fujifilm Sonosite (property boundaries not shown). Imagery © Google; Map data © Google





## Vision

**Continue to be an effective local and regional economic driver.** Retain and expand Canyon Park as a business hub for the life science, biomedical device, high-technology, industry and many other businesses. Support this economic engine with workforce housing, employee services and amenities, an efficient transportation system, efficient permitting, protective land use designations, and promote a place of innovation and growth.

# 07. Economic Development

## Goals and Policies

### **ED** Maintain, protect, and support Canyon Park as an **Economic Driver**.

- ED-1** Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries.
- ED-2** Continue to support existing businesses of all sizes and provide a fertile environment for business growth.
- ED-3** Protect commercial space affordability and viability in employment areas.
- ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.
- ED-5** Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).
- ED-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.
- ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.
- ED-8** Functionally support businesses with continued emergency, delivery, and other access.
- ED-9** Allow building sizes and scales that support future employment capacity.
- ED-10** Ensure that housing meets the needs of the local workforce.
- ED-11** Continue accommodating existing and new business growth through efficient permitting services.

### **MN** Evolve Canyon Park into a **Multifaceted Neighborhood**.

- MN-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.
- MN-9** Locate amenities to create hotspots of social activity and build on the natural character of Canyon Park.

## Regional Growth Center

**Biotechnology cluster.** Bothell has evolved into a major regional employment hub and the Canyon Park Regional Growth Center is a particularly important contributor. Canyon Park hosts a distinct biotechnology cluster, with a significant proportion of employment in the area in biotechnology and medical products manufacturing and professional/technical services, including therapeutic treatments in oncology and immunology.

**Flexible buildings.** A wide spectrum of businesses are located within Canyon Park. Many businesses are likely attracted by the availability of “flex” buildings that can accommodate a wide range of uses. Land use policies that promote the retention of such buildings and developing new amenities and services to support these industries and businesses is an important component of this Subarea Plan and will help the economic health of this job center.

## Projected Job Growth

A market analysis undertaken as part of the FEIS conducted in 2020 anticipates the retention and expansion of this employment area with the potential of 9,000 to 13,000 additional employees housed within 2.6 to 3.8 million square feet of building as shown in Table 1 below.

A graph of the expected growth based on the 2018 PSRC econometric model is provided in the Figure below. These projections estimate employment in 2050 increasing by 85 to 121% over current employment levels, with an associated increase of about 8,900 to 12,800 jobs over the next 30 years. These scenarios assume that future growth in Canyon Park will exceed regional growth with overall employment and with service employment, with an average employment growth rate of 1.8 to 2.4% per year.

## Action

1. See Land Use Action X to establish and apply employment zones to the business park and an office mixed-use zone around major transit facilities on I-405.
2. Actively engage with local businesses, educational institutions, and associations (e.g., Life Science Washington) to determine how the City might assist with economic development efforts, concerns, and new approaches.
3. Participate in King County and Snohomish County Economic Development activities, including industrial marketing and promotion, research, committee meetings, and other efforts to retain and attract business and industry to Bothell and the region.
4. Apply consistent and efficient City licensing and permitting practices and procedures.

## Most Applicable Policies

- ED-1** Ensure that Canyon Park continues to grow as the regional hub for the biomedical, life sciences, related, and other industries.
- ED-3** Protect commercial space affordability and viability in employment areas.
- ED-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.
- ED-9** Allow building sizes and scales that support future employment capacity.
- ED-11** Continue accommodating existing and new business growth through efficient permitting services.
- MN-12** Make land use decisions based on the long-range vision and not short-term market or other trends.
- RGC-2** Meet Snohomish County residential and employment growth targets.

Figure 40. Projected Growth in Proposed Canyon Park RGC, 2017-2050 Source: CoStars, 2020; BERK, 2020.

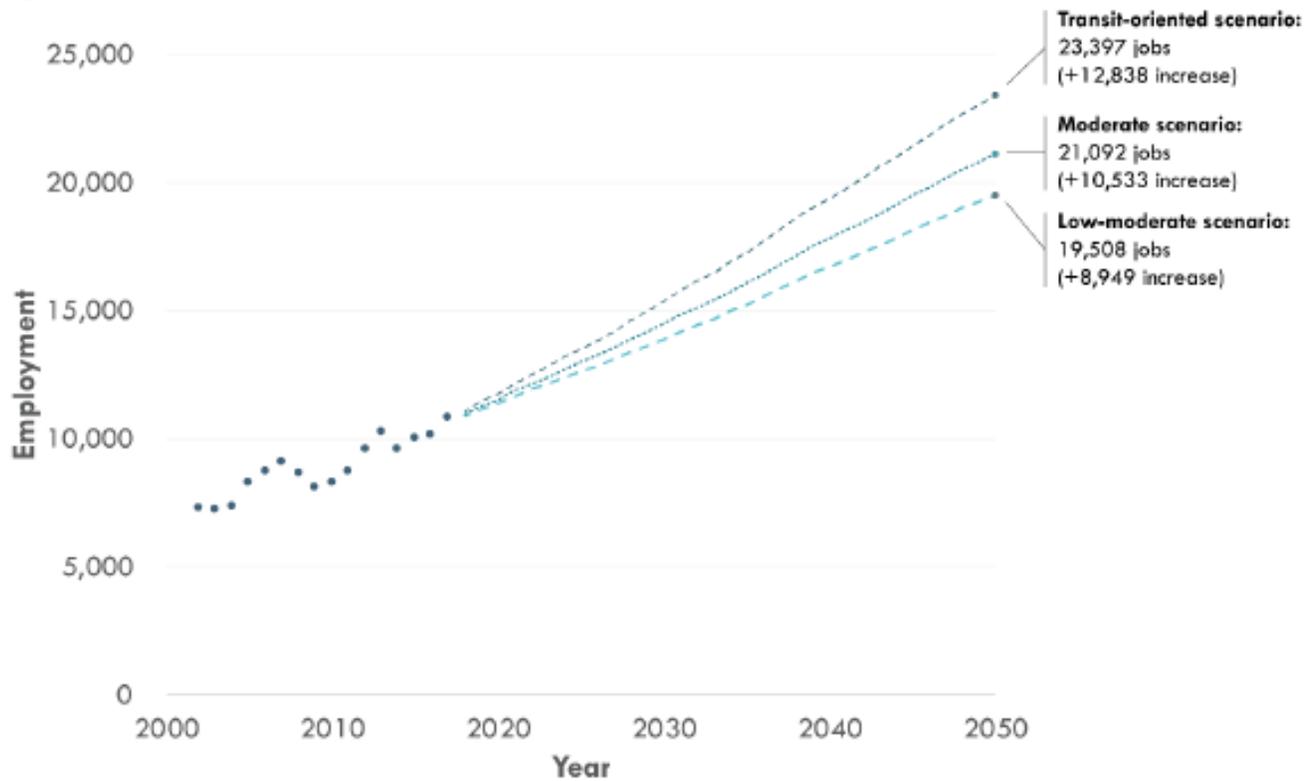


Table 1. Employment projections and estimated employment space needs in Canyon Park RGC, 2017-2050

	Low Moderate	Moderate	Transit-Oriented
<b>Employment, 2017</b>	<b>10,833</b>		
<b>Projected employment increase</b>			
2020-2030	2,519	2,965	3,614
2030-2040	2,815	3,314	4,039
2040-2050	2,785	3,278	3,995
<b>2017-2050</b>	<b>8,949</b>	<b>10,533</b>	<b>12,838</b>
<b>Additional commercial floor area (high), in SF</b>			
2020-2030	1,007,595	1,185,998	1,445,586
2030-2040	1,126,113	1,325,499	1,615,622
2040-2050	1,113,957	1,311,191	1,598,182
<b>2017-2050</b>	<b>3,579,427</b>	<b>4,213,191</b>	<b>5,135,365</b>
<b>Additional commercial floor area (low), in SF</b>			
2020-2030	755,697	889,498	1,084,190
2030-2040	844,585	994,125	1,211,716
2040-2050	835,468	983,394	1,198,637
<b>2017-2050</b>	<b>2,684,570</b>	<b>3,159,893</b>	<b>3,851,524</b>

Source: PSRC, 2019, BERK, 2020

## Life Sciences Innovation Hub

Life science business representatives envision Canyon Park as a place of innovation, where the highest caliber scientists and technicians will be attracted to work in Canyon Park because of its unique natural setting, vibrant mixed-use environment, transportation options, and collection of top-notch longstanding and start-up biotech businesses. They will enjoy chance encounters with colleagues across different businesses in private and public social gathering places that spark new ideas and better practices.

**Retail and amenity spaces.** Restaurants, bars, coffee shops, fitness centers, groceries, retail, services, and other private amenity spaces will offer the types of social mixing zones and enjoyable/useful amenities the life science businesses desired. They see these places as important for both sparking innovation through social activity and attracting talent by rounding out a more multifaceted neighborhood. See Neighborhood Center Street block front designations in Urban Design and Community Livability for recommendations on locations, types of uses, design, and other requirements for active ground floor uses.

**Outdoor gathering spaces.** Similarly, the public and private gathering spaces envisioned with redevelopment offer the spaces that foster chance encounters that spark innovation, as well as attract talented workers to the area. See Gathering Spaces in the Urban Design and Community Livability element for more information on conceptual locations and implementation actions.

### Actions

1. Continue to participate and support the Biomedical Device Innovation Zone.
2. Seek a designation of Canyon Park as a life sciences cluster and participate with the Life Science Washington, the Washington State Department of Commerce, and Snohomish Economic Alliance in promoting this designation.
3. Implement the Transportation Actions, especially those that advance transit and non-motorized options.
4. See Block Front Street Designations actions in Urban Design and Community Livability for achieving active ground floors in key locations that would allow for innovation hub-type spaces.
5. See Gathering Spaces actions in Urban Design and Community Livability for achieving signature and small public and private outdoor gathering spaces.

### Most Applicable Policies

- ED-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.
- ED-7** Encourage a vibrant neighborhood with amenities like eating/drinking establishments, open spaces, and pleasant multimodal connections to attract talent to local businesses.

# Small and Entrepreneurial Business Support

Fostering a wide range of businesses is important for attracting talent to an “innovation hub” and maintaining diversity. Life sciences business representatives stressed the importance of small business incubators and maintaining a start-up vibe in the area, as these attract recent graduates from UW and beyond. Likewise, small and entrepreneurial businesses dependent on economic rents provide valuable services to the Bothell community. See background information on the importance of small businesses and cultural anchors in the Concept’s Foster existing retail and cultural anchors section. The general actions above that support the Regional Growth Center should also include support for small and entrepreneurial businesses.

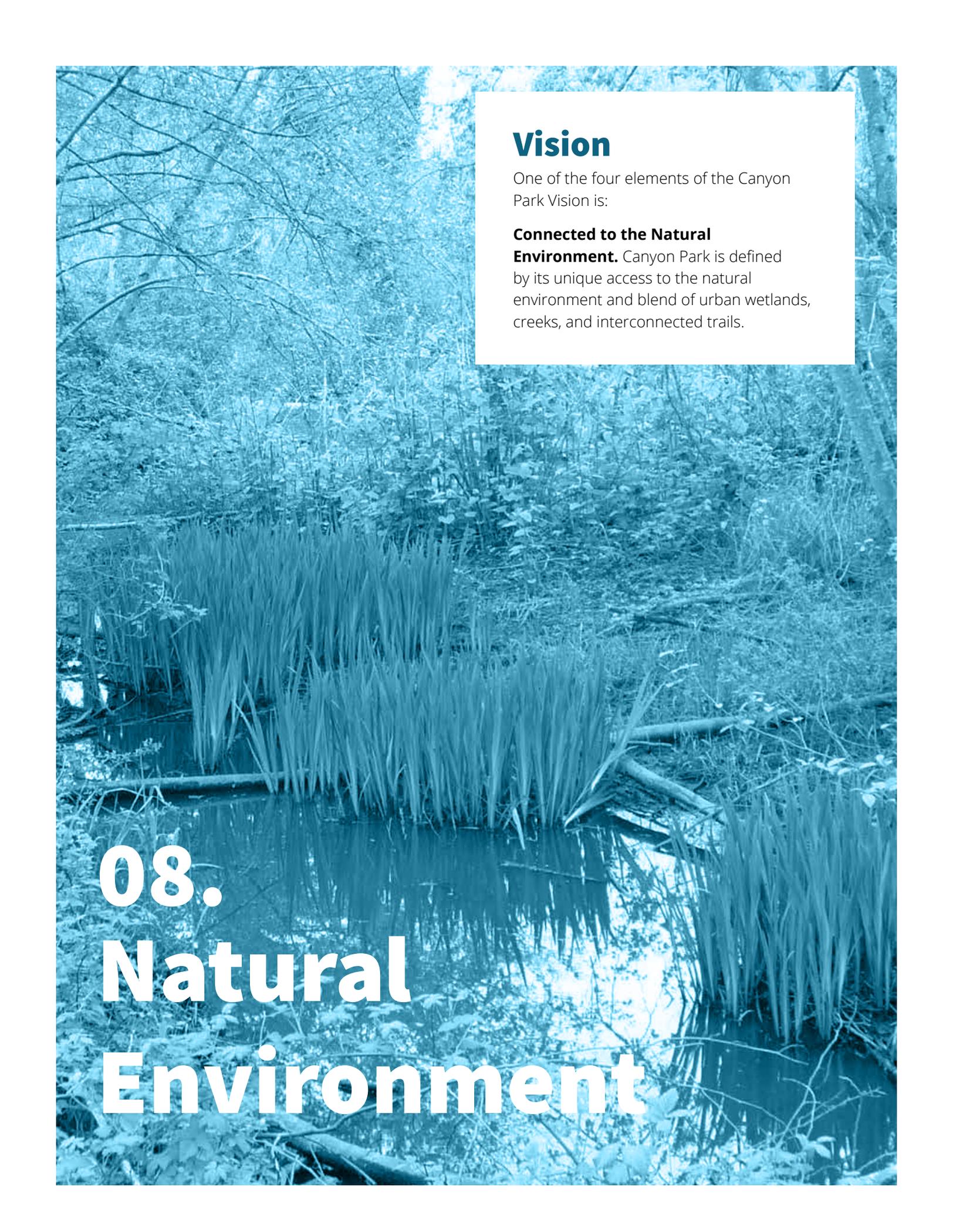
**Affordable and appropriate ground floors.** In addition to technical business support, marketing, building connections between businesses, and other economic development efforts, development regulations should encourage/require physical spaces that are affordable and ready-made for a wide range of businesses. Removing residential as an allowed use from key business park areas and setting development standards will help maintain affordability and appropriate spaces and prevent displacement of existing businesses.

## Actions

1. See actions under Affordable Commercial Space in the Land Use element.
2. See actions under Neighborhood Center Streets in Urban Design and Community Livability.

## Most Applicable Policies

- ED-2** Continue to support existing businesses of all sizes and provide a fertile environment for business growth.
- ED-3** Protect commercial space affordability and viability in employment areas.
- ED-4** Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses, especially on neighborhood center streets.
- ED-5** Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).



