

A. CONTEXT

1. The City in the Region

The City of Bothell is located just 30 minutes northeast of Seattle in the North King County/South Snohomish County region. It sits atop a number of north/south trending hills that are divided by the Horse Creek, North Creek, Little Bear and Swamp Creek valleys which all terminate at the Sammamish River. Situated at the convergence of three major highways – SR 522, SR 527 and I-405, the City has excellent connections to Seattle and other regional destinations. Figure A.1 shows the location of Bothell in the region.

In part as a result of the City’s strong regional links, Bothell and the neighboring communities have experienced significant growth in recent decades as a regional employment center in addition to a prosperous residential community. Major employers in the biotechnology, software, and communications fields, have moved to the area to take advantage of its proximity to Seattle and relative low cost land, proximity to natural resources, and family friendly communities. As of adoption of the Downtown Subarea Plan and Regulations, residential population is approximately 33,000 and employee population is about 21,000.

Despite recent growth, the region has retained much of its rural character with large undeveloped natural areas. Neighboring Woodinville is known for its wineries and nurseries. The region also has a large number of parks that allow residents to take advantage of the lush natural beauty and recreation opportunities of the nearby Cascade Mountains.

The land use patterns in Bothell and the region are characteristic of post-World War II suburbs across the country: predominantly composed of housing with pockets of large scale commercial development concentrated along major thoroughfares, state, and interstate highways.

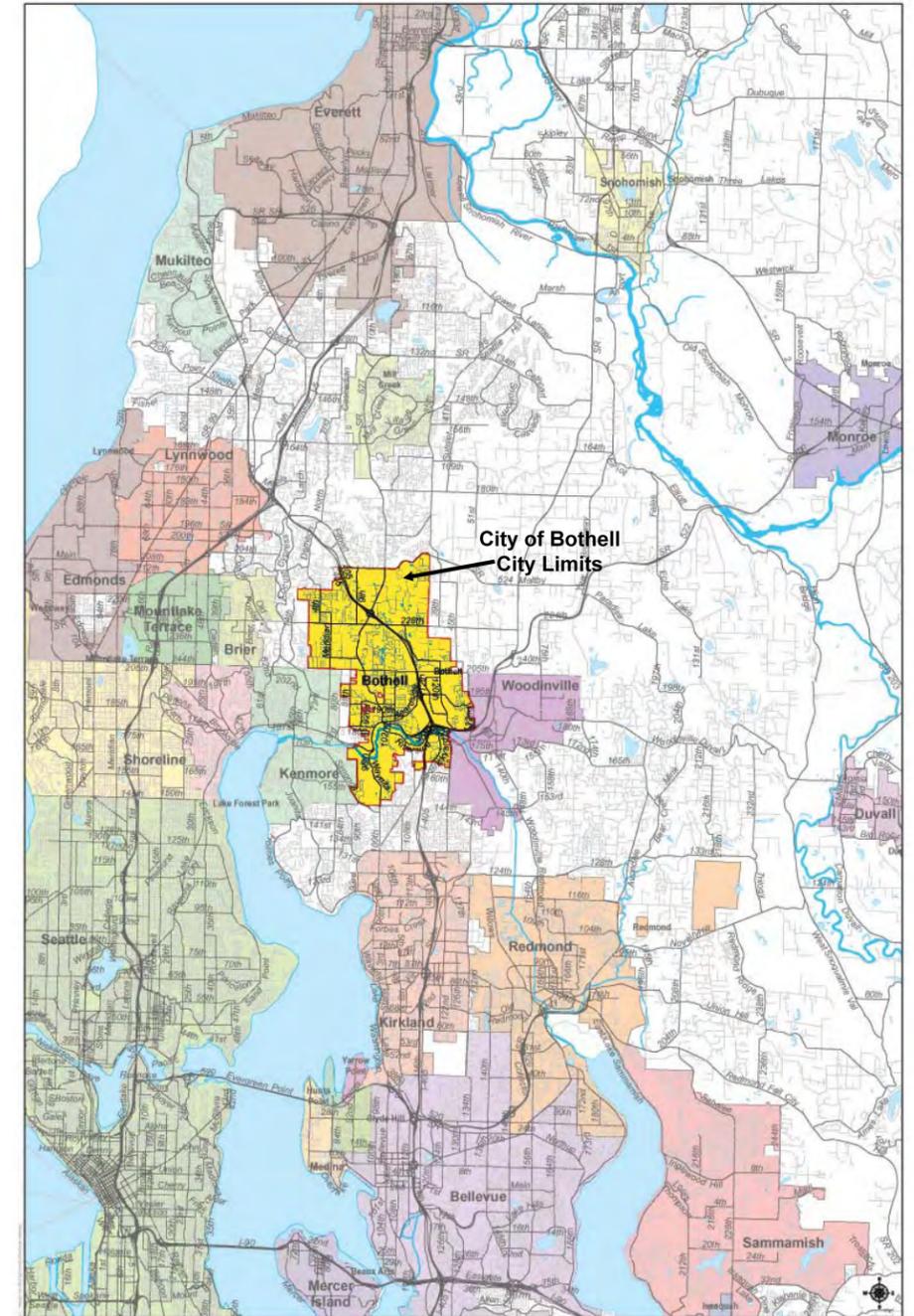


FIG. A.1 REGIONAL LOCATION

Bothell is located northeast of Seattle, WA. The city limits traverse the Snohomish and King County border.

2. The Evolution of Downtown

The City of Bothell began as a logging camp called Bracketts Landing in 1870. The logging community grew in large part as a result of the Sammamish River steam boat service (1874) and the Seattle, Lake Shore & Eastern Railroad (1888) serving the town. In 1889, the first plat of the City, "Bothell's First Addition," was submitted by David C. and Mary Ann Bothell, for whom the town was named.

Topography and the natural landscape have been very important to the development of Bothell and largely dictated road locations in Bothell's early days. Those same relationships persist in Downtown today: SR 522 parallels the Sammamish River, while SR 527 roughly follows Horse Creek. Surrounding steep-sided hills limit connections from these regional highways into residential neighborhoods.

Main Street in particular was both defined and constrained by the steeply inclined valley floor where it developed. The first commercial area of Bothell grew just north of the vital Sammamish River at the confluence of four valleys, where a small valley was created by the ridges that slope up and away from the river. The surrounding slopes created a strong sense of enclosure for the burgeoning commercial district but also limited the ultimate size of the downtown main street.

In the 1910s, most logging operations wound down and Bothell's economy shifted from logging to agriculture. This shift, along with changes in transportation modes from the ferry and train to the automobile, shaped the culture and the economy of Bothell. Beginning in the 1910s, produce was carried to Seattle by truck rather than railcar. In 1913, the construction of the "Red Brick Road" (now State Route 522) was completed connecting Seattle to Bothell and points east. Roads also replaced the river as a factor in transportation when, in 1917, the level of Lake Washington dropped as the result of completion of the Lake Washington Ship Canal, making steamship travel impractical. In the 1920s the original Pacific Highway (now SR 527 in Bothell) connected Bothell to points north including Everett. With this new infrastructure, the community began to turn away from the railroad and toward the new regional roads.