## Vision

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

**Connected to the Natural Environment.** Canyon Park is defined by its unique access to the natural environment and blend of urban wetlands, creeks, and interconnected trails.

# 08. Natural Environment

## Goals and Policies

### **NE** Protect, enhance, and leverage Canyon Park's **Robust and Healthy Natural Environment.**

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-2** Address stormwater issues through collective and individual management techniques and facilities.
- NE-3** Maintain and improve recreational access to North Creek and natural areas for residents and workers, allowing for enjoyment of these natural systems.
- NE-4** Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.
- NE-5** Encourage natural drainage systems that improve stormwater infiltration and detention to reduce flooding and improve water quality.
- NE-6** Mitigate transportation project impacts to ecological systems.
- NE-7** Retain forest lands particularly on ridgelines and those associated with critical areas.
- NE-8** Reduce buildings-related greenhouse gas emissions and encourage energy and water efficient development.

### **Imagine Bothell... Comprehensive Plan**

*The Vision Statement which guides the Imagine Bothell... 2015 Comprehensive Plan includes the following elements*

*1. Celebrates and respects its picturesque setting by achieving harmony between the built and natural environments;*

*5. Demonstrates a commitment to the conservation of scarce natural resources through the actions of residents, businesses and public institutions;*

*12. Protects, preserves and enhances those features of the natural environment which are most sensitive to human activities;*

# Stormwater

**Stormwater runoff.** Impervious surfaces (those which water does not penetrate) such as parking lots, building roofs, and roadways, produce stormwater runoff when it rains. Stormwater presents two key issues:

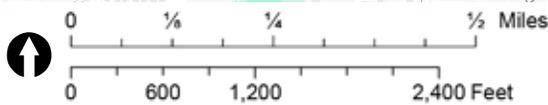
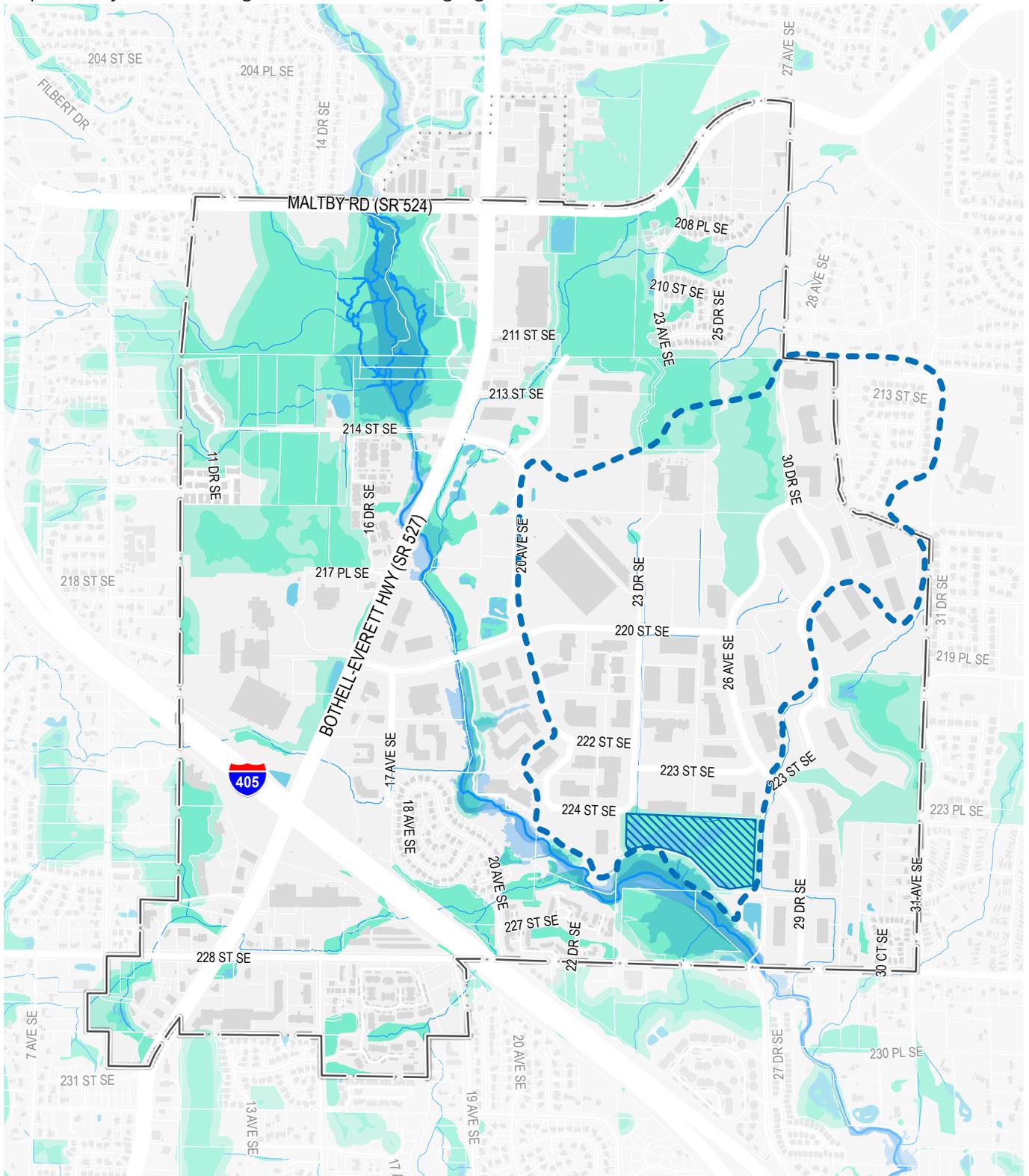
- It is a major source of pollutants in stream systems, with negative impacts on wildlife species and water quality.
- Stormwater flows can cause flooding during heavy rain events because water flows more quickly over impervious surfaces and does not absorb into the ground, causing higher peak flows.

Wetlands naturally treat stormwater by slowing currents down and allowing sediments to settle. Microorganisms treat pollutants through phytoremediation. These naturally occurring features can be recreated through green stormwater infrastructure (GSI). Low impact development (LID) techniques also reduce the quantity of stormwater by reducing impervious surfaces and capturing stormwater before it enters the public drainage system.

**Detention ponds.** In Canyon Park, detention ponds are used to capture stormwater before it reaches fragile stream ecosystems. The subarea is also fortunate to have intact wetlands which reduce the impact of runoff on streams. Improvements to existing stormwater detention ponds, implementation of modern GSI and LID techniques, and wetlands preservation (and enhancement associated with wetland impacts) will help improve the habitat and water quality in the North Creek system.

**Current stormwater regulations.** Private redevelopment must comply with current stormwater regulations. These are based on the 2013 and subsequent 2019-2024 National Pollution Discharge Elimination System (NPDES) Phase II Permit and Washington State Department of Ecology Surface Water Manual, which are uniformly applied to all new (re) development in Western Washington. Further, the City's surface water manual is applied to all new (re)development within Canyon Park.

Map 12. Canyon Park drainage sub-basin and existing regional detention facility.



**Natural Areas**

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

- 268 Acre sub-basin
- Detention pond

## Regional Stormwater Facility near 223rd St SE

An existing detention pond is located south of 223rd St SE, serving the Canyon Park Business Center and adjacent, uphill areas to the east. A functioning detention pond is an important feature for flow control. Maintaining this detention pond by, for example, excavating sediment, vegetation, and debris to re-establish the original pond bottom elevation would restore the pond's capacity to its intended design volume.

The detention pond drains an area of approximately 268 acres. To bring the existing detention pond up to current stormwater flow control standards, it would need to have 2.5 times more volume than its current design capacity. While the existing pond can be retrofitted to increase storage capacity, other approaches will very likely need to be employed to provide sufficient capacity for the entire sub-basin. Enhancements to the pond could improve water quality, flow control functions, and/or aesthetic appeal.

### Potential Capacity Improvements:

1. Restore the Canyon Park Business Center detention pond to its original capacity through excavation of sediment, vegetation, and debris.
2. Conduct a field study and analyze upstream effects of raising the detention pond's High Water Line (HWL) up to one foot to add live storage capacity to the pond. This would also require adjustments to the emergency overflow system.
3. Study the feasibility of lowering the detention pond bottom to further increase storage capacity.
4. Look for opportunities upstream of the existing detention pond to add flow control measures.

### Potential Water Quality Improvements:

1. Excavate existing detention pond to provide a "dead storage" zone, transforming it into a combined detention and treatment pond.
2. Consider implementing floating treatment wetlands (FTW) to enhance the benefit of dead storage.
3. Consider constructing an artificial stormwater treatment wetland to provide enhanced water quality treatment.

### Action

Present options to Canyon Park Business Center for increasing stormwater detention capacity and improving stormwater runoff water quality at the existing detention pond.

### Most Applicable Policies

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-2** Address stormwater issues through collective and individual management techniques and facilities.
- MN-4** Increase feasibility of desired development, especially affordable housing.

## Other Potential Regional Stormwater Facilities

**Look for opportunities to support implementation of new stormwater facilities.** For example, opportunities may exist in the elevated northeast corner of the basin where topography would allow for water detention facilities. On a sloped site, detention vaults could be incorporated into the building design, similar to the recent development near UW Bothell.

A potential site may be the cleared PUD site on the west side of 30th Dr SE. A benefit of this location is that a terraced detention vault system could do dual duty as 1) a terraced public park that connects the upper and lower business parks, 2) vaults under redevelopment, or 3) a combination of those two. This hillclimb location would be particularly useful to local bus riders using the stop directly west on 26th Ave SE.

The purpose of a new stormwater facility would be to:

1. Reduce flooding in Canyon Park by detaining water in a new joint facility.
2. Make development more feasible by reducing the cost of constructing full surface water facilities on individual properties.

### Actions

1. Study the feasibility of a regional detention facility in the northeast corner of the drainage basin.
2. Present options and consider partnering with property owners for construction of new regional detention facilities.

### Most Applicable Policies

**NE-2** Address stormwater issues through collective and individual management techniques and facilities.

**MN-4** Increase feasibility of desired development, especially affordable housing.

## Low Impact Development and Green Stormwater Infrastructure

Green Stormwater Infrastructure (GSI) and Low Impact Development (LID) techniques mimic natural drainage and reduce impacts of development on water and other ecological systems. In general, they reduce impervious surfaces and engineer pervious areas with plants and soil to hold, slow, and infiltrate water to reduce flooding and improve water quality. Current stormwater management regulations require new development and redevelopment to incorporate these systems as feasible. In addition, the City should seek opportunities to encourage and implement GSI/LID along streets, trails, parks, and other places.

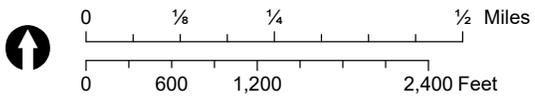
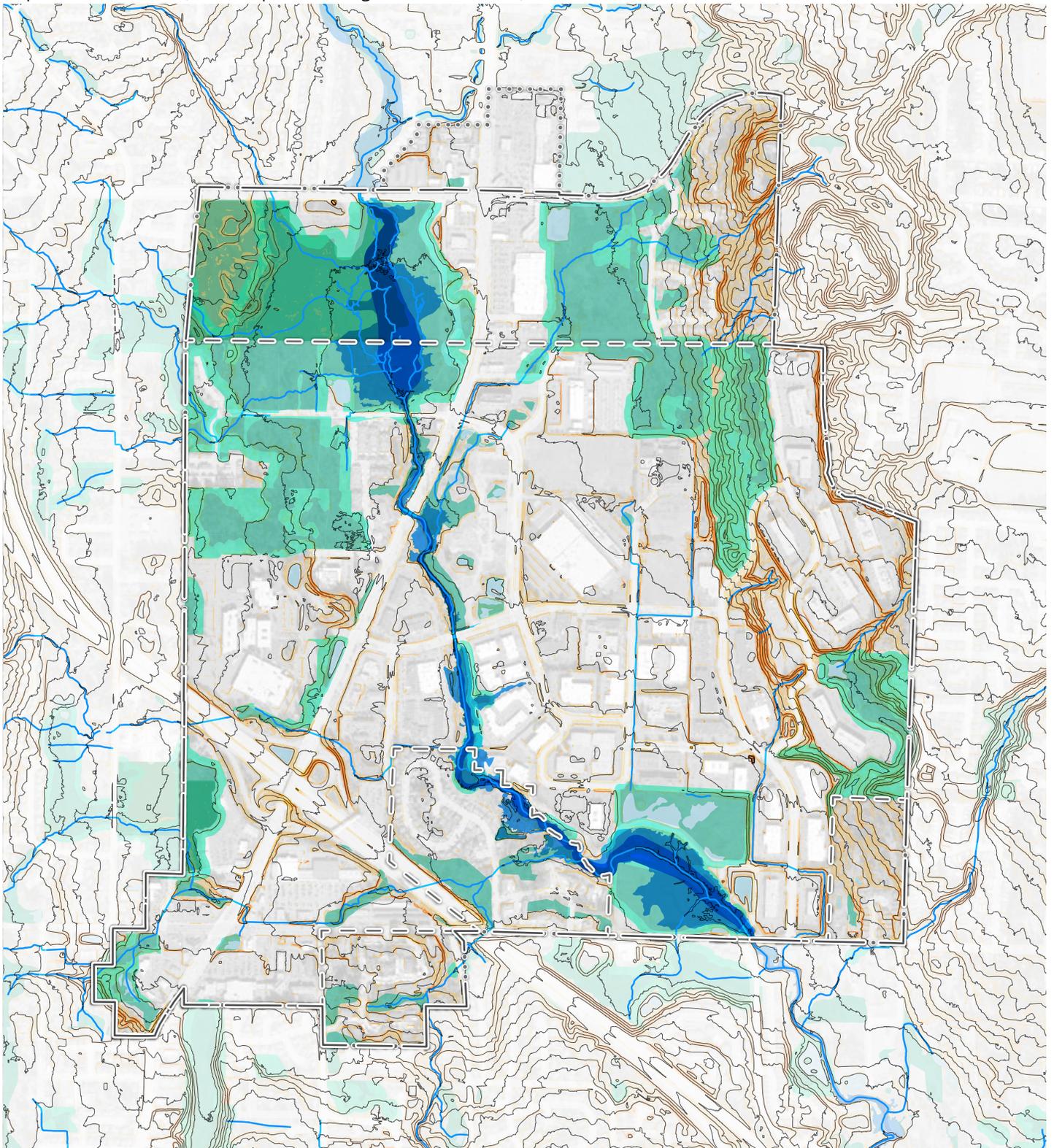
### Actions

1. Explore opportunities to implement natural drainage systems like pervious paving, bioretention cells, rain gardens, and bioswales throughout the subarea.
2. Look for upstream opportunities to insert Modular Wetlands and Filterra Units or other similar products in existing right-of-way storm drains that could treat runoff from larger areas.
3. Explore opportunities to integrate GSI into roadway improvements (see *Other Streets Design* in *Transportation*).
4. Incentivize private land owners to implement GSI and LID techniques such as rain gardens, bioretention cells, pervious pavements, and rain water harvesting.