FIG. A.2 METHODIST CHURCH IN BOTHELL 1911



FIG. A.3 COOPERATIVE MERCANTILE BUILDING 1908 - 1935 (LEFT); MOHN'S FURNITURE 1911 - 1939 (RIGHT)



FIG. A.6 ANDERSON SCHOOL 1931 (LEFT); BOTHELL'S MAIN STREET 1926 - 1940 (RIGHT)



FIG. A.4 LOOKING EAST ON SR 522 TOWARD DOWNTOWN 1935



FIG. A.7 SLOUGH PRE-DREDGING 1950S



FIG. A.5 BOTHELL'S MAIN STREET (1966)



FIG. A.8 SLOUGH DREDGED 1960S

The population of Bothell stayed stable throughout the first half of the 20th Century, only attaining 1,000 in 1950. Between the 1950s and 1970s Bothell grew slowly as it provided a bedroom community for Seattle workers. Over this same period, annexations began to increase the land area of the City at a fairly rapid rate. Between 1950 and 1980, the City's land area grew from 450 acres to 2,610 acres as a result of annexations of mostly undeveloped and unpopulated lands. The majority of these annexations took place north of downtown and were driven by a desire on the part of property owners to connect to City utilities to enable more intensive development. Population growth during the same period, from 1,000 in 1950 to 7,488 in 1980, was largely due to in-migration.

The construction of the I-405 freeway in the 1970s increased the rate of development in Bothell. However the most dramatic increase in growth began in the 1980s when Bothell became host to high technology business parks and the branch campus for the University of Washington Bothell. This growth took place away from the historic center of Bothell, and was centered along the I-405 freeway. In 1992, there was a dramatic shift in both land area and population when the Canyon Park Annexation, at the northern edge of the City, added almost 10,000 people to the City's population as well as 3,840 acres of land. In the 1990s, Bothell also became the third largest employment center in Snohomish County, underscoring the shift back to a place where people both lived and worked. For a time in the 1990s, jobs grew faster than population. In 2000 the UWB moved to its current location, which it shares with Cascadia Community College. Figures A.2 through A.11 show images of Bothell throughout its development.



FIG. A.9 AERIAL OF DOWNTOWN BOTHELL 1979 - 1980



FIG. A.10 AERIAL OF DOWNTOWN BOTHELL LATE 1970S



FIG. A.11 CONSTRUCTION OF BOTHELL LANDING 1975 - 1976



B. DOWNTOWN STRUCTURE

Physically, Downtown is largely defined by the three valleys that comprise most of its developable land:

- The Sammamish River Valley which creates the study area boundary to the southeast and southwest;
- The Horse Creek Valley that runs north-south through the western portion of the study area, and
- The North Creek Valley which runs north-south along the east edge of the study area.

The valleys are enclosed by steep ridges on three sides and the river to the south, giving the downtown a strong sense of enclosure and creating a unique identity and focus for Downtown Bothell.

These valleys, and their respective transportation corridors (SR 522, SR 527 and Beardslee Boulevard), provide the primary physical framework of Downtown. This basic framework delineates a series of districts that define Downtown and are described below. Figure A.12 Bothell Topography shows the lay of the land in the study area and A.13 District Structure shows the relationship of these districts to each other.

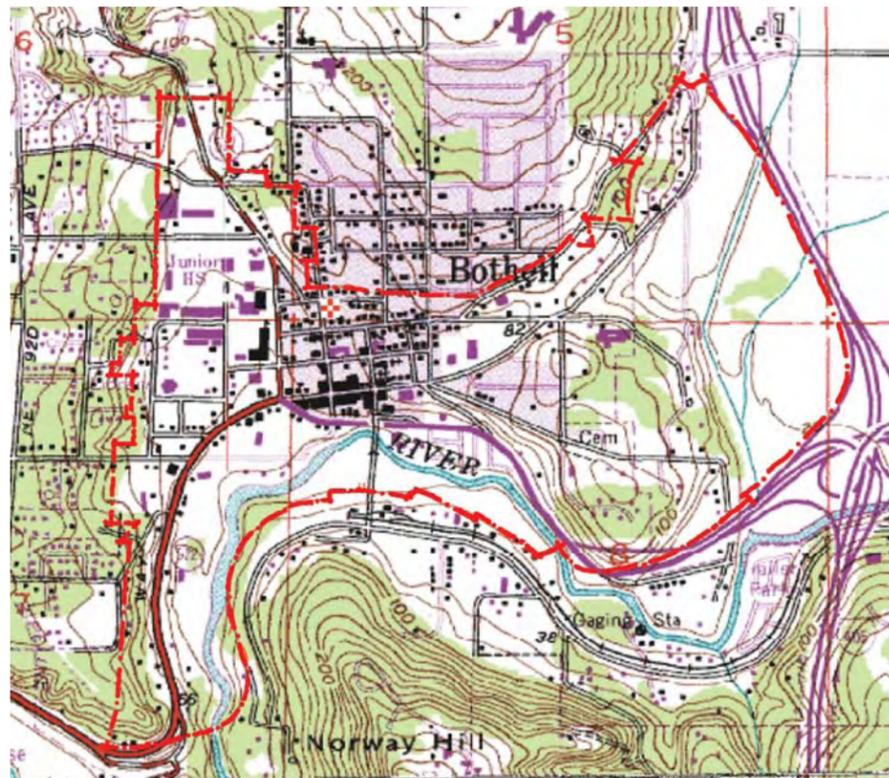


FIG. A.12 BOTHELL TOPOGRAPHY

image provided by TopoZone.com

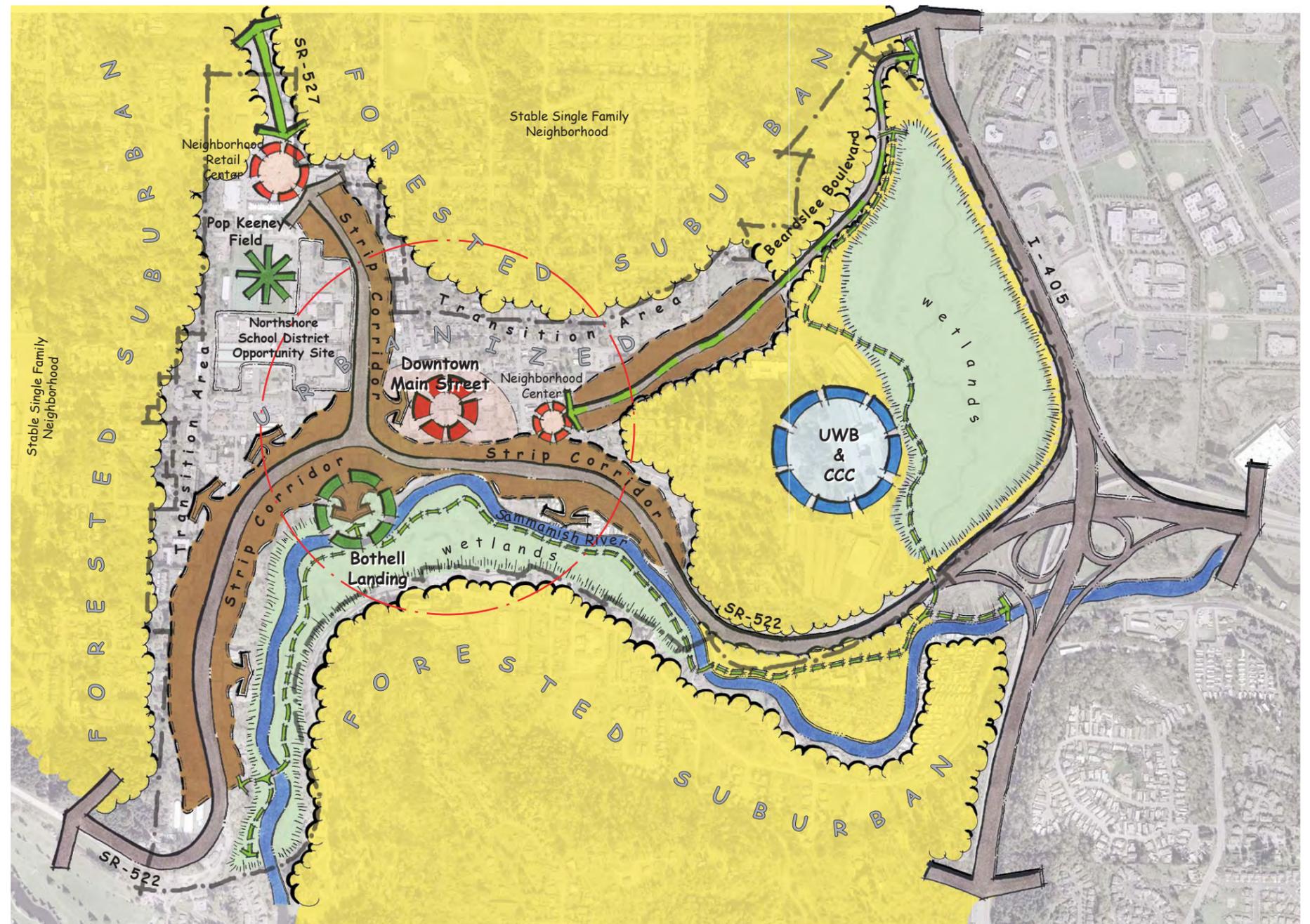


FIG. A.13 DISTRICT STRUCTURE

1. An Urbanized Core (surrounded by Suburban Forest)

Overall, downtown as the commercial center of the City consists of a central urbanized area that has been “cut out” of the surrounding forested landscape.

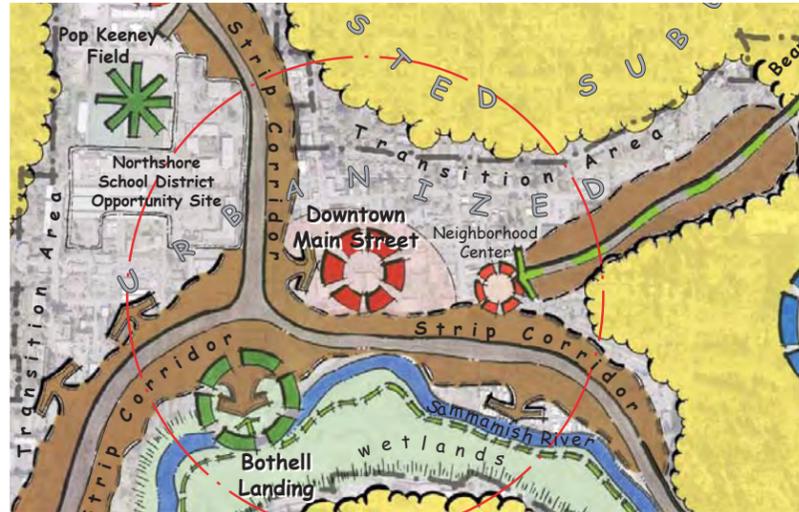


FIG. A.14 THE DOWNTOWN URBAN CORE SURROUNDED BY FORESTED SUBURBAN AREAS

a. Historic Main Street

The densest, and generally oldest, development in Bothell is clustered around historic Main Street where retail, restaurant and service uses predominate. This area is also the banking and medical/professional services center for south Bothell. While the highest concentration of businesses is along Main Street, several businesses, largely service-oriented, are located to the north.

Structures in this historic area are primarily one to three story buildings, typically with small front and side setbacks. The small lots, block, and street network in this area have resulted in compact development that promotes pedestrian activity.



FIG. A.15 AERIAL VIEW OF HISTORIC MAIN STREET



FIG. A.16 VARIOUS VIEWS OF MAIN STREET BETWEEN SR 522 AND 103RD AVENUE NE

b. Northshore School District (NSD) Property

The NSD property lies across SR 527, west of the historic core. It has educational and recreational facilities, including a bus maintenance and storage facility, Pop Keeney athletic complex, Ruiz-Costie Northshore Pool, and the Anderson School. The recreational facilities provided by Pop Keeney Stadium and the Northshore Pool are highly valued by the community.

The City has entered into a purchase and sale agreement with the School District to buy 18 acres of the NSD property (the District would retain Pop Keeney Stadium and the adjacent fields to the north and east). The 18 acres constitutes the single biggest opportunity site in the subarea.



FIG. A.17 THE NORTHSHORE SCHOOL DISTRICT (NSD) PROPERTY WITH NUMBERS INDICATING KEY LOCATIONS DESCRIBED AT RIGHT



FIG. A.18 NSD #1 BUS MAINTENANCE AND STORAGE FACILITY



FIG. A.19 NSD #2 RUIZ-COSTIE NORTHSHORE POOL



FIG. A.20 NSD #3 POP KEENEY STADIUM



FIG. A.21 NSD #4 ANDERSON BUILDING

2. Urban Transition Areas: The Changing Edge of Downtown

As downtown has grown from its humble beginnings along the Sammamish River, its commercial focus and urban character has spread out to meet surrounding residential neighborhoods. The edges of these neighborhoods have seen an increasing conversion of residential buildings into offices and other commercial uses and the construction of larger, multi-family housing. Now, office, institutional, and multi-family apartment buildings sit among the older single family homes that originally dominated the area. The resulting mix of uses and building types highlights these edges as areas in transition.

a. Lower Maywood Transition Area

The Lower Maywood Transition Area is a transitional area that extends north from the Downtown core for a few blocks and joins the surrounding Maywood residential neighborhood. Lower Maywood is primarily residential, however, it is in transition. Many of the remaining houses are from the 1910s, 1920s and 1930s and were originally built as people moved to town to live when Bothell was transitioning from a timbering community to a farming and dairy community. The area retains a traditional street grid of relatively small blocks.

b. West Hill Transition Area

The West Hill Neighborhood and Transition Area is a small area at the base of the ridge at the western edge of Downtown. This small area is located generally along 96th Ave. NE in between the Northshore School District (NSD) property and the plan boundary along the base of the ridge. This little enclave of multi-family dwellings is largely cut-off from the rest of the larger West Hill neighborhood to the east by the steep hillside that rises up behind the buildings. It is also separated from the rest of downtown by the civic facilities on and around the NSD property as well as strip development along SR 522 and SR 527.



**FIG. A.22 (LEFT) WEST TRANSITION AREA;
(RIGHT) LOWER MAYWOOD TRANSITION AREA**



**FIG. A.23 MULTIFAMILY BUILDINGS IN THE
WEST HILL TRANSITION AREA**



**FIG. A.24 BUILDINGS IN THE LOWER MAYWOOD
TRANSITION AREA. USES FROM TOP TO BOTTOM ARE
RESIDENTIAL; RESIDENTIAL TO OFFICE CONVERSION;
AND COMMERCIAL OR OFFICE**

3. Undifferentiated Strip Corridors

Primary access to Downtown occurs along two major corridors (SR 522 and SR 527) and one minor corridor (Beardslee Boulevard) that run along the Subarea's valley floors. These gateway corridors meet at the nexus of Downtown at the intersection of SR 522, SR 527, and Main Street. At the outskirts of downtown, these transportation corridors are generally characterized by heavily forested slopes with suburban development tucked behind. Approaching downtown, the urbanization along these corridors and its corresponding surface parking lots has diminished the strong character of this natural landscape still found in surrounding neighborhoods and throughout the City.

Generally, the large scale character of strip development along these major corridors acts as a barrier between districts within the downtown and limits pedestrian activity.