### Most Applicable Policies

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-2** Address stormwater issues through collective and individual management techniques and facilities.
- NE-5** Encourage natural drainage systems that improve stormwater infiltration and detention to reduce flooding and improve water quality.

Map 13. Critical areas (critical aquifer recharge areas not shown)



- Canyon Park subarea
- Regional growth center
- Additional area to include in study

**Natural Areas**

- Water body
- Wetland & buffer
- Floodway/flood plain
- River/stream
- Low Slope (15-40%)
- Steep Slope (>40%)

## Wetland and Riparian Mitigation/Restoration Projects

Historically part of a rich and diverse North Creek riverine ecosystem, many of the remaining natural areas in Canyon Park have been degraded in the past 100 years through farming, the introduction of invasive species, and road and building construction, leaving opportunity for restoration and enhancement projects. Some projects have included restoration/enhancement features, such as at the Bothell Public Works Operations Center and the property bounded by North Creek, 20th Ave SE, 214th St SE, and 220th St SE.

To address the traffic impacts of growth in the subarea, this plan recommends several new roads or trail connections. With the abundance of wetlands and wetland buffers in the subarea, nearly all potential new connections or route widening would have impacts on wetlands or wetland buffers. The amount of mitigation required depends on the quality and size of the wetland area impacted. Several options are available to mitigate these impacts, both through restoration projects within the subarea, or by paying into an off-site restoration bank. If all transportation projects proposed in the subarea plan are constructed, on-site (within Canyon Park) mitigation projects may not be sufficient to mitigate all impacts, requiring a mixed strategy with both on-site mitigation and purchase of mitigation bank credits. See *Appendix E: Ecological Impact Assessment and Mitigation Cost Estimate* for more detail.

The *Imagine Bothell...* Comprehensive Plan directs Bothell to mitigate impacts on-site or locally as much as is feasible. The area needed to compensate for wetland and buffer impacts using an “on-site” (within Canyon Park) approach may be difficult to meet. The City would need to implement and manage wetland mitigation activities at multiple mitigation sites to meet the total impact generated by the needed transportation projects. A combination of strategies—the North Creek restoration and wetland rehabilitation project, potential other on-site projects, and off-site mitigation through purchase of mitigation bank credits—may be necessary to fulfill the mitigation requirements.

## North Creek and Wetland Restoration

On the southern edge of the CPBC is an 11-acre parcel of land on the south shore of North Creek, between the creek and 228th St SE. This area is a flat, vegetated category II wetland that has been degraded by past use. Rehabilitation of the wetland would provide substantial ecological benefits to wildlife habitat conditions and corridors, increased and improved rearing habitat for juvenile listed Chinook salmon, increased flood water attenuation, sediment deposition, and water quality improvement

### Actions

1. Rehabilitate North Creek's associated wetlands mapped in Figure X through the following actions:
  - a. Create a sinuous North Creek overflow channel or complex of channels and backwaters through the wetland.
  - b. Install native plants throughout wetland, riparian, and buffer areas.
  - c. Install habitat features including large woody debris in the side channel(s), downed wood in the wetland, standing snags, and wildlife nest boxes.

### Most Applicable Policies

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-6** Mitigate transportation project impacts to ecological systems.



Figure 41. Possible North Creek habitat restoration, wetland rehabilitation, and buffer enhancement area (yellow dashed line)

## Other On-site Mitigation Options

Other smaller mitigation opportunities are present within the Canyon Park Subarea, although they do not match the areal and improved ecological function potential of the North Creek restoration area described above. Several privately owned single-family parcels could potentially provide



Figure 42. Potential mitigation opportunities (highlighted yellow) along 214th St SE Imagery source: COBMap



Figure 43. Stream buffer mitigation opportunities along North Creek  
Photos show vegetation patches dominated by invasive species like Himalayan blackberry and reed canarygrass. Overview map indicates location and orientation of photos.  
(Map imagery: COB Map. Photos: Watershed Company, December 2018)

mitigation opportunities along 214th Street SE. Degraded stream buffers present along North Creek could also serve as stream buffer mitigation. Combining a number of smaller sites has some risks in terms of lower cost efficiency and the potential for agency rejection due to lower potential ecological improvement and higher risk of failure.

## Action

1. Explore the feasibility and effectiveness of the other on-site mitigation opportunities identified in Figure 42 and Figure 43.
2. Evaluate opportunities to enhance some existing wetlands in the Canyon Park sub-basin in order to use other wetland or critical areas in the basin as flow control areas.

# Critical Areas and Vegetation Conservation

## Habitat Preservation and Enjoyment

**Beaver habitat.** Large patches of natural vegetation in Canyon Park provide homes to many wildlife species, including the North American beaver. Beaver activity was observed southeast of the Bothell-Everett Highway and 214th St SE intersection in late 2018 and may be present in the Centennial Park riverine wetland system. This is notable because of potential implications beaver dams have on associated stream and wetland systems. Beaver dams obstruct water flow, causing flooding in—and potentially expanding—wetland areas. In natural settings, this plus the stumps and downed wood caused by beavers improve habitat functions. In urban areas, however, beaver activity can result in infrastructure flooding, causing maintenance issues and increased maintenance costs. Bothell should consider ways to preserve the beaver presence while preventing damage to current and future infrastructure.

**Habitat enjoyment and education.** Additional and/or enhanced trails and viewpoints along wetland and stream habitats would showcase and make Canyon Park’s natural systems more accessible. They would also provide the opportunity to educate about the local systems, for example, with interpretive signage showcasing spawning and migrating salmon along North Creek and bird-watching “hotspots.” As the area grows, additional trail links and integration with public open space would enhance the experience of the natural environment (see *Map 14. Canyon Park Pedestrian/Bicycle Plan* in the *Transportation* element and *Gathering Spaces* in *Urban Design & Community Livability*).

**Habitat maintenance.** For those in the community interested in hands-on participation, an ongoing program of invasive vegetation removal within the already-established natural areas could be initiated, including replacement with native plants. This would improve the quality of habitat

## Most Applicable Policies

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-6** Mitigate transportation project impacts to ecological systems.



Figure 44. Beaver den in riverine wetland adjacent to Bothell-Everett Highway (Watershed Company, December 2018)



Figure 45. Beaver dam and recent cuttings in riverine wetland south of 214th St SE (Watershed Company, December 2018)

without the need for an expanded buffer footprint using scarce additional space. Design, permitting, and construction needs and costs for such a program would be relatively low, and timelines between conception and implementation short. Community- and volunteer-oriented weed control and replanting projects can give residents and workers a reason to get off the trail, build a sense of community, and take ownership of their surroundings.

## Action

1. Consider creating development standards that allow for ongoing beaver presence and activity in the subarea.
2. Consider additional viewpoints and interpretive signage in Canyon Park in the next PROS Plan update.
3. Support existing volunteer programs and/or establish a volunteer program to remove invasive species and plant native plants.

## Most Applicable Policies

- NE-1** Maintain the high-quality wetland, creek, and ecological systems.
- NE-3** Maintain and improve recreational access to North Creek and natural areas for residents and workers, allowing for enjoyment of these natural systems.
- NE-4** Enhance and improve these natural areas through volunteer programs, resource grants, and other mechanisms.
- NE-6** Mitigate transportation project impacts to ecological systems.

## Tree Preservation

**“Feathered edge.”** The *Imagine Bothell... Comprehensive Plan* Land Use Element emphasizes the preservation of trees, particularly the ‘feathered edge’ visual effect where trees are silhouetted against the sky as a key visual amenity for the City. The wooded hillside areas in the eastern portion of the Canyon Park Subarea contain a portion of the City’s feathered edge as described in Land Use Element Policy LU-P11 and mapped in Figure 46.

**Forested areas.** Canyon Park also contains forested areas which stakeholders identified as key visual amenities that help differentiate Canyon Park from other growth centers. Some of the more significant forested areas include lands north and south of 214th ST SE, lands in Centennial and Cedar Grove Parks, and lands with critical areas and critical area buffers.

## Action

1. Apply the city’s tree retention and critical areas regulations.
2. On a case by case basis, potentially condition development to avoid the loss of vegetated areas not otherwise protected by critical area regulations such as on vegetated slopes.



Figure 46. Canyon Park’s “feathered edge” (*Imagine Bothell... Comprehensive Plan* Figure LU-5)

### Most Applicable Policy

**NE-7** Retain forest lands particularly on ridgelines and those associated with critical areas.

## Greenhouse Gas Emissions

Washington's primary greenhouse gas emissions sources are from transportation, buildings, and electricity. See the discussion on *Transportation Demand Management/Commute Trip Reduction* in the *Transportation* chapter, and *Building Efficiency* below.

## Building Efficiency

Residential, commercial, and industrial building construction, systems, and the functions people do within them (e.g., cooking, running computers, etc) account for more than a third of greenhouse gas emissions. The systems that heat, cool, and light buildings are responsible for the bulk. Likewise, their water systems can over-use water resources. Also see the GSI and LID section above related to site design for on-site water capture and treatment.

### Actions

1. Apply building design standards to encourage energy and water efficient buildings and construction, following guidance from industry standards such as the US Green Building Council LEED and International Living Future Institute (ILFI)'s Living Building Challenge.
2. Encourage solar or other alternative energy programs.

### Most Applicable Policy

**NE-8** Reduce buildings-related greenhouse gas emissions and encourage energy and water efficient development.



## Vision

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.

# 09.

# Transportation

## Goals and Policies

### **ED** Maintain, protect, and support Canyon Park as an **Economic Driver**.

- ED-8** Functionally support businesses with continued emergency, delivery, and other access.

### **MN** Evolve Canyon Park into a **Multifaceted Neighborhood**.

- MN-14** Encourage 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.

### **TH** Foster and leverage Canyon Park as a **Transportation Hub**.

- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- TH-4** Encourage the highest density land uses to locate near high capacity transit.
- TH-5** Work with the private sector and agency partners to reduce commuters' dependency on single occupancy vehicles (e.g., through a transportation demand management (TDM) or commute trip reduction (CTR) program).
- TH-6** Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.
- TH-7** Encourage shared parking solutions between businesses.
- TH-8** Strategically expand road/intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.
- TH-9** Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

#### **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.*

- TH-10** Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.
- TH-11** Encourage catalyst redevelopment projects that support transit ridership.
- TH-12** If needed, consider updating Bothell’s LOS policy to recognize “ultimate capacity” of Canyon Park corridors and better support transit and other travel modes.

## 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. Bothell can improve the roadway system and its capacity as much as possible through strategic projects that are practical and economically reasonable. However, beyond that, the order of magnitude of cost and impacts makes further capacity improvements unreasonable. The more complicated, larger-sized, and costly projects strain City resources and physically impact residents, businesses, and ecological systems. Thus, this plan recommends the following strategic actions to 1) improve roadway capacity as much as is feasible and 2) make it easier for people to choose other modes of transportation (e.g., transit, walking, biking, rolling on other device):

- Extend three streets/trails strategically to relieve future congestion, meet Bothell’s current level of service (LOS) standard (LOS E corridor), and maintain 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* and *Land Use* elements for more information).
- Prioritize a long-term view toward improved transit.
- Accept that if the region shifts to improved transit service on Bothell-Everett Highway (SR 527), major roads in Canyon Park may experience a period of transition where roadways reach their “ultimate capacity” with greater single occupancy vehicle (SOV)/car congestion.

### Private Streets Transition to Public Policy Placeholder

*The Canyon Park Business Center Owners Association (CPBCOA) and the City of Bothell are working on an agreement regarding the orderly transition of selected private roads within the Canyon Park Business Park to the City of Bothell as public rights-of-way. A policy regarding this transition will be added to the Transportation Section as additional discussion occurs with the CPBCOA.*

**Improve connectivity and relieve stress on the major corridors and three entry points** to the Canyon Park Business Center through street extensions and improved paths for people outside of cars.

- **Extend 20<sup>th</sup> Ave SE northward from 213<sup>th</sup> 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.
- **Extend 214<sup>th</sup> St SE westward to 9<sup>th</sup> Ave SE.**
  - **Option 1 (preferred):** Build a street that allows vehicular access between 9<sup>th</sup> Ave SE and Bothell-Everett Highway (SR 527) to allow local trips an alternate way in/out of the business center and 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 9<sup>th</sup> Ave SE residents with an increase in traffic and wetland, stream, and associated buffers. If this option is selected, improve 9<sup>th</sup> Ave SE with ample pedestrian and bicycle facilities prior to extending 214<sup>th</sup> St SE.
  - **Option 2:** Extend a trail westward from the existing 214<sup>th</sup> St SE to 9<sup>th</sup> Ave SE. This option would not provide vehicular access but would improve pedestrian/bicycle paths to Canyon Park. A trail would have a smaller impact on the wetland, stream, and buffers than a full street and would not increase traffic on 9<sup>th</sup> Ave SE.
  - **Mitigate wetland, stream, and buffer impacts.** For either option, see the *Wetland and Riparian Mitigation/Restoration Projects* options in the *Natural Environment* element.
- **Connect 219<sup>th</sup> Pl SE to properties located northwest of the I-405/SR 527 interchange.** Improve 219<sup>th</sup> Pl SE and remove the barrier to these properties to allow employee-only vehicular access. This shortens commute trips and relieves some pressure on Bothell-Everett Highway (SR 527).
- **Add pedestrian and bicycle paths.** Construct the critical paths shown in Map 15 and require redevelopment to implement paths with their street frontage improvements over time (see *Through-block Connections* recommendations in the *Urban Design & Community Livability* element and street cross sections in *Transportation*).

**Prioritize transit.** Complete the planned addition of one lane to Bothell-Everett Highway (SR 527) for a total of 3 through-lanes in each direction (Project C-4 on Map 16) and, when determined feasible, provide transit signal priority (TSP) for the Swift Green Line and other routes. In the long term and pending support and a coordinated effort among regional partners—Community Transit, WSDOT, Snohomish County, City of Mill Creek, and City of Everett—for Business Access and Transit (BAT) lanes through Bothell and Snohomish County, convert the outside general purpose lanes to BAT lanes and include transit signal priority (TSP). Bothell strongly supports this long-term goal to best leverage the regional investment in a robust, functioning, and comprehensive transit system.

**In the long term, consider updating Bothell's level of service (LOS) policy for Canyon Park.** Prior to regional support and investment in BAT lanes on Bothell-Everett Highway (SR 527), the corridors will likely continue to meet the City's requirements (LOS E corridor). When the conversion of general purpose lanes to BAT lanes happens, more congestion is predicted as no additional reasonable road improvements can be made to increase capacity for SOVs/cars, which will impact the corridor LOS. While the initial conversion to transit may negatively affect SOV performance, the move will be necessary to encourage alternative transportation means that will allow for continued job and population growth. Transit will likely become the more attractive and efficient means of getting through congestion in the future.