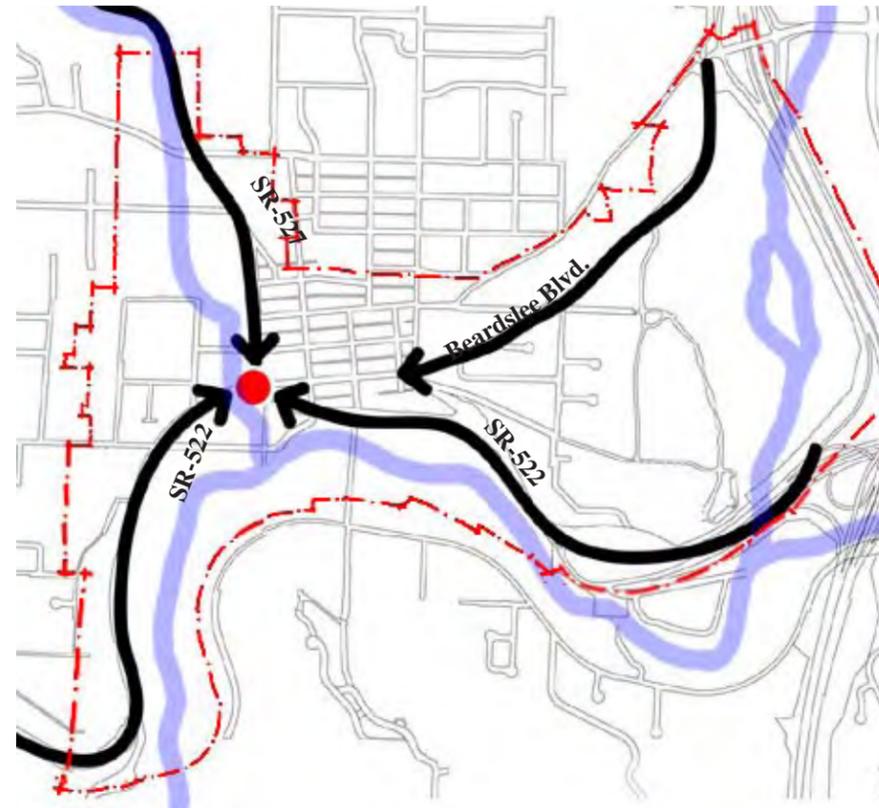


FIG. A.25 STATE ROUTES 522 AND 527 AND BEARDSLEE BOULEVARD; ARE THREE MAJOR CORRIDORS THAT CONVERGE ON DOWNTOWN

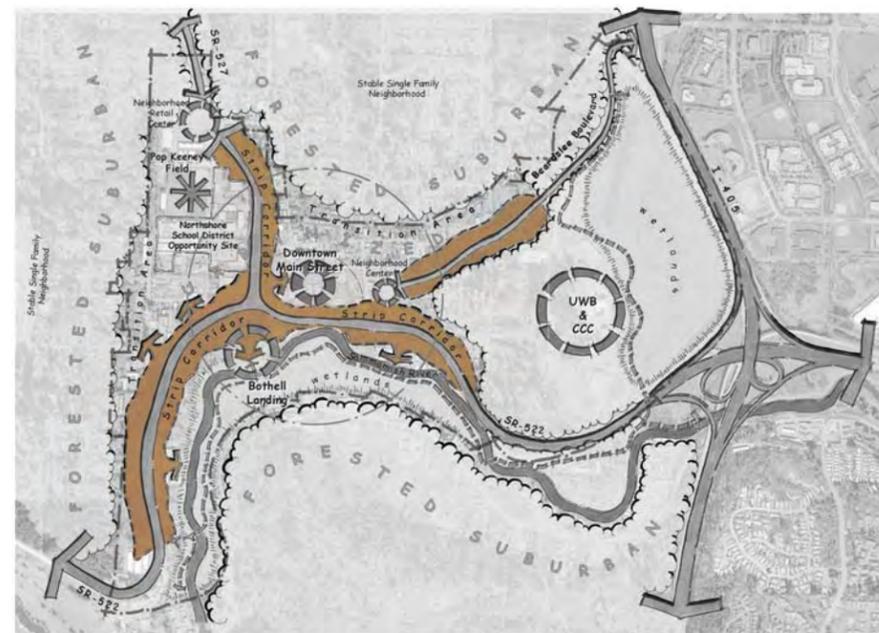


FIG. A.27 DEVELOPMENT ALONG THE CORRIDORS IS LARGELY UNDIFFERENTIATED STRIP COMMERCIAL

a. SR 522

To the southwest, SR 522 is a major regional connector to communities to the west and ultimately to Seattle. It is designated as a Highway of Statewide Significance (HSS) and serves as an alternative to SR 520 as an east-west connection between I-405 and I-5. This length of SR 522 is an at-grade, five-lane arterial bordered by a mix of neighborhood-, community- and regional-oriented businesses, some of which rely on high-volume traffic exposure. The corridor also contains a number of office uses and smaller retail businesses. SR 522 comes into the main part of downtown at its intersection with SR 527 and Main Street.

Past the intersection with SR 527, SR 522 heads southeast away from downtown Bothell towards the University of Washington Bothell/Cascadia Community College campuses and the technology businesses that are focused around the I-405 highway interchange. The road is separated from the downtown Main Street by a steep grade separation. Institutional, auto sales and multi-family uses line the corridor as it runs out of downtown on its way to the campus entrances. As it leaves the downtown Subarea, this segment of SR 522 transitions into a divided highway.



FIG. A.28 STATE ROUTE 522 (LEFT) NEARING THE FIVE POINTS INTERSECTION AND (RIGHT) SEPARATED FROM MAIN STREET BY A STEEP GRADE

b. SR 527

State Route 527 runs from the intersection of SR 522 north along the base of the Horse Creek valley and is a regional connector between Bothell and communities to the north. Along the west side of the SR 527 corridor, development is characterized by typical strip commercial development. Along the east side, a number of newer medical and professional office buildings mix with homes and residences that have converted to commercial or office uses.



FIG. A.29 STATE ROUTE 527 AUTO ORIENTED COMMERCIAL AND OFFICE USES

c. Beardslee Boulevard

Beardslee is a link between Bothell's historic downtown and I-405, the city's North Creek employment center, and the University of Washington Bothell/Cascadia Community College joint campus. As it extends from Main Street, it is home to professional and medical services with a small amount of retailing. As it continues up the steep valley away from the historic core, unlike the other corridors, Beardslee is home to a decent concentration of single family homes and apartment buildings.



FIG. A.30 BEARDSLEE BOULEVARD STRIP COMMERCIAL (LEFT) AND MULTI-FAMILY RESIDENTIAL USES (RIGHT)

4. Forested Suburban Neighborhoods and the Natural Landscape surrounding the Urbanized Core (Downtown District)

The importance and impact of downtown development at the confluence of Bothell's valleys is accentuated by the steep wooded slopes that extend away from the downtown core. These heavily forested slopes are cherished by the residents of Bothell for their natural beauty and the buffer they provide for the residential neighborhoods that dot the hillsides.

a. Sunrise / Valley View, West Hill, and Lower Maywood Neighborhoods

The neighborhoods throughout the hills that surround downtown are predominantly single family housing. The Sunrise / Valley View neighborhood is located to the east of Downtown between Beardslee Boulevard and Valley View Road on the slopes of another steep hill that rises away from the Historic Main Street and the Sammamish River and towards the University of Washington Bothell/Cascadia Community College campuses. The West Hill Neighborhood occupies the slopes west of 96th Ave. NE and Downtown. The Lower Maywood Neighborhood extends up the hill to the north from NE 185th St. and beyond.