The region is seeing more cities (e.g., Kirkland, Tukwila, and Bellevue) provide exceptions or changes to their LOS policies in recognition of the region's inability to construct its way out of congestion. This means longer waits at intersections and along corridors for SOVs. In the long term when BAT lanes become a realistic option, Bothell could consider updating its LOS policy to balance the need for car/SOV mobility with improved regional transit and its associated economic, community livability, and ecological sustainability benefits.

# Pedestrian and Bicycle Infrastructure

## Improved Pedestrian/Bicycle Connections

The quality of existing infrastructure for people walking and biking within the subarea is mixed. There are some relatively high-quality multi-use paths and sidewalks as well as roads with uncomfortable and less safe conditions. A network of public and private trails in the business park provide connections (with occasional missing links) and recreational opportunities. However, internal barriers in the subarea isolate jobs, amenities, residences, and transit stops. These limitations discourage active transportation as an alternative to driving by lengthening trips or forcing travellers to pass through unpleasant and potentially unsafe conditions to reach their destination.

Improvements in the quality of bike/pedestrian infrastructure will provide alternatives to automobiles for many trips, make transit more useful by increasing its “walkshed,” and allow workers and residents to more easily enjoy the health benefits of walking and biking. Designated “neighborhood center streets” should have an excellent walking environment with the streetscape and block frontage improvements discussed in Urban Design and Livability.

Map 14 illustrates the projects that would allow people to:

- Walk/bike/roll through the subarea to access their destinations easily on routes that are safe, well connected, and efficient.
- Use “active” transportation (walking, etc) for recreation as an enjoyable, healthy option throughout the subarea.

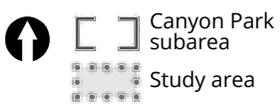
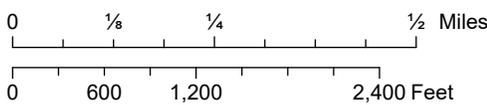
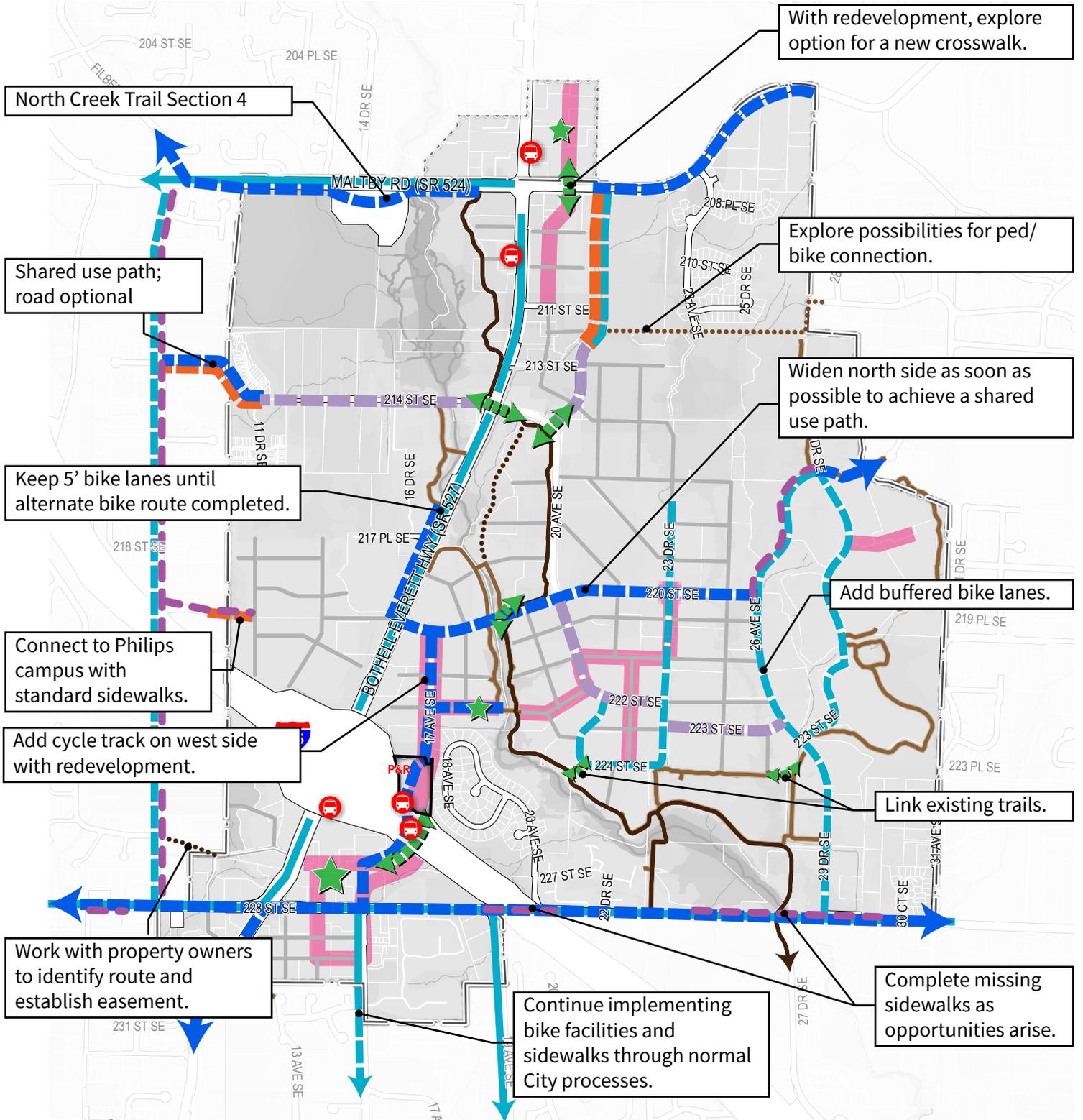
## Actions

- 1. Comprehensive Plan Projects.** Complete the projects planned through the *Imagine Bothell...* Comprehensive Plan identified in Map 15:
  - C-1.** Install protected bike lanes and buffered sidewalks on both sides of 9<sup>th</sup> Ave SE from 228<sup>th</sup> St SE to 208<sup>th</sup> St SE (SR 524).
  - C-2.** Work with WSDOT to complete the eastside cycle track, sidewalks, and safe pedestrian/bike crossings on 17<sup>th</sup> Ave SE as part of WSDOT’s 17<sup>th</sup> Ave SE Express Toll Lane (ETL) improvements project.
  - C-3.** Install a pedestrian/bicycle crossing with Rectangular Rapid Flashing Beacons (RRFB) on 220<sup>th</sup> St SE for the North Creek Trail. Extend the existing northside trail westward to 17<sup>th</sup> Ave SE to complete this missing link.

## Most Applicable Policies

- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.

Map 14. Canyon Park Pedestrian/Bicycle Plan



**Proposed Improvements**

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

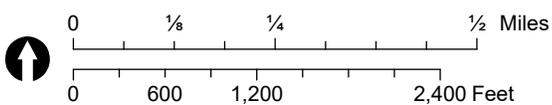
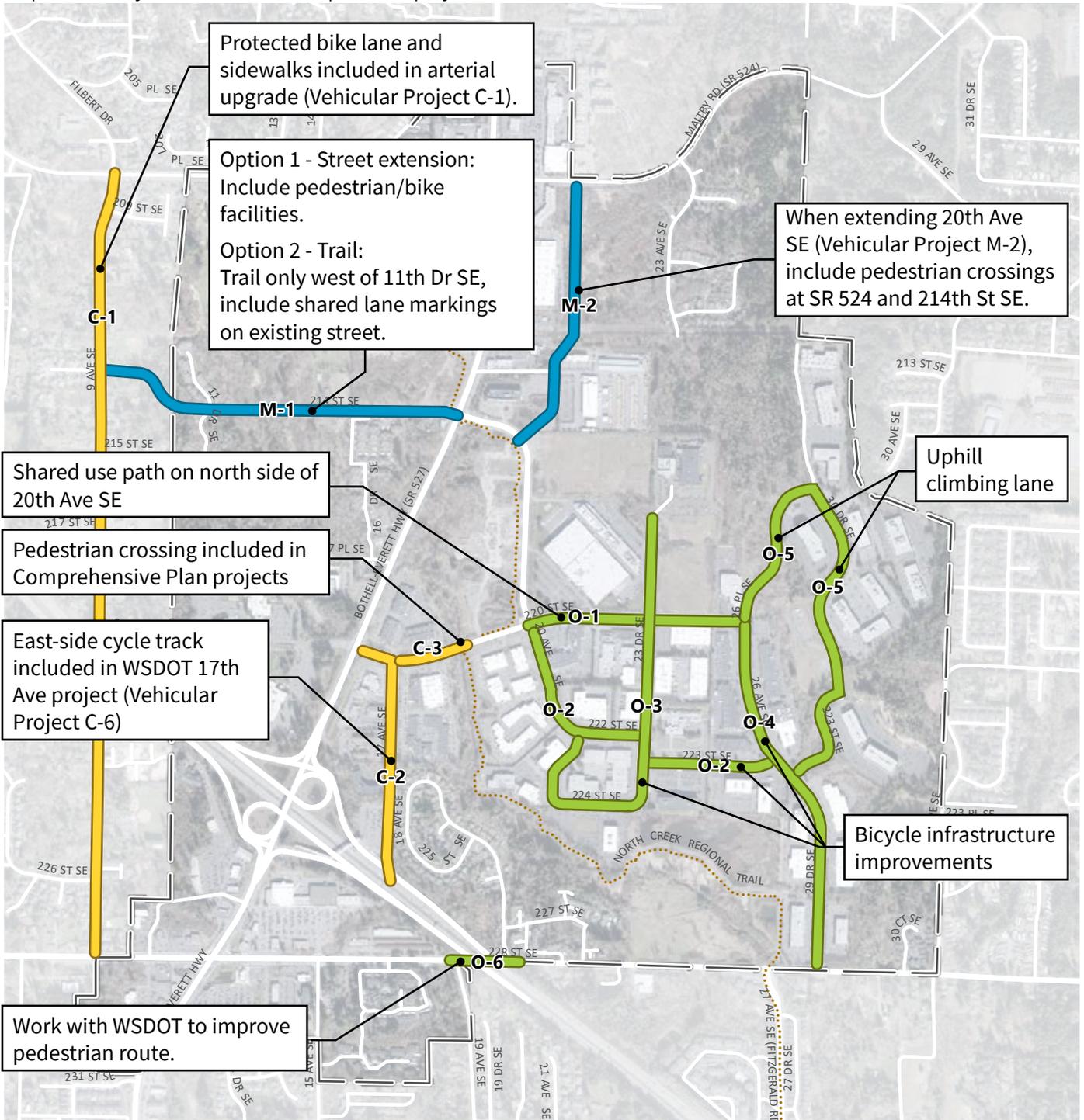
**Existing**

- North Creek Trail
- Other trails
- Bike lane
- P&R Park-and-ride

**Other Plan Elements**

- Public gathering space
- Nbhd center street
- Through-block connections
- I-405 Bus Rapid Transit (BRT) or Swift Green Line

Map 15. Priority non-motorized transportation projects



**Priority Non-Motorized Projects**

- █ Mitigation project
- █ Other high priority project
- █ Comprehensive Plan project

- 2. Mitigation projects related to concurrency corridors.** Complete the high priority pedestrian and bike mitigation projects identified on Map 15:
- M-1.** As part of the 214<sup>th</sup> St SE street and/or trail extension, include pedestrian/bicycle facilities to connect 9<sup>th</sup> Ave SE and Bothell-Everett Highway (SR 527) via 214<sup>th</sup> St SE. If extending the street (Option 1), include pedestrian and bicycle facilities, such as sidewalks and bike lanes or potentially a shared use path on one side of the street if it can reduce environmental impacts. If extending a trail only, add sharrows to the existing street. This project requires right-of-way acquisition and wetland mitigation.
  - M-2.** Construct a new street extending 20<sup>th</sup> Ave SE to SR 524. Include pedestrian and bike facilities, add a signal at Maltby Rd (SR 524) and pedestrian-activated crosswalks at 214<sup>th</sup> St SE (or a signal if carrying transit) concurrent with the street extension. This project also requires right-of-way acquisition and wetland mitigation.
- 3. Other high priority projects.** Complete the high priority pedestrian and bike projects identified on Map 15:
- O-1.** Install a shared use path on the north side of 220<sup>th</sup> St SE from the existing North Creek Trail east to 26<sup>th</sup>/29<sup>th</sup> Ave SE. Also require this through street frontage improvements so that whichever comes first—funding for the project or redevelopment—the path is implemented.
  - O-2.** Add sharrows (shared bike/vehicular lane markings) to 20<sup>th</sup> Ave SE (between 220<sup>th</sup> and 222<sup>nd</sup>), 222<sup>nd</sup> St SE, and 223<sup>rd</sup> St SE.
  - O-3.** Add buffered bike lanes to 23<sup>rd</sup> Dr SE, 224<sup>th</sup> St SE, and 20<sup>th</sup> Ave SE south of 222<sup>nd</sup> St SE as marked on Figure 2.
  - O-4.** Add buffered bike lanes to 26<sup>th</sup>/29<sup>th</sup> Ave SE between 220<sup>th</sup> St SE and 228<sup>th</sup> St SE.
  - O-5.** Add uphill climbing lanes to the east side of 26<sup>th</sup> Pl SE, 30<sup>th</sup> Dr SE, and 223<sup>rd</sup> St SE between 30<sup>th</sup> Dr SE and 29<sup>th</sup> Dr SE as marked on Figure 2. Further improvements may be pursued per the Street Design *Section F* and *Section G*.
  - O-6.** Work with WSDOT to improve the pedestrian/bike experience on 228<sup>th</sup> St SE under I-405 (e.g., bollards protecting bike lanes and/or path added behind columns).

- 4. Require with redevelopment.** Through street frontage improvement standards, require the following projects:
  - R-1.** Require a cycle track and sidewalks on the west side of 17<sup>th</sup> Ave SE with redevelopment (through frontage improvement standards).
  - R-2.** Require redevelopment (through frontage improvement standards) on 220<sup>th</sup> St SE to accommodate a shared use path on the north side and wide sidewalk on the south side (see Map 17).
- 5.** Complete other Canyon Park Pedestrian/Bicycle Plan (Map 14) projects as opportunities arise and prioritize as possible in citywide transportation planning.
- 6.** As through-block connections are developed (see *Through-block Connections* in *Urban Design & Community Livability*), pursue opportunities to extend them through parcels not yet redeveloping to reduce piece-meal segments and achieve formal connections sooner.

## Through-block Connections

Large blocks, dead-end streets, and geographical barriers limit mobility by all modes through the subarea except along the principal streets through the park. These limitations negatively impact business and neighborhood vitality by reducing the diversity of paths between destinations. A network of through-block connections will shorten travel distances, create a more dynamic, complex, and resilient urban environment, and will improve circulation options for businesses. See the *Through-block Connections* Policies and Actions in the *Urban Design & Community Livability* element.

## Transit

Recent Swift Green Line improvements and planned Sound Transit I-405 BRT investments will significantly improve the speed and reliability of transit-based commutes to and from the area in the coming years. This will help to mitigate traffic congestion, reduce greenhouse gas emissions, and improve the efficiency of public infrastructure.