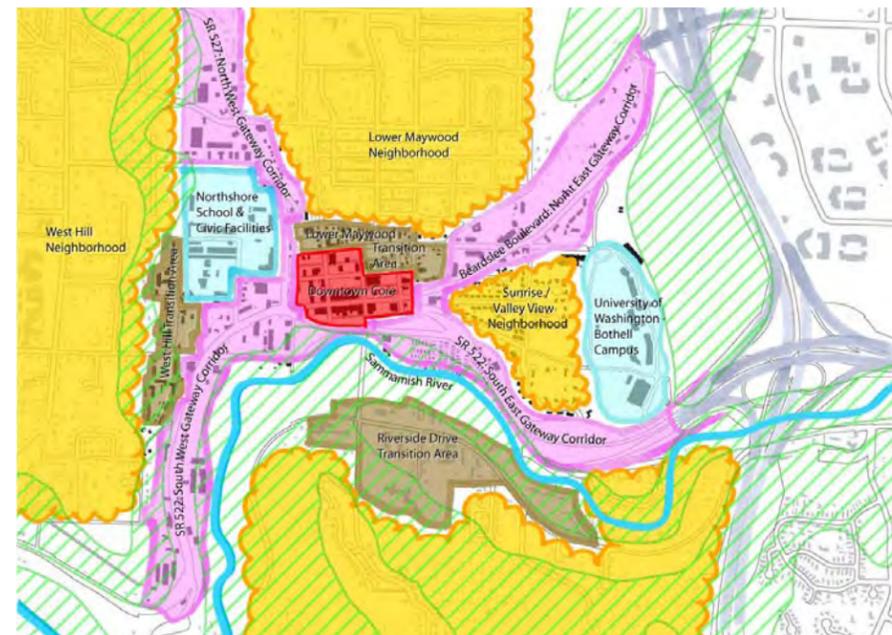


FIG. A.31 SUNRISE / VALLEY VIEW, WEST HILL AND LOWER MAYWOOD NEIGHBORHOODS DOT THE FORESTED SLOPES THAT SURROUND THE URBAN CORE

FIG. A.32 SINGLE-FAMILY RESIDENTIAL HOMES DOT THE STEEP WOODED HILLSIDES THAT EXTEND AWAY FROM DOWNTOWN CREATING BOTHELL'S MANY NEIGHBORHOODS

FIG. A.33 MANY FORESTED SLOPES REMAIN UNDEVELOPED

b. UWB/CCC

To the east of the downtown core, beyond the Sunrise / Valley View Neighborhood and over a hill leading down to the North Creek valley, is the new UWB/CCC campus. The large, brick campus buildings are quite prominent above the North Creek wetlands from the I-405 corridor that defines the east edge of the Downtown Study Area. This area is largely cut off from the rest of the Downtown Subarea in part because of the steep slope and in part because of the limited street access into the campus. Construction of a new southern access point to SR 522 is underway and will result in a somewhat greater connection to the downtown. The campus is expected to grow to an eventual enrollment of 10,000 students. The UWB/CCC wetlands along North Creek provide a significant open space and trail network at the east edge of the Subarea.

c. Sammamish River

The Sammamish River is the most prominent physical feature in the downtown Subarea. The river corridor is mostly developed as parkland, but also includes some remaining industrial structures, recent multifamily complexes and a mobile home park. The river corridor and the parkland and wetlands that abut it are very important to the residents of Bothell. The Sammamish River Trail (SRT) runs 10.9 miles along the Sammamish River from Bothell to Marymoor Park in Redmond as part of the “Locks to Lakes Corridor.” The SRT is paved its entire length and is one of King County’s most popular regional trails. The trail offers extraordinary views of the river, the broad Sammamish River Valley, Cascade foothills and Mt. Rainier. Bicyclists, joggers, skaters, walkers, and others enjoy the trail as a regional recreation resource. The SRT is also used extensively by commuters as a non-motorized corridor between suburban cities and Seattle. Bothell Landing provides one of the five access points to the trail.

The Sammamish River provides a singular natural feature that is historically important to the development of Bothell and continues to provide the Downtown area with a unique identity as well as recreational and natural amenities. In order to protect and enhance the river corridor, the City has designated properties facing onto and overlapping with the river’s course as a Riverfront Special Use District. Additionally, development, and particularly environmental issues affecting the riverfront are governed by the Shoreline Master Plan. To the south of the river, a number of senior facilities have been built in recent years. Surrounding the downtown study area to the north, west and south are single family neighborhoods. To the east, across I-405, is the North Creek business park.



FIG. A.34 UNIVERSITY OF WASHINGTON BOTHELL/CASCADIA COMMUNITY COLLEGE (UWB/CCC)



FIG. A.35 THE PARK AT BOTHELL LANDING ON THE SAMMAMISH RIVER (LEFT) AND THE SAMMAMISH RIVER TRAIL (RIGHT)

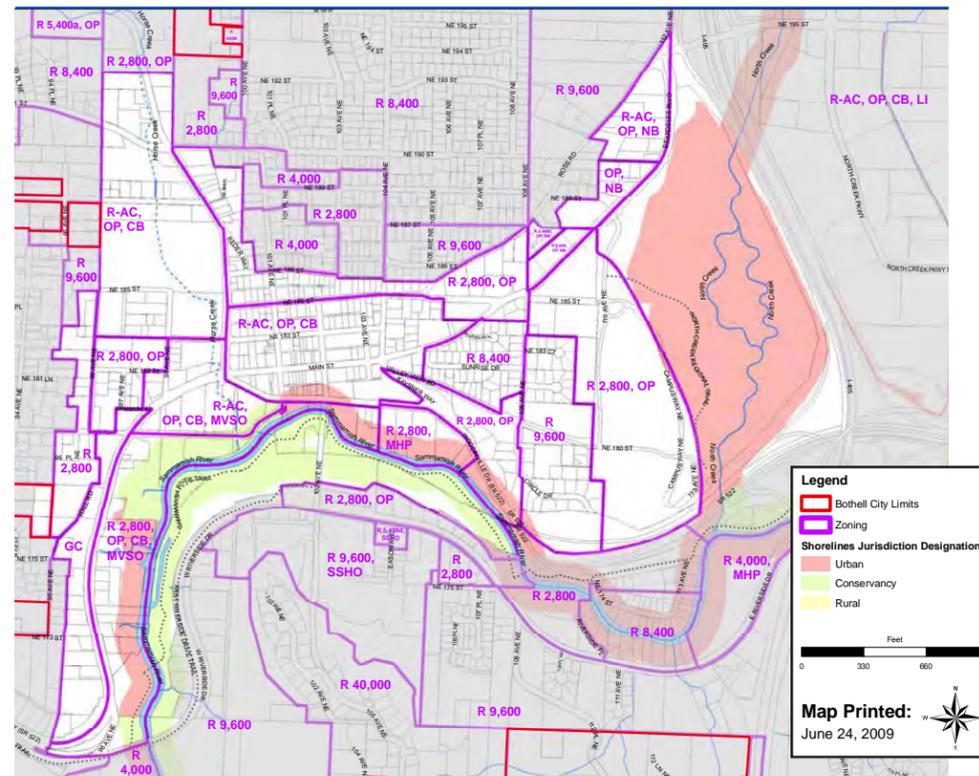
C. DOWNTOWN CONDITIONS

1. Land Use & Development Policies

The large majority of land Downtown is designated for a wide variety of uses including most types of retail, office, and residential. This flexibility in use combines with building envelope regulations that permit a wide variety of building types throughout the plan area.

In order to address particular concerns about height, use, and design of development Downtown, a series of overlay zones have been established in and around Main St., along the Sammamish River, along Beardslee Blvd., and along SR 522.

Fig. A.36 shows the current zoning and Shoreline Jurisdiction Designations in the Downtown Study Area. The Shoreline Master Program, which adds regulations for uses along the Sammamish River, North Creek, and their associated wetland areas, is scheduled to be updated by 2011.



Name	Symbol
Residential, 40,000 square foot minimum lot size	R 40,000
Residential, 9,600 square foot minimum lot size, except as may be allowed under lot size averaging regulations set forth in BMC 12.14.030(B)	R 9,600
Residential, 8,400 square foot minimum lot size	R 8,400
Residential, 7,200 square foot minimum lot size	R 7,200
Residential, 5,400 square foot minimum lot size, detached	R 5,400d
Residential, one dwelling unit per 5,400 square feet of net buildable area, attached or detached	R 5,400a
Residential, one dwelling unit per 4,000 square feet of net buildable area	R 4,000
Residential, one dwelling unit per 2,800 square feet of net buildable area	R 2,800
Residential – Activity Center (no specific density; number of units controlled by site and building envelope regulations)	R-AC
Office-Professional	OP
Neighborhood Business	NB
Community Business	CB
General Commercial	GC
Light Industrial	LI
Specialized Senior Housing Overlay	SSHO
Mobile/Manufactured Home Park Overlay	MHP
Motor Vehicle Sales Overlay	MVSO
North Creek Fish and Wildlife Critical Habitat Protection Area	NCFWCHPA

FIG. A.36 DOWNTOWN SUBAREA ZONING MAP AND LEGEND



FIG. A.37 EXAMPLES OF BUILDINGS DEVELOPED UNDER THE R-AC ZONING CATEGORY

2. Downtown Uses

The Downtown Subarea is populated with a wide variety of uses including retail, office, civic, institutional, industrial and residential uses. However, a very small minority of development within downtown is housing as downtown is largely built out with a variety of commercial uses.

The overall concentration of uses on Main Street is small and mostly confined to the single flat block of the street which runs between 101st and 102nd Avenues NE.

Although the highest concentration of retail uses, which are vitally important for the long term viability and appeal of the area, can be found along Main St. retail stores can be found among other commercial uses along the large transportation corridors that run through the district. All uses along these corridors are generally characterized by newer, auto-oriented development and are composed of an undifferentiated mix of retail, auto service/sales, institutional and residential uses.

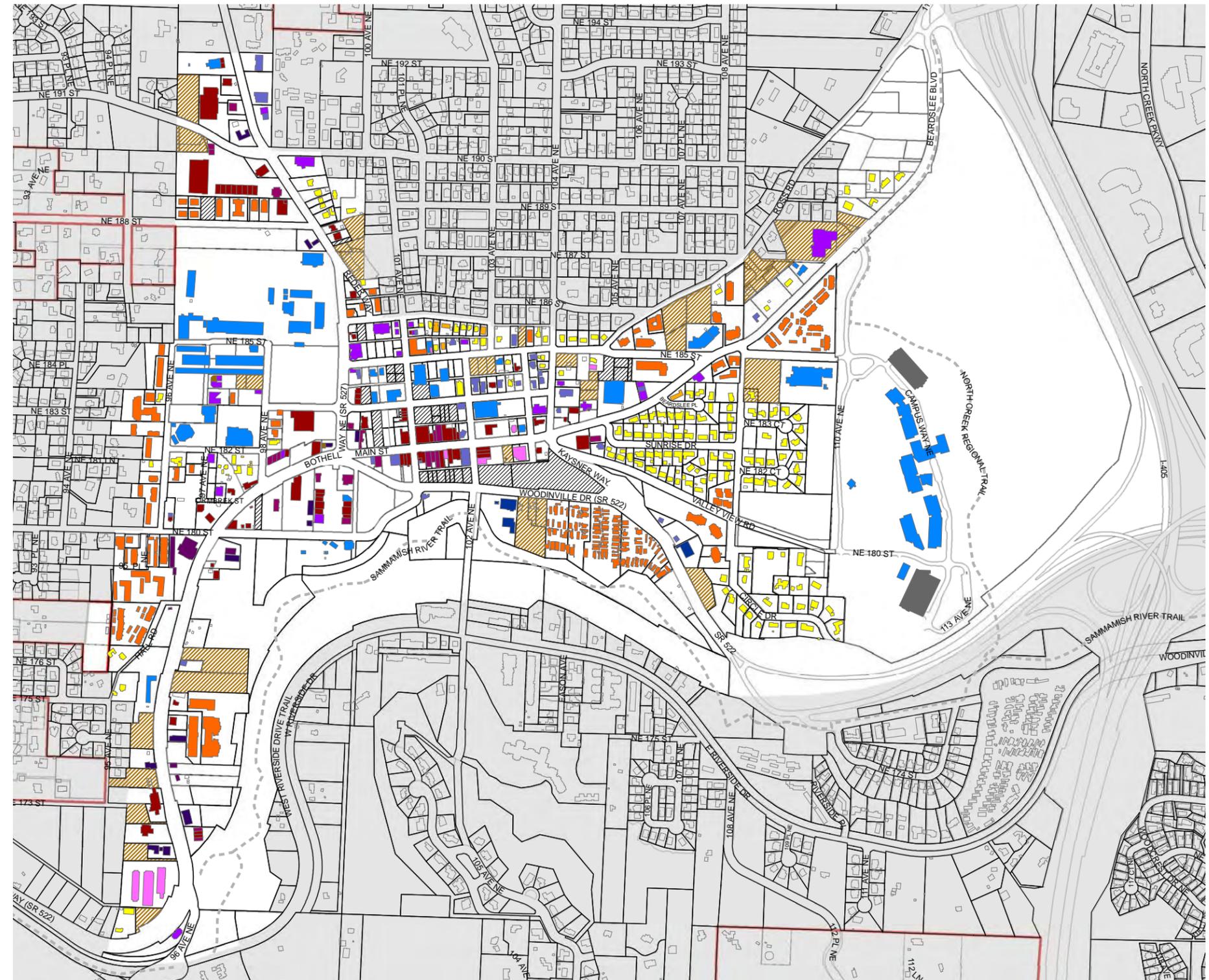


FIG. A.38 DOWNTOWN USES ON THE FIRST FLOOR

3. Downtown's Building Fabric

On the central block of Main St., buildings consistently line both sides of the street creating a sense of enclosure. This attractive building fabric breaks down on the blocks to the west and east as several blank, inactive storefront facades and a few parking or service lots create holes in the street wall.

Immediately outside of these blocks of Main Street, the development pattern reflects the character and consistency of the residential neighborhoods that used to predominate.

Beyond downtown's central and connected block and street network, building coverage is inconsistent and significantly lacks definition. This development pattern has been driven by the provision of vehicular access and business visibility. The result, especially along the major corridors, is that downtown feels like it is dominated by conventional single story commercial development where buildings are significantly set back from the roadway and surrounded by parking lots.