Two BRT projects have the potential to make transit an important mode in what has traditionally been an automobile-oriented area:

- Community Transit's Swift Green Line service between Canyon Park Park-and-Ride and Everett, which began in 2019 and may extend to downtown Bothell in a future phase.
- Sound Transit's Stride I-405 BRT line will connect the Park-and-Ride to Lynnwood, Bellevue, and the I-405 corridor to the south. Stride is projected to begin service in 2024.

To maximize the value of regional investments in BRT, and other transportation improvements, the following policies should be pursued.

### Transit Priority

Key to increasing the effectiveness and desirability of transit is providing a fast alternative to driving. By prioritizing transit, buses will be able to move more quickly through congested areas.

The subarea planning process explored the feasibility and benefits of alternative BRT options, including:

1. **Business Access and Transit (BAT) lanes** in Bothell-Everett Highway's outside lanes.
  - a. An early proposal to widen Bothell-Everett Highway to 9 lanes to accommodate new BAT lanes without impacting existing general purpose lanes was infeasible due to property, ecological, and City financial impacts.
  - b. An option to convert the outside general purpose lanes to BAT lanes, combined with a planned project to complete the 7-lane configuration of Bothell-Everett Highway north of I-405, was feasible and favorable for its great travel time savings for transit, but negatively impacted general purpose travel times. Transit signal priority (TSP) was also considered to improve bus speed and reliability.

2. **Reversible bus-only center lane.** This option puts transit in the center lane, and the direction changes with the peak traffic direction. This is operationally challenging, more expensive than traditional BAT lanes, and complex for riders.
3. **Parallel BRT route** east of Bothell-Everett Highway. This option was relatively feasible, especially combined with the 20<sup>th</sup> Ave St extension project under consideration in this plan, could serve the business center with better “door-to-door” service, and had mild travel time savings for transit. However, though Community Transit supports this route for local service, it does not meet their standards for BRT corridors.

## Actions

1. Complete the planned addition of one lane to Bothell-Everett Highway (SR 527) to achieve three through-lanes in each direction (Project C-4 on Map 16) and, if determined feasible, provide transit signal priority (TSP) for the Swift Green Line and other local routes.
2. Coordinate with Community Transit, WSDOT, and Snohomish County to understand feasibility for BAT lanes and transit signal priority (TSP) on Bothell-Everett Highway through Bothell and Snohomish County. When these agencies are ready to implement Business Access and Transit (BAT) lanes regionally, convert the outside general purpose lanes to BAT lanes.
3. Coordinate with Community Transit to understand opportunities and needs for local transit to use a parallel route east of Bothell-Everett Highway. Include bus needs (i.e., do not preclude transit) in roadway and intersection design when extending 20<sup>th</sup> Ave SE to Maltby Rd (SR 524).

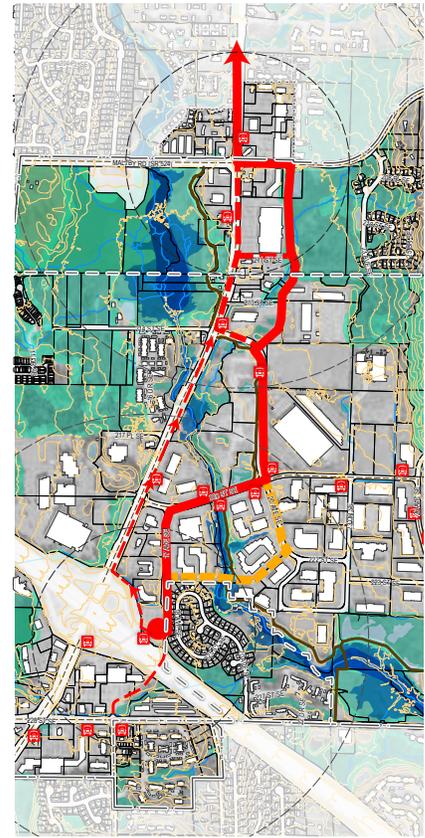


Figure 47. Alternate transit route

## Most Applicable Policies

**TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.

**TH-2** Improve quality, reliability, and access to transit for employees and residents for trips to and from the subarea and within the subarea.

## Park-and-rides

Land use and transit patterns in suburban areas like Canyon Park often make it challenging for nearby residents to easily access transit stops by means other than driving. Park-and-rides expand transit access by allowing people to drive and park near high-quality transit service. However, the existing Canyon Park Park-and-Ride, a surface lot with 309 spaces, is typically filled to 99% of its capacity on an average weekday. A new structured park-and-ride south of I-405 would prevent unnecessary trips into the business center for transit riders coming from south of Canyon Park, increase access to transit, and support a lively neighborhood close to transit if designed well. More intense development over the existing lot would also increase access to transit and improve the pedestrian/bike connection from the future I-405 BRT station and 17<sup>th</sup> Ave SE.

### Actions

1. Work with WSDOT and Community Transit to pursue a public-private redevelopment of the existing Canyon Park park-and-ride that preserves (and potentially expands) existing parking spaces. See design recommendations in *Park-and-ride Redevelopment and Design* on page 70.
2. Facilitate public-private partnerships (Sound Transit, Community Transit, WSDOT, and private developer) to explore the creation of a new park-and-ride on the south side of I-405 near the freeway transit station. See design recommendations in *Park-and-ride Redevelopment and Design* on page 70.

### Most Applicable Policies

- TH-10** Expand access to park-and-rides in Canyon Park to ease the transition from suburban, auto-oriented travel to other modes.
- TH-11** Encourage catalyst redevelopment projects that support transit ridership.

## Vehicular Travel

The majority of daily travel through the subarea takes place in private SOVs. This travel mode provides flexibility for people to reach destinations in the order and time they need and reflects the lack of reliable transit options historically available. However, when a large proportion of SOV trips occur in the same direction at the same time, roads and highways become congested and travel speeds decrease substantially. Vehicular travel will continue to be an important feature of Canyon Park mobility in the future. Nevertheless, strategies to preserve solo driving's flexibility and ease of movement should be balanced with the per-person space efficiencies, infrastructure costs, public health, and greenhouse-gas (GHG) emissions benefits of other travel modes. Reducing the growth of traffic congestion ensures private vehicle travel remains a viable option for those who need it and allows freight, transit, and emergency vehicles to operate efficiently.

## Transportation Demand Management/ Commute Trip Reduction

The primary source of traffic congestion in the subarea is morning and evening commute trips. Because so many trips occur in SOV motor vehicles over a short period of time, road capacity is overwhelmed. For most commuters, mode choices are made based on the convenience, cost, availability, and travel time of different options. Programs that provide benefits to commuters who travel via transit, walking, biking, or carpooling, or encourage staggered work shifts, can help shift commuters away from single-occupancy vehicle commutes and reduce congestion.

Transportation demand management programs are an effective approach for reducing SOV commutes. These programs set goals and develop voluntary programs with employers, encouraging employees to use transit or active transportation (walking, biking, etc.), telecommuting, carpooling, or commuting at off-peak hours. Typical programs include compensating employees who don't drive based on the typical cost to the employer of providing free parking.

### Actions

1. Work with employers, Community Transit, and other regional transportation organizations to develop and implement transportation demand management/commute trip reduction programs, including transit pass subsidies, staggered shifts and telecommuting options, paid parking, reduced parking, and improved "last mile" options.
2. Facilitate partnerships and advocate for flexible travel options within the subarea, especially "last mile" trips between Canyon Park park-and-ride and major employers, like on-demand bicycle or e-scooter

### Most Applicable Policies

- TH-5** Work with the private sector and agency partners to reduce commuters' dependency on single occupancy vehicles (e.g., through a transportation demand management (TDM) or commute trip reduction (CTR) program).
- TH-6** Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.
- TH-7** Encourage shared parking solutions between businesses.

rentals (i.e., bike share), a circulator shuttle, app-based ride-hailing service, or other options.

3. Facilitate conversations amongst businesses and authorize a shared parking program to allow parking lot owners to share or rent out any excess parking stalls.
4. Require bicycle, e-bike, scooter, and/or other micromobility device parking with development and public gathering space.

## Proposed Vehicular Projects

The vehicular circulation system has choke points that limit capacity. The *Imagine Bothell...* 2015 Comprehensive Plan proposed projects to improve vehicular circulation in Canyon Park as Bothell and surrounding areas grow in population. This plan recommends additional projects to mitigate increased vehicular trips caused by the increased growth proposed in this plan. These projects were selected because they increase capacity and/or connectivity of the street network without impractical ramifications to City funds, ecological functions, and private property. Wetlands and streams, steep slopes, and neighborhood considerations also constrain system improvements.

Note that this plan presents the 214<sup>th</sup> St SE extension (project #X) between 11<sup>th</sup> Dr SE and 9<sup>th</sup> Ave SE as the preferred option. If this is deemed infeasible or undesirable, Bothell will need to update its LOS policy or identify other mitigation measures to meet current LOS standards.

## Actions

Implement the following projects, which include projects already planned through the Comprehensive Plan and this Subarea Plan's new recommendations (see Map 16 for project locations):

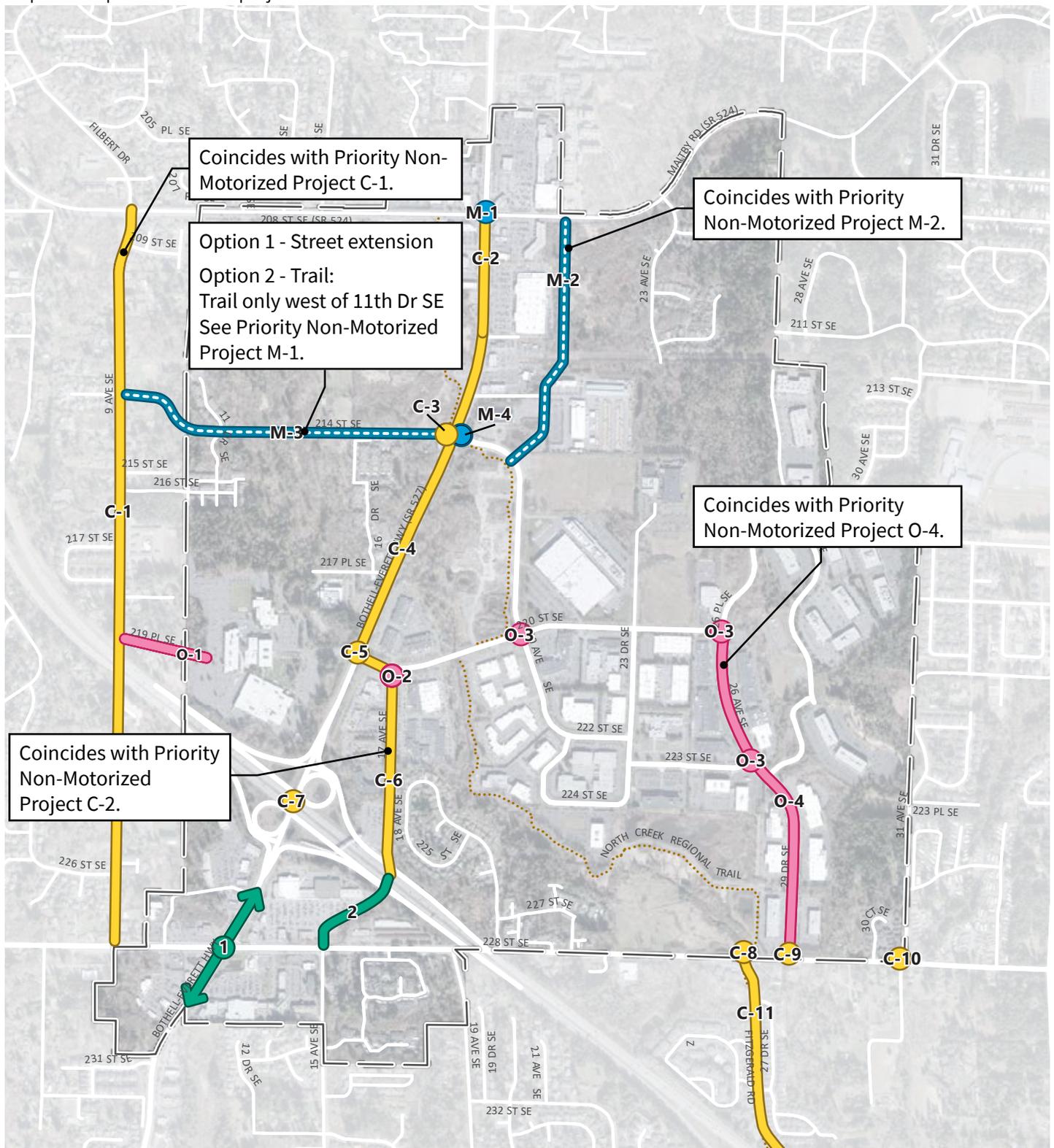
1. **Comprehensive Plan Projects.** Complete the projects planned through the *Imagine Bothell...* Comprehensive Plan identified in Map 16:
  - C-1. **9<sup>th</sup> Ave SE multimodal improvements.** Widen 9<sup>th</sup> Ave SE from 228<sup>th</sup> St SE to SR 524 to upgrade the street to a Collector Arterial standard (3-lanes) with improved pedestrian/ bike facilities and improvements to the 228<sup>th</sup> St SE and SR 524 intersections. At 9<sup>th</sup> Ave SE and SR 524 add a second northbound left turn lane.
  - C-2. **SR 527 near SR 524.** Add a third northbound through lane to SR 527 from 211<sup>th</sup> St SE to north of SR 524 (Maltby Rd) and add a southbound left turn lane from SR 527 to SR 524.
  - C-3. **SR 527/214<sup>th</sup> St SE intersection.** Re-channelize the westbound through/left lane to a through/right lane.