FIG. A.39 BUILDING USES AND FABRIC ON THE THREE CORE BLOCKS ON MAIN STREET

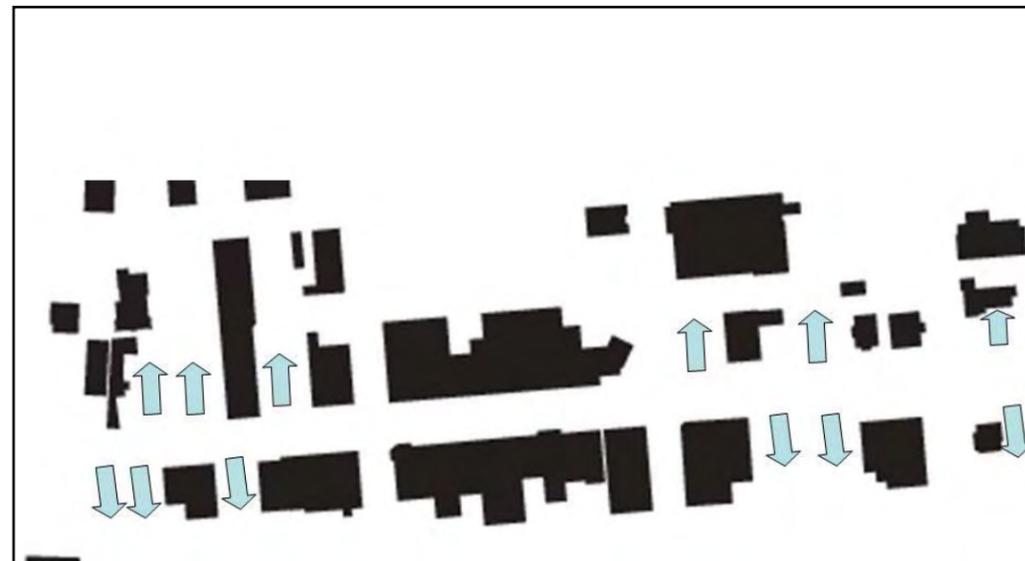


FIG. A.40 PARKING AND SERVICE LOTS BREAK UP THE FABRIC OF THE DOWNTOWN BUILDING FACADES

4. Downtown's Pattern of Public Spaces

There are many civic and recreational uses throughout the Downtown Subarea including the Public Library, City Hall, the Dawson Building (which houses the Community Development, Public Works departments and the Fire Prevention Bureau), the Police Station, the Municipal Court Building, Council Chambers, the Northshore Pool, Pop Keeney Stadium, and especially the Park at Bothell Landing.

However, the pattern of these civic and recreational destinations is generally diffuse and unconnected. These amenities are not integrated into a cohesive network of destinations that draw visitors to the downtown.

a. Civic Facilities

The City of Bothell has its origins Downtown and its key administrative buildings are still situated there (although not in their original locations). These buildings include City Hall, which houses the Executive, Finance, Legal and Human Resources departments; the Dawson Building, which houses the Community Development and Public Works departments and the Fire Prevention Bureau; the Police Station; the Municipal Court Building, which also contains the Council Chambers; and the Downtown Firehouse.

In addition, the main shops for Public Works and Parks are situated Downtown. The Parks shop is located behind City Hall, and the Public Works shop is in a facility leased from the Northshore School District.

The City owns a handful of buildings Downtown that it leases to other users or is not currently using. These include a building north of the Dawson Building, leased to the human service agency Hopelink; a house west of City Hall, leased to the Bothell Chamber of Commerce; and an adjacent house, not currently occupied.

The City owns a variety of open space and improved parkland Downtown, including the Park at Bothell Landing (PABL), with its collection of historic structures; an unimproved parcel across NE 180th Street from PABL, currently used for event parking; the Bothell Pioneer Cemetery; Volunteer Park, at the southwest corner of NE 182nd Street and 97th Avenue NE; numerous properties along the Sammamish River; and Triangle Park, at the intersection of Main Street and SR 522 (the City's smallest park, at 300 square feet).

In addition to these city owned facilities, the Northshore School District has several educational and recreational buildings and facilities that are both well used and well loved by the community including Pop Keeney Stadium and the Northshore pool. The combined University of Washington Bothell/Cascadia Community College (UWB/CCC) campus has both an extensive network of wetlands and provide key educational services to the city.

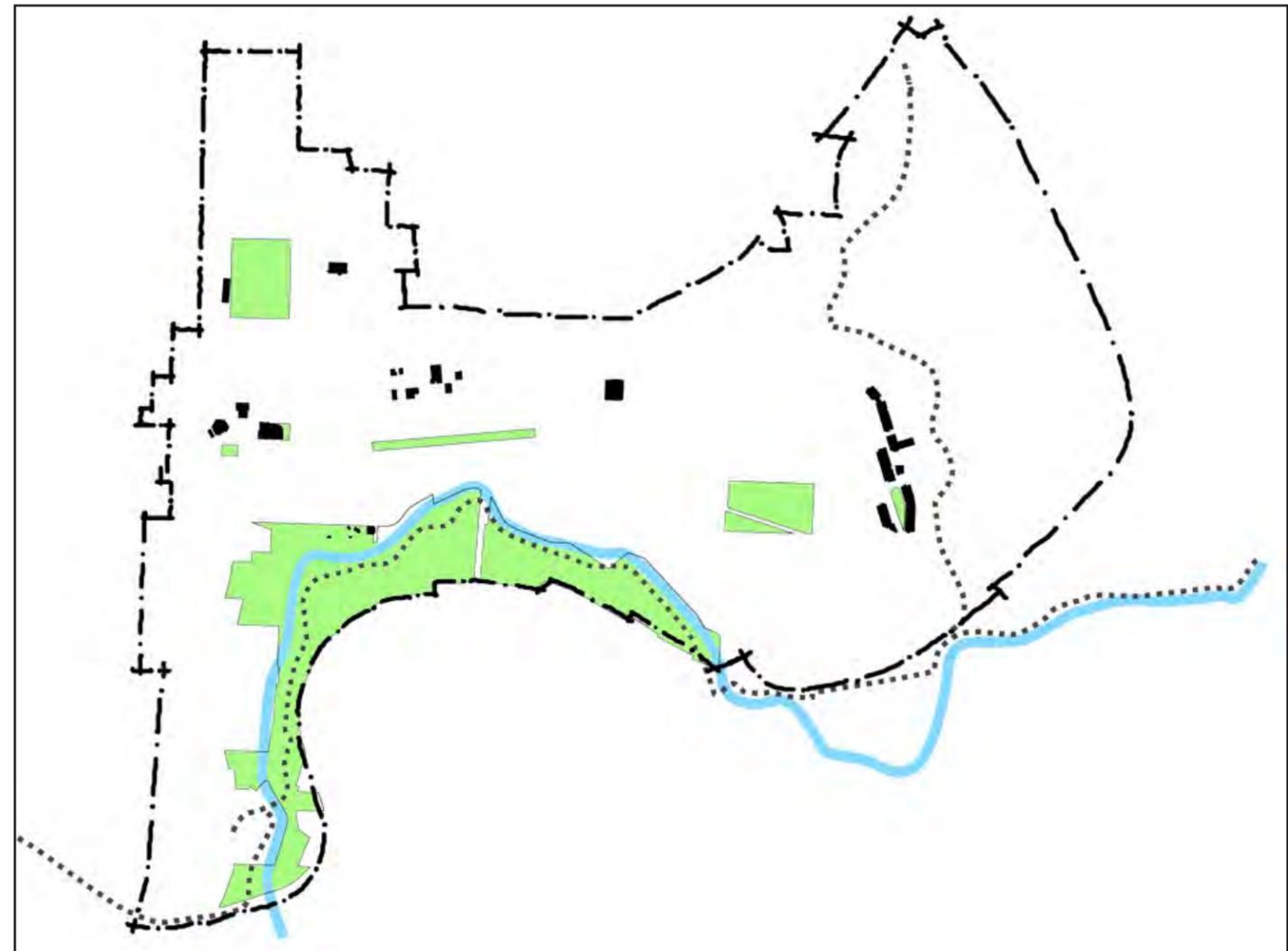


FIG. A.41 DOWNTOWN CIVIC AND RECREATIONAL FACILITIES



FIG. A.42 CITY HALL



FIG. A.43 POLICE DEPARTMENT AND MUNICIPAL COURT

b. The Sammamish River & Bothell Landing: Important, but Isolated Community Assets

The Park at Bothell Landing celebrates the city's strong historic link to the Sammamish Slough, and nearly every plan for downtown has called for stronger links to this cherished resource. However, today the park is separated from the historic downtown and most of the surrounding neighborhoods by SR 522. The current Comprehensive Plan includes conceptual plans for a connection across the existing SR 522 alignment. The SR 522 Improvement Project provides other opportunities to better connect the downtown core to the river.

c. More Public Space is needed Downtown

Although there are a considerable number of public spaces in the downtown, these spaces are largely concentrated around the Sammamish River and are cut off from the larger downtown area and each other.