## Most Applicable Policies

- TH-8** Strategically expand road/ intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.
- TH-9** Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

- C-4. SR 527 seven-lane cross section.** Add a third southbound lane to SR 527 between SR 524 (Maltby Rd) and 220<sup>th</sup> St SE. Make associated intersection improvements.
  - C-5. SR 527/220<sup>th</sup> St SE intersection.** As part of project C-6, work with WSDOT to construct the planned improvements at the 220<sup>th</sup> St SE and Bothell-Everett Highway intersection.
  - C-6. WSDOT I-405 direct access ETL ramps.** Work with WSDOT to complete the proposed express toll lane (ETL) direct access ramps at 17<sup>th</sup> Ave SE and I-405, street improvements to 17<sup>th</sup> Ave SE, and intersection improvements at 17<sup>th</sup> Ave SE and 220<sup>th</sup> St SE.
  - C-7. WSDOT I-405 widening and SR 527 interchange.** Support WSDOT in widening I-405 and adding a second Express Toll lane from SR 522 to I-5 in Lynnwood and making improvements to the SR 527/I-405 interchange ramps.
  - C-8. 228<sup>th</sup> St SE/Fitzgerald Rd intersection.** Add an eastbound right turn pocket.
  - C-9. 228<sup>th</sup> St SE/29<sup>th</sup> Dr SE intersection.** Add a westbound right turn pocket.
  - C-10. 228<sup>th</sup> St SE/31<sup>st</sup> Ave SE.** Add a westbound dedicated right turn lane on 228<sup>th</sup> St SE where it meets 31<sup>st</sup> Ave SE.
  - C-11. Fitzgerald Rd (240<sup>th</sup> St SE to 228<sup>th</sup> St SE) widening.** Widen Fitzgerald Road and add curb, gutter, and sidewalks from 240<sup>th</sup> St SE to 228<sup>th</sup> St SE.
- 2. Mitigation projects related to concurrency corridors.** Complete the vehicular mitigation projects identified on Map 16:
- M-1. SR 524 (Maltby Rd)/SR 527 intersection.** Modify the intersection to include two westbound left turn lanes and two westbound through lanes.
  - M-2. 20<sup>th</sup> Ave SE extension.** Extend 20<sup>th</sup> Ave SE north to Maltby Road and install a signal at the 20<sup>th</sup> Ave SE/214<sup>th</sup> St SE intersection. Consider transit signal priority (TSP) capability.
  - M-3. 214<sup>th</sup> St SE extension.** Extend 214<sup>th</sup> St SE west to 9<sup>th</sup> Ave SE, including a traffic signal at 9<sup>th</sup> Ave SE and pedestrian/bicycle facilities (preferred option). Alternatively, extend a trail only westward from 11<sup>th</sup> Dr SE to 9<sup>th</sup> Ave SE.
  - M-4. 214<sup>th</sup> St SE/SR 527 intersection.** Add a westbound right turn lane and dual westbound left turn lane.

Map 16. Proposed vehicular projects



Coincides with Priority Non-Motorized Project C-1.

Option 1 - Street extension  
Option 2 - Trail:  
Trail only west of 11th Dr SE  
See Priority Non-Motorized Project M-1.

Coincides with Priority Non-Motorized Project M-2.

Coincides with Priority Non-Motorized Project O-4.

Coincides with Priority Non-Motorized Project C-2.

**Proposed Vehicular Projects**

- █ Comprehensive Plan project
- █ Mitigation project
- █ Other project
- █ Further exploration or study

3. **Other projects.** Complete or allow the other vehicular projects identified on Map 16:
  - O-1. **219<sup>th</sup> PI SE extension.** Allow private property owners to improve 219<sup>th</sup> PI SE and open access to the properties northwest of the I-405/527 interchange.
  - O-2. **17<sup>th</sup> Ave SE/220<sup>th</sup> St SE intersection.** Add westbound dual left-turn lanes and a new southbound receiving lane on 17<sup>th</sup> Ave SE.
  - O-3. **Internal streets monitoring.** Monitor traffic conditions and install new traffic control such as signal or roundabout for three intersections in the CPBC if warranted. Also, monitor if increased capacity is needed on 220<sup>th</sup> St SE east of 20<sup>th</sup> Ave SE.
  - O-4. **26<sup>th</sup>/29<sup>th</sup> Ave SE rechannelization.** Rechannelize road to three lanes when constructing bicycle facility (see non-motorized project O-4 on page 107).

## Exploration or Study

1. **SR 527 corridor study.** See "SR 527 Corridor Study" below.
2. **WSDOT 17<sup>th</sup> Ave SE extension south of I-405.** Work with WSDOT to pursue and expedite the plan for ETL and bus access on the south side of I-405.

## SR 527 Corridor Study

SR 527 is a heavily used and complicated corridor. As a transit corridor serving multiple jurisdictions, it would benefit from further study to solidify a regional vision for its function, performance, design, and adjacent land uses. Partners should include Snohomish County, WSDOT, Community Transit, and Sound Transit.

As part of this study, the 228<sup>th</sup> St SE/Bothell-Everett Highway (SR 527) intersection is of particular interest. Intersection modifications at 228<sup>th</sup> St SE and Bothell-Everett Highway (SR 527) could potentially improve traffic flows. A future study is needed to consider, among other options, a "displaced left turn" concept. The study will be used to better understand benefits of potential designs and associated impacts to adjacent properties and pedestrian/bicycle facilities.

## Action

1. With regional partners including Snohomish County, WSDOT, Community Transit, and Sound Transit, pursue an SR 527 corridor study to explore transit optimization, alternative intersection designs, and other issues.
2. Study a displaced left turn lane intersection concept for the 228<sup>th</sup> St SE/Bothell-Everett Highway (SR 527) intersection.

## Most Applicable Policies

- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- TH-6** Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.
- TH-8** Strategically expand road/intersection capacity to improve traffic flows within the subarea. Minimize business, resident, and ecological impacts to the maximum extent feasible.
- ED-5** Retain existing businesses in Canyon Park even as development occurs (i.e., prevent displacement).

## North Creek Crossing in Business Center

This plan recommends implementing an east-west neighborhood center street with redevelopment through the (approximately) 22140 17<sup>th</sup> Ave SE and 22042 20<sup>th</sup> Ave SE blocks aligned with the existing bridge (see *Concept and Urban Design & Community Livability*). At a minimum, this future connection would provide a pedestrian and bicycle path to link transit riders and businesses further east and accommodate emergency vehicles and deliveries on either side of North Creek.

To support future transit, Bothell might also consider a vehicular crossing over North Creek at or near the existing bridge in the Canyon Park Business Center. Accommodating transit and even general purpose traffic could better distribute trips, especially relieving congestion at the 17<sup>th</sup> Ave SE/220<sup>th</sup> St SE intersection, and make transit more reliable. Thus, any design of this street and adjacent public gathering space should not preclude transit.

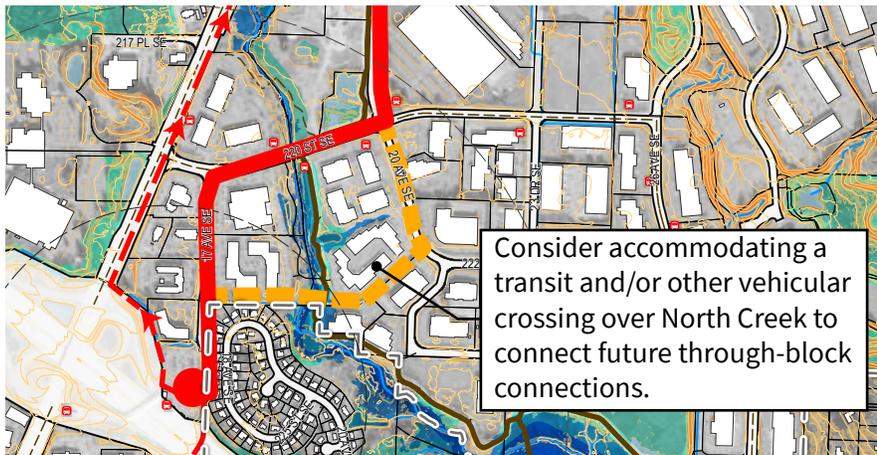


Figure 48. Potential transit and/or general purpose route connecting 17<sup>th</sup> Ave SE to 20<sup>th</sup> Ave SE

## Actions

1. Study the feasibility of a long-term auto/bus route and bridge connecting 17<sup>th</sup> Ave SE and 20<sup>th</sup> Ave SE aligned near the existing North Creek Bridge (see Figure 48).
2. If redevelopment occurs prior to the study identified above require that the redevelopment does not preclude automobile and bus travel on the future east-west neighborhood center street. This

## Most Applicable Policies

- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- TH-9** Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.
- TH-9** Improve street network connectivity by extending select Canyon Park streets to relieve congestion on Bothell-Everett Highway and at choke points. Minimize business, resident, and ecological impacts to the maximum extent feasible.

recommendation applies to the street segments west and east of North Creek.

3. If including a transit route with redevelopment, require that the route locate in a manner that accommodates development on the north and south sides of the neighborhood center street. In other words, do not add a bus route that would occupy developable area without adding a “there” to this neighborhood center. In two cases, a route on the south edges of these properties would be acceptable:
  - a. If it is an interim step with a plan for a permanent neighborhood center street as part of a future development.
  - b. If the neighborhood south of this property redevelops with more intense uses and orients toward the new street.

## Emergency Services

Emergency Services must often seek alternative routes during emergency calls and periods of heavy congestion. To ensure that emergency vehicles can use alternative routes, any street extension must accommodate emergency service vehicles, even when such access is only through private property. Likewise, any future through-block connections must provide for emergency vehicle service.

## Actions

1. Design new street extensions to accommodate Emergency Service vehicles.
2. In design standards for *Through-block Connections*, include a provision to accommodate Emergency Service vehicles either directly on the street or at an agreed-upon distance.
3. Require that street extensions must be open for emergency services access.

## Most Applicable Policy

**ED-8** Functionally support businesses with continued emergency, delivery, and other access.

## Curb Space and Parking

As Canyon Park redevelops with increased height and density, demand will increase for curb space by all modes of travel—walking, biking, transit, freight, and private vehicles. In addition, transportation network companies (e.g., Uber, Lyft) and micromobility travel is increasing for shorter distance trips and require curb space. Policies to manage curb space usage can provide clear direction on where different demands can be met and help avoid conflicts between modes, such as double parking, which can impede transit, bike, and vehicle flow.

Development regulations can require a certain amount of space to be given to parking needs. However, in already developed areas or where parking needs must be met in the right-of-way, guidance is helpful for balancing competing needs. Some policies to consider for managing curb space include the following:

- Provide designated curb space for short-term passenger loading including transportation network companies, and freight goods and service deliveries that limit conflict between modes including transit operations. This could include moving freight loading zones around the block from a major transit route.
- Consider implementation of flex zones that allow for multiple shared uses throughout the day to more efficiently use the curb space, such as combined commercial and passenger loading zones.
- Establish off-hour delivery windows for freight to minimize truck trips occurring during peak congestion hours.
- Implement parking time limits or other mechanism to deter unnecessary parking.
- Charge for parking when vehicle occupancy is lower than target occupancy.
- As popularity of micromobility such as scooter share and bike share increases, identify safe designated parking areas so as to not impede people walking and biking.

### Actions

1. Monitor parking and curb space needs, and as needed, study and implement curb space policies.
2. Require adequate micromobility parking in new developments through development regulations.

### Most Applicable Policies

- ED-8** Functionally support businesses with continued emergency, delivery, and other access.
- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-3** Improve quality, connectivity, and access to safe routes for people walking, biking, and rolling throughout the subarea.
- TH-5** Work with the private sector and agency partners to reduce commuters' dependency on single occupancy vehicles (e.g., through a transportation demand management (TDM) or commute trip reduction (CTR) program).
- TH-6** Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.
- TH-7** Encourage shared parking solutions between businesses.

## Other Streets Design

The designs of Bothell-Everett Highway (SR 527), 20<sup>th</sup> Ave SE extension to Maltby Rd (SR 524), 214<sup>th</sup> St SE extension to 9<sup>th</sup> Ave SE, 219<sup>th</sup> Pl SE, and 9<sup>th</sup> Ave SE are discussed in the *Proposed Vehicular Projects* section. In addition, this Subarea Plan explored a vision for streets internal to the Canyon Park Business Center with business representatives and nearby residents. The overarching themes included:

- Keep the existing tree-lined streets; their character attracts businesses to Canyon Park.
- Add bicycle and pedestrian paths throughout (on existing streets and by forging new connections) to facilitate a shift away from car travel and be a recreational amenity for employees.
- Better connect the upper and lower business center areas across the steep topography, especially for people bicycling.
- Address stormwater flooding issues.

The following map and subsequent street cross-sections present a vision for this area's existing streets. Most include simple paint on the street to formalize bicycle routes. A few missing sidewalks and crosswalks are noted on the map and should be completed with redevelopment. The suburban nature of these streets with wide landscaped easements makes them suitable for enhanced green stormwater infrastructure where feasible. Unless otherwise noted as a "high priority project," projects are to be implemented with redevelopment.

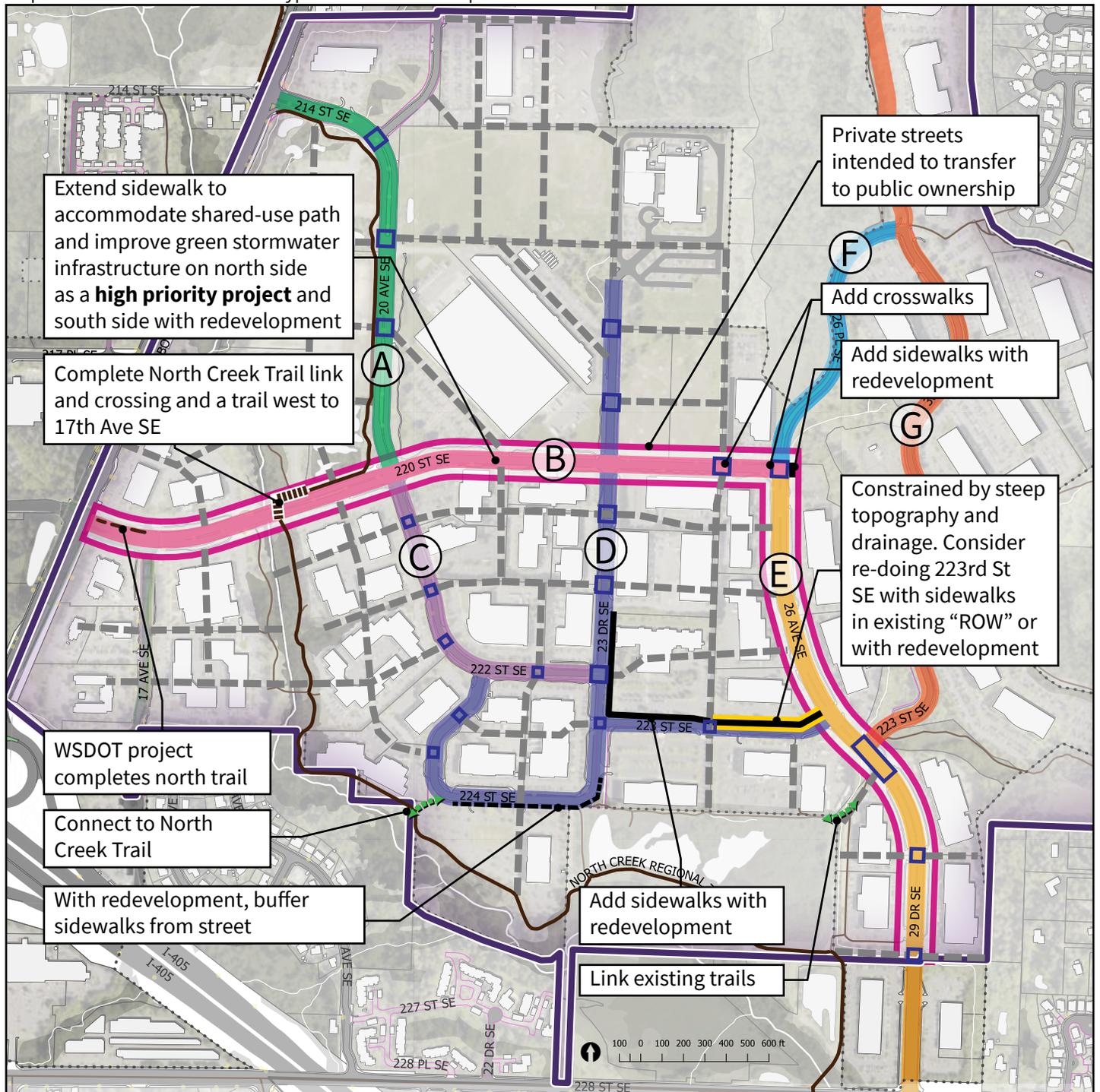
### Actions

1. Implement the **high priority projects** indicated on Figures X-X.
2. Implement other curb-to-curb improvements as feasible.
3. Apply development design standards to back-of-curb improvements.

### Most Applicable Policies

- MN-7** Improve access to and crossings of North Creek to make it a unifying element of Canyon Park.
- MN-14** Encourage 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.
- TH-1** Improve multimodal infrastructure and circulation to make transit and non-car modes attractive options.
- TH-2** Improve quality, reliability, and access to transit for employees and residents for trips within, to, and from the subarea.
- TH-6** Encourage options for fast, easy "last-mile" trips between transit stops and job sites/residences.

Map 17. Internal Streets: Street Types and Ped/Bike Improvements



Extend sidewalk to accommodate shared-use path and improve green stormwater infrastructure on north side as a **high priority project** and south side with redevelopment

Complete North Creek Trail link and crossing and a trail west to 17th Ave SE

WSDOT project completes north trail

Connect to North Creek Trail

With redevelopment, buffer sidewalks from street

Private streets intended to transfer to public ownership

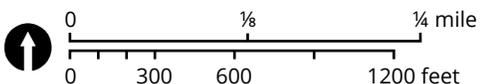
Add crosswalks

Add sidewalks with redevelopment

Constrained by steep topography and drainage. Consider re-doing 223rd St SE with sidewalks in existing "ROW" or with redevelopment

Add sidewalks with redevelopment

Link existing trails



**Internal Streets Elements**

- Future pedestrian crossing
- Future through-block connection
- Street type

**Existing Gaps**

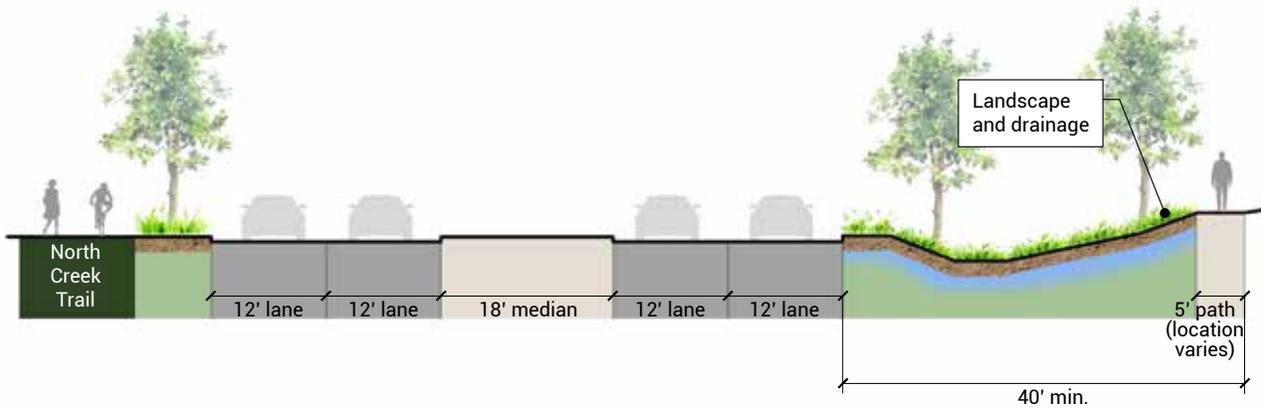
- Missing sidewalk
- Missing sidewalk with constraints
- Missing trail link

**Other**

- Regional Growth Center
- Canyon Park Business Center

# Section A

## Section A - Existing 20th Ave SE - Looking North



## Section A - Proposed 20th Ave SE - Looking North

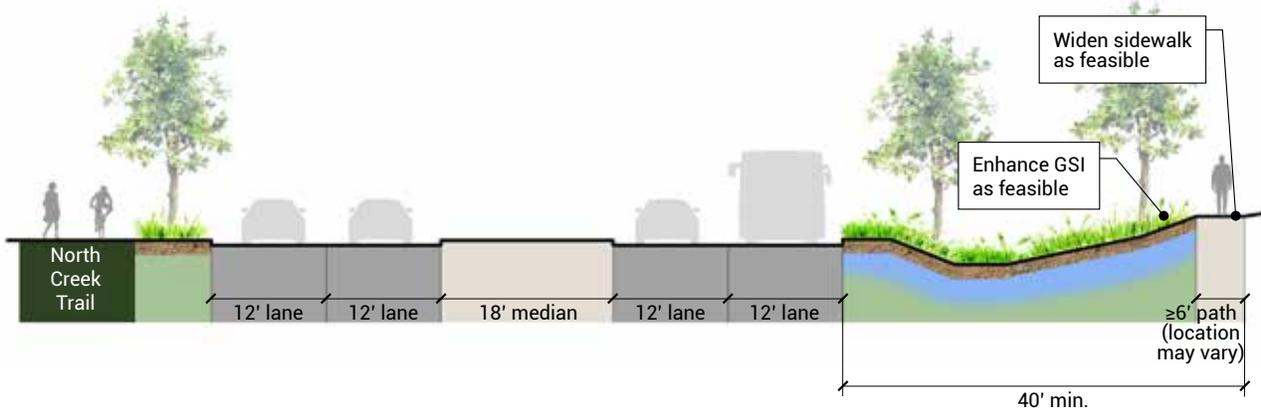


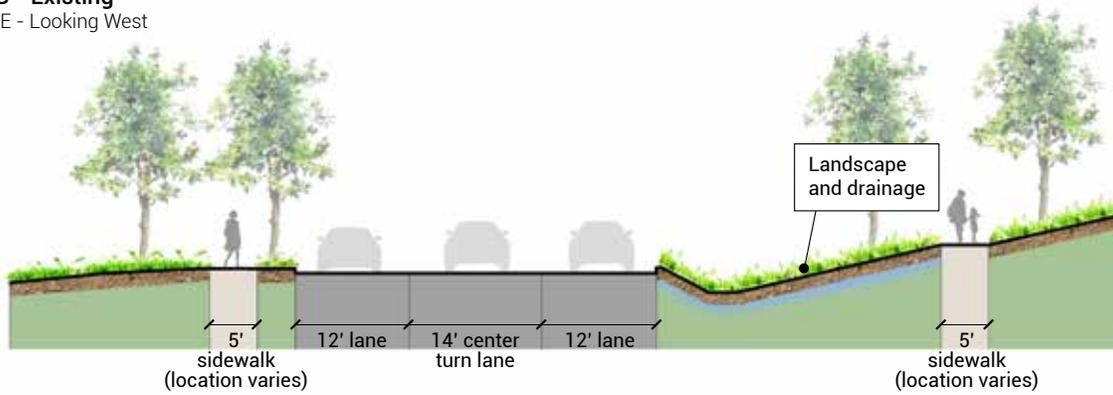
Figure 49. Street Section A

## Section B

Note, installing a shared use path on the north side of 220<sup>th</sup> St SE is a **high priority**

### Section B - Existing

220th St SE - Looking West



### Section B - Proposed

220th St SE - Looking West

Widen sidewalk to accommodate a shared use path with redevelopment

Improve natural drainage and detention with redevelopment

Note, roadway widens west of 20th Ave SE, but recommendations for GSI and shared use paths in easements remain. Throughout, maintain existing trees as feasible.

**Priority project:** Extend sidewalk to accommodate a shared use path

Improve natural drainage and detention

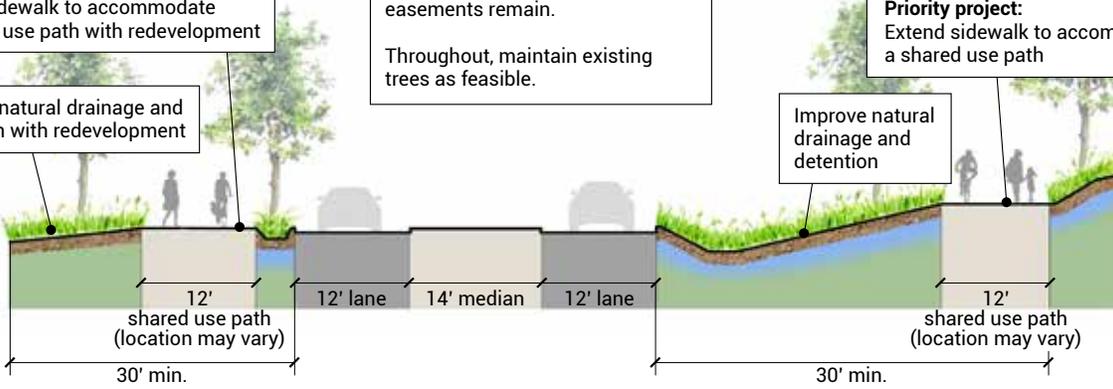
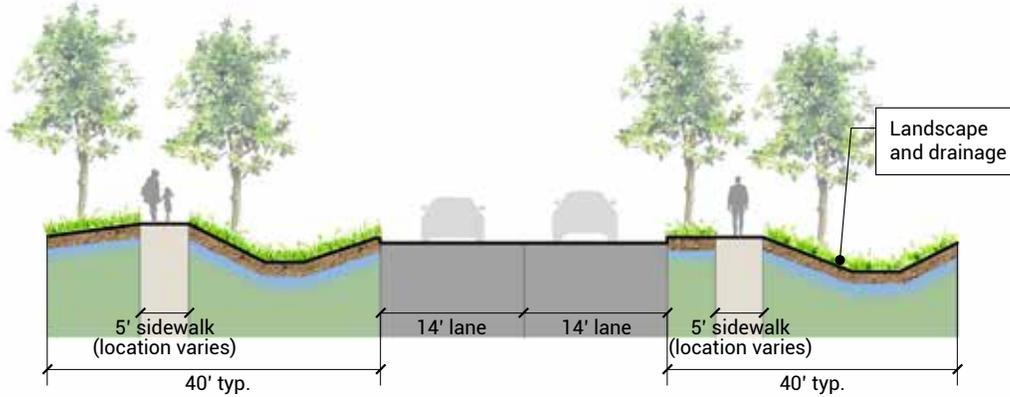


Figure 50. Street Section B

## Section C

### Section C - Existing

222nd St SE - Looking North



### Section C - Proposed

222nd St SE - Looking North

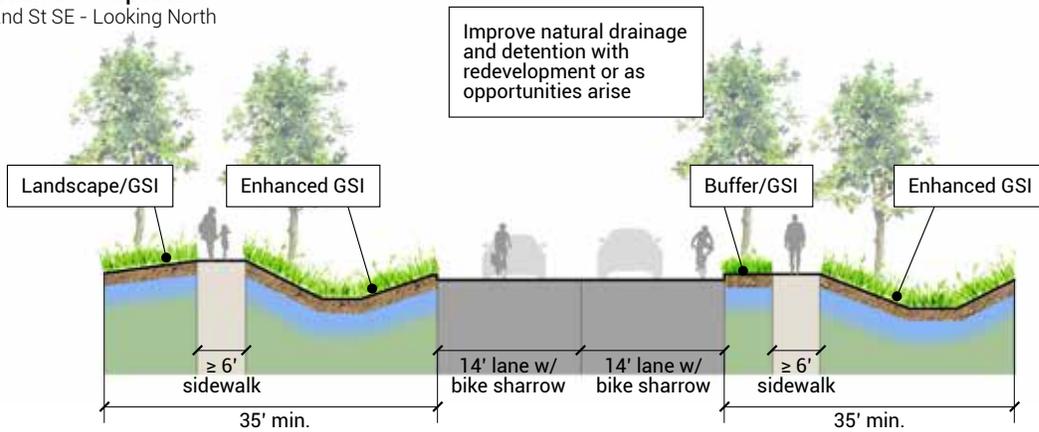
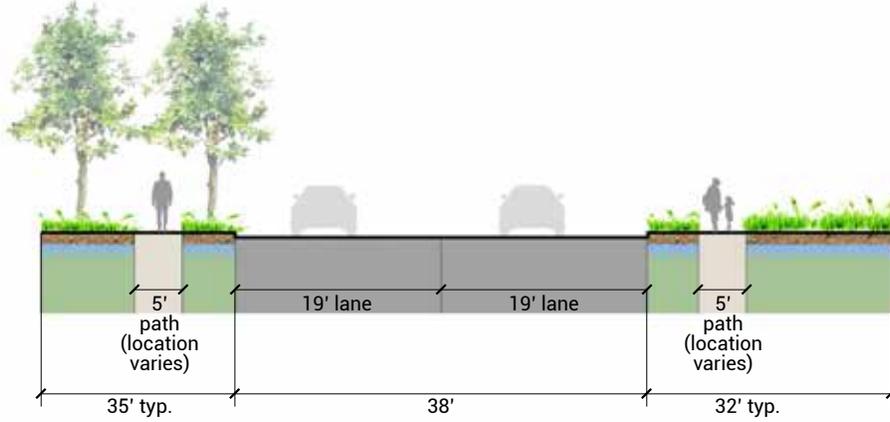


Figure 51. Street Section C

# Section D

## Section D - Existing

23rd Dr SE - Looking North



## Section D - Proposed

23rd Dr SE - Looking North

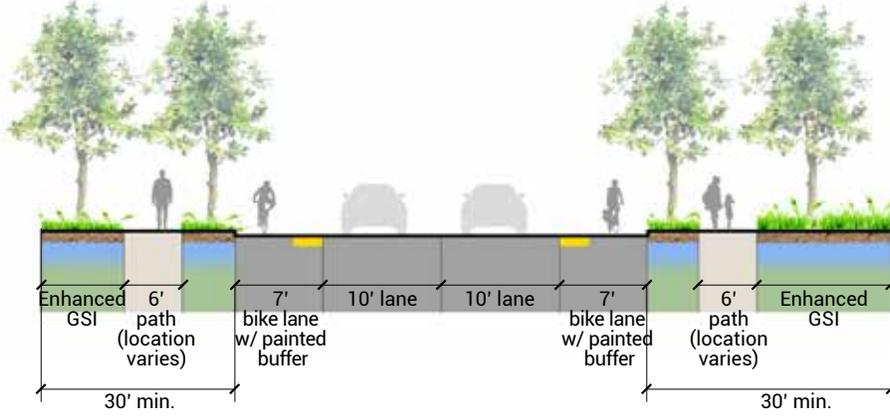


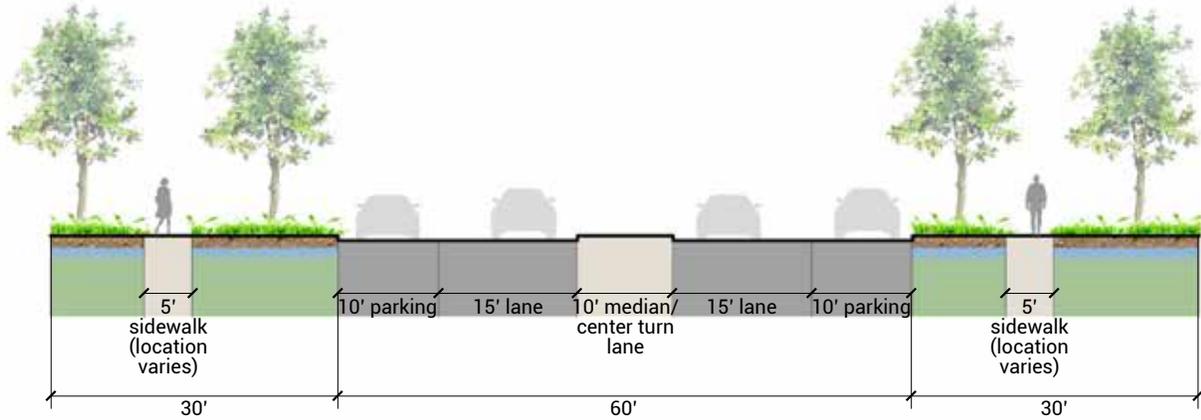
Figure 52. Street Section D

## Section E

Note, installing bicycle facilities on 26th/29th Ave SE is a **high priority project**. When reducing existing 5-lane sections to 3 lanes, accommodate right turn lanes at intersections.

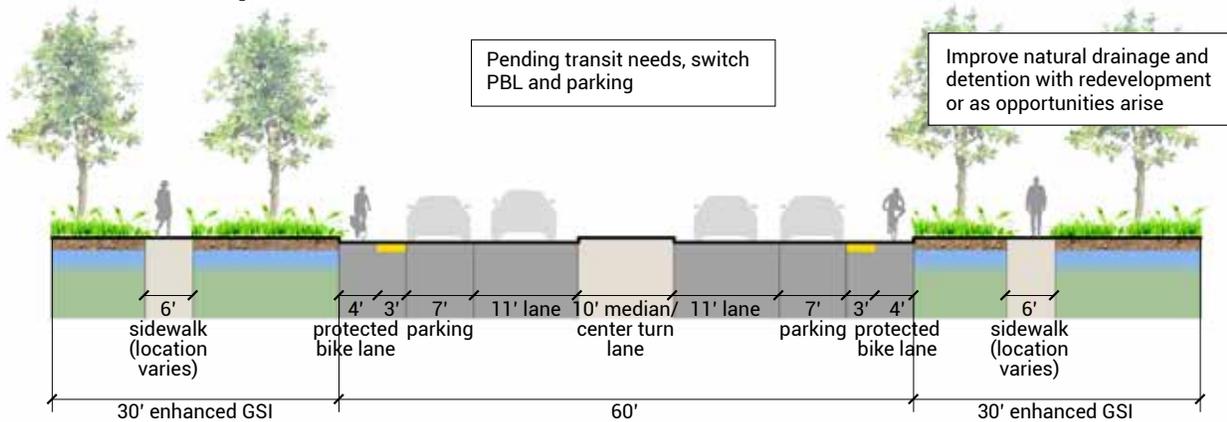
### Section E - Existing

26th/29th Ave SE - Looking South or North



### Section E - Proposed Option 1

26th/29th Ave SE - Looking South or North



### Section E - Proposed Option 2

26th/29th Ave SE - Looking South or North

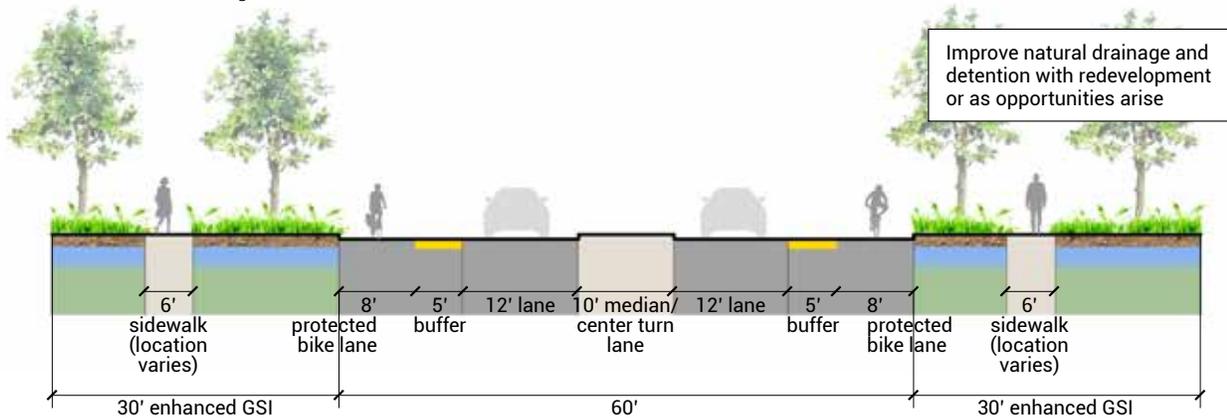


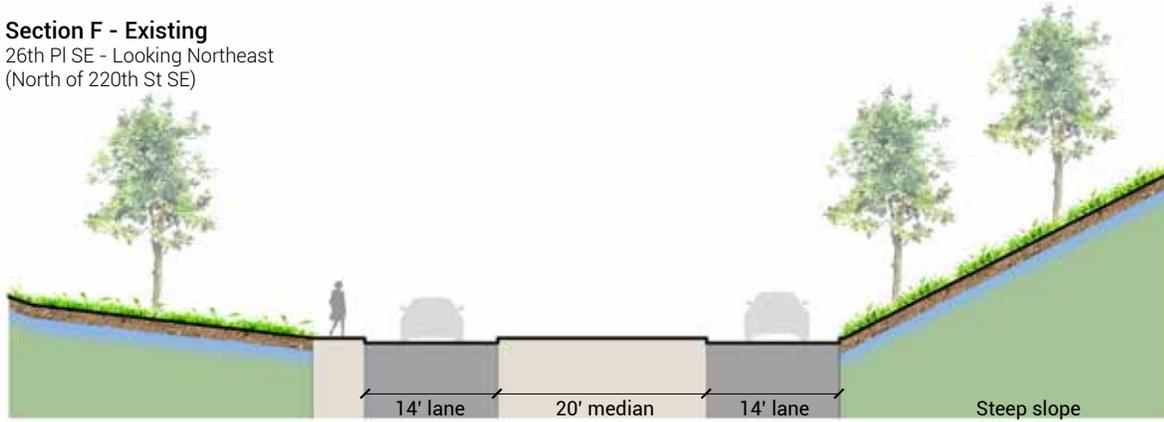
Figure 53. Street Section E

## Section F

Note, adding the uphill climbing bike lane is a **high priority**.

### Section F - Existing

26th Pl SE - Looking Northeast  
(North of 220th St SE)



### Section F - Proposed

26th Pl SE - Looking Northeast  
(North of 220th St SE)

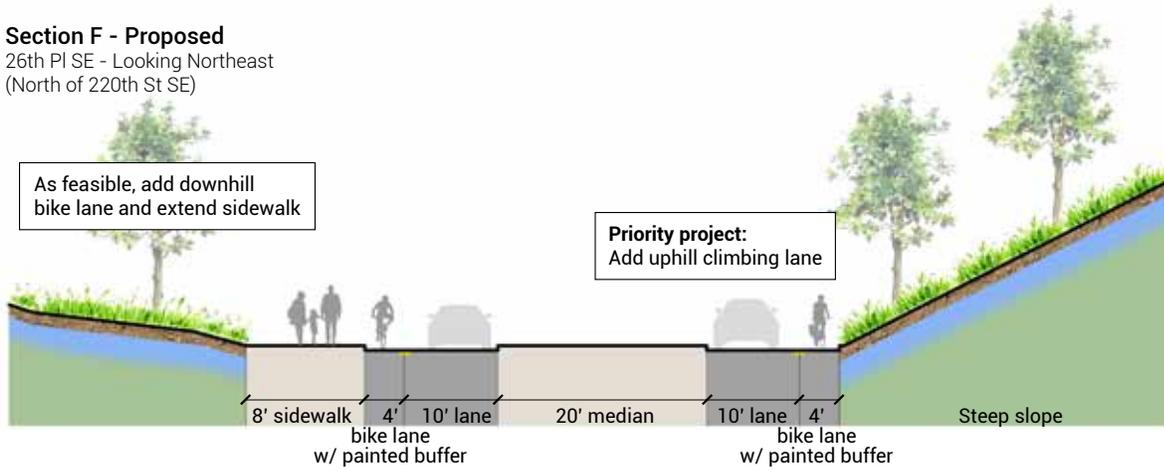


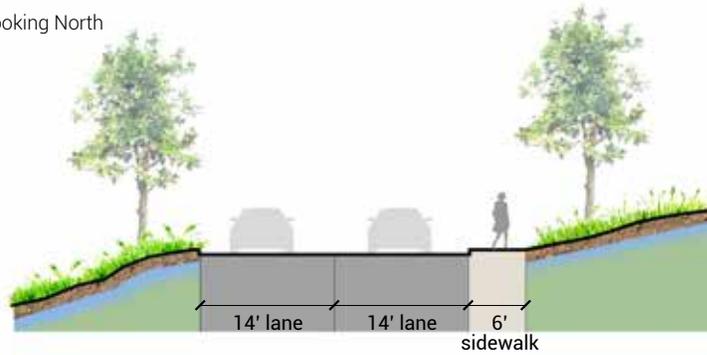
Figure 54. Street Section F

## Section G

Note, adding the uphill climbing bike lane is a **high priority**.

### Section G - Existing

30th Dr SE/223rd St SE - Looking North



### Section G - Proposed

30th Dr SE/223rd St SE - Looking North

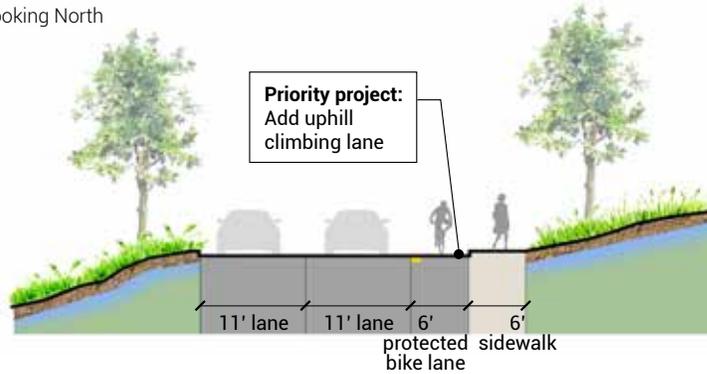


Figure 55. Street Section G

# Project Phasing

## Street Extensions and 9<sup>th</sup> Ave SE Safety Improvements

**214<sup>th</sup> St SE extension.** One of the potential transportation mitigation strategies would be to extend 214<sup>th</sup> St SE from the BEH to 9<sup>th</sup> Ave SE as a means of distributing traffic throughout the system. This link could add approximately 1,000 PM peak hour vehicle trips to 9<sup>th</sup> Ave SE. However, 9<sup>th</sup> Ave SE lacks many safety features such as sidewalks, protected bike lanes and a center turn lane or pockets and is not ready to accommodate these increased traffic levels particularly because of the presence of Crystal Creek Elementary School.

**219<sup>th</sup> PI SE extension.** Another potential transportation mitigation strategy would be to extend 219<sup>th</sup> PI SE from the parking lot located west of the Philips building to 9<sup>th</sup> Ave SE. However, because this connection would serve a limited area and is projected to generate no more than 150 PM peak hour trips, 219<sup>th</sup> PI SE may be extended to 9<sup>th</sup> Ave SE without the need to construct safety improvements on 9<sup>th</sup> Ave SE or 219<sup>th</sup> St SE.

### Action

Install 9<sup>th</sup> Ave SE safety improvements such as sidewalks, protected bike lanes, center turn lanes or pockets and a traffic signal at the new 214<sup>th</sup> St SE/9<sup>th</sup> Ave SE intersection prior to connecting 214<sup>th</sup> St SE to 9<sup>th</sup> Ave SE (vehicular projects 5 and 9 and high priority non-motorized project 2.1).

## LOS Policy

The *Imagine Bothell...* Comprehensive Plan adopted a “concurrency corridor” LOS standard for traffic operations. The LOS standard is based on the average delay vehicles experience at identified intersections along concurrency corridors during the peak hour (typically 5-6pm). Three concurrency corridors have been identified within the Canyon Park Study area:

- Maltby Road/SR 524
- SR 527
- 228<sup>th</sup> Street SW/SE

The adopted average corridor delay for these corridors is LOS E. While a specific intersection along these corridors may operate with a longer delay, the goal of this standard is to evaluate the average delay drivers experience along the entire arterial corridor.

As stated in the Transportation Approach, Bothell may have to consider updating its LOS policy if 214<sup>th</sup> St SE is not extended to 9<sup>th</sup> Ave SE and/or if Bothell-Everett Highway general purpose lanes convert to BAT lanes (in the long term and pending regional support). These changes combined

### Most Applicable Policy

**MN-15** Phase projects for least negative impacts and greatest benefits to residents, businesses, and ecological systems.

with the expected growth (by the year 2044) would likely extend SOV delays on Bothell-Everett Highway past Bothell's currently accepted LOS. Under adopted concurrency regulations, when a corridor exceeds an LOS of "E" the City cannot issue permits for new projects.

Accordingly, the City may be faced with having to accept an LOS that exceeds E for the Bothell-Everett Highway between 228<sup>th</sup> St SE and SR 524 (Maltby Road). Options include:

- Except the intersections on Bothell-Everett Highway between 228<sup>th</sup> St SE and Maltby road (SR-524) from the City's corridor concurrency calculation, **or**
- Revise the standard to increase the allowable delay. The City would accept a maximum LOS of "F" with a delay up to, for example, 120 seconds for the portion of the Bothell-Everett Highway between 228<sup>th</sup> St SE and Maltby Road (SR 524).

Note that an LOS policy based on person, rather than vehicle, delay is another long term option. This type of measure would better recognize the multimodal goals for Canyon Park. However, at this time, the number of people using transit and non-motorized options does not outweigh the number of general purpose drivers. In the long term as transit service increases, Bothell could consider a per-person-based standard. The Highway Capacity Manual outlines a methodology, which would recognize the contributions of transit priority infrastructure in reducing overall delay (<https://americawalks.org/analyze-person-delay-instead-of-vehicle-delay/>). See additional options in *Appendix X: Memorandum: Canyon Park Subarea Plan - Transportation Level of Service (LOS) Considerations*.

## Action

Monitor conditions and revisit LOS policy when necessary.

## Most Applicable Policy

**TH-12** If needed, consider updating Bothell's LOS policy to recognize "ultimate capacity" of Canyon Park corridors and better support transit and other travel modes.