FIG. A.44 THE PARK AT BOTHELL LANDING HAS HISTORIC BUILDINGS (TOP LEFT), A PLAYGROUND (TOP RIGHT), AND BICYCLE AMENITIES AND REGIONAL RECREATION WITH THE MULTI-USE SAMMAMISH RIVER TRAIL (BOTTOM LEFT AND RIGHT)

5. Downtown's Pedestrian Experience

Downtown Bothell has a variety of features that both contribute to and detract from the overall quality of the pedestrian experience.

a. Connectivity

Main Street and the Lower Maywood Neighborhood that abuts it retain the traditional street grid of small blocks that make for appealing pedestrian environments. The traditional street grid establishes a very regular, recognizable and small-scale urban fabric that further help define downtown and distinguish it from surrounding neighborhoods. It also helps make downtown pedestrian friendly.

Outside of the downtown core and the Maywood Neighborhood, the connected street network breaks down. Throughout the rest of downtown, the wide corridors and fast moving traffic on SR 522, SR 527 and Beardslee Boulevard connect downtown to the region. But, overall the street network is characterized by large blocks and streets that do not create a local circulation network that is connected within Downtown or with surrounding neighborhoods.



FIG. A.45 INCONSISTENT AND INCOMPLETE SIDEWALKS DISRUPT THE PEDESTRIAN EXPERIENCE



FIG. A.46 THE PATTERN OF BLOCKS AND STREETS IN DOWNTOWN BOTHELL: TRADITIONAL GRID AROUND MAIN STREET; CUL-DE-SACS AND DISCONNECTED NETWORK IN THE REST OF THE AREA

b. Pedestrian Facilities

Most streets in Downtown Bothell have sidewalks on both sides of the road. The sidewalks are frequently fairly narrow and often immediately adjacent to moving traffic lanes. Many of the intersections are not compliant with the Americans with Disabilities Act. Some streets in the residential areas have no sidewalks. The area immediately around Main Street and north to NE 190th Street is well served with pedestrian facilities. Despite only one lane in each direction, Main Street’s vehicular traffic is generally very busy. Main Street’s solid fabric of traditional storefronts further distinguishes downtown as a special, pedestrian-oriented district.

The Subarea contains the Sammamish River Regional Trail which runs from the City of Seattle to Marymoor Park in Redmond. The Sammamish River Trail also connects with the North Creek Trail which extends north to Snohomish County.

North of approximately NE 180th Street, Downtown offers a nearly complete network of well-maintained concrete sidewalks, with only a few street sections lacking paved pedestrian facilities. However, sidewalks are intermittent along SR 522 south of 180th and east of 101st Avenue NE. The combination of high traffic volumes and lack of extensive pedestrian facilities creates a hostile pedestrian environment and a barrier between the Sammamish River waterfront and the Downtown core.

c. Town Gown Loop

The Town-Gown Loop is one initial effort to reinforce connections between the Campus and downtown, and there are opportunities for other physical improvements. This 2.7-mile “Town-Gown Loop” links the shared UWB/CCC campus to the city of Bothell’s Main Street area and the Sammamish River waterfront. Twenty granite and basalt boulders dot points along the loop, bearing plaques illustrating historic events. Although the loop is a good start towards improving the connections between the UWB/CCC Campus and Downtown, more needs to be done to integrate the important institutional partner into the community. Recent programs at UWB/CCC established to provide support for local businesses demonstrate the potential for other functional links.



FIG. A.47 A MARKER ALONG THE TOWN-GOWN LOOP

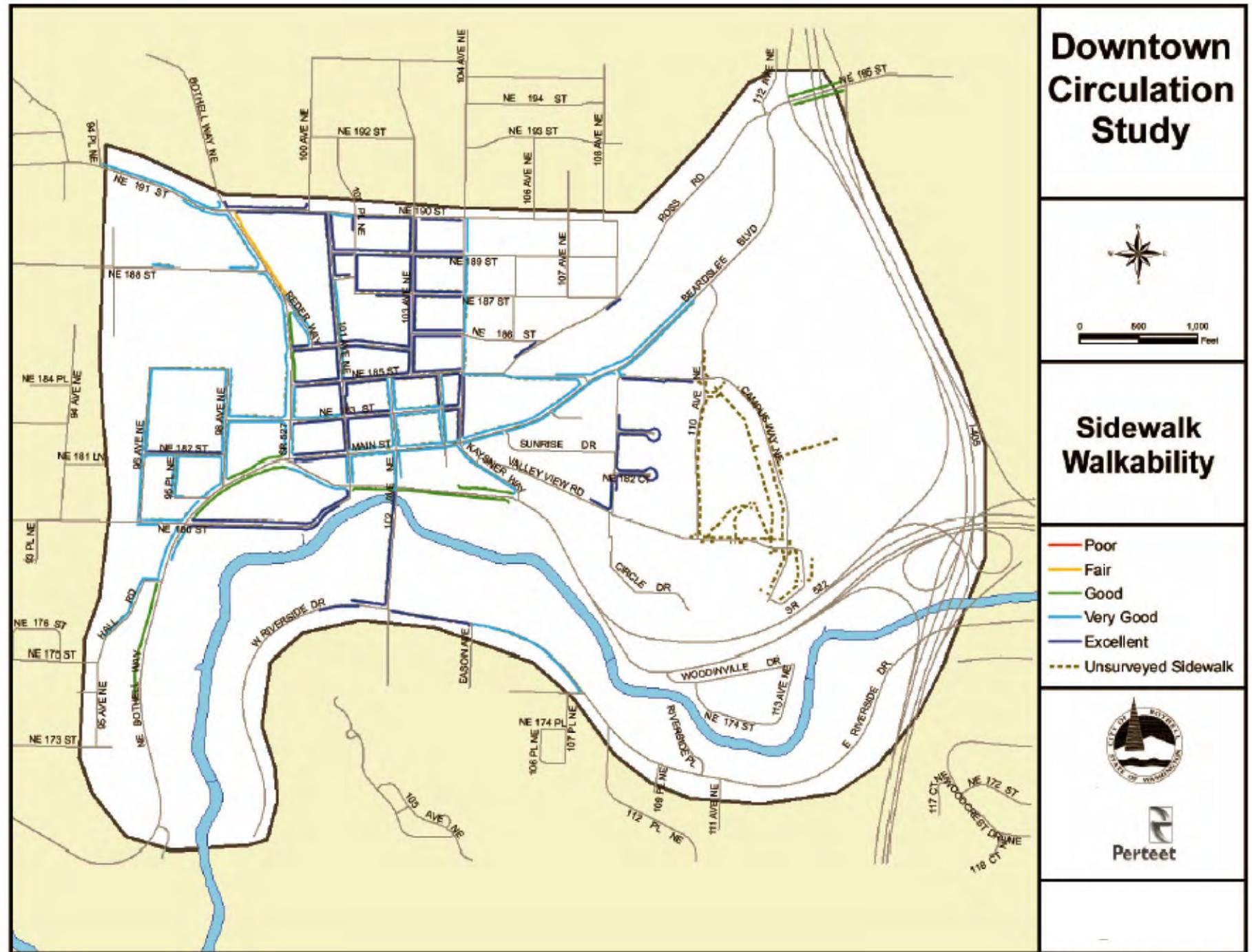


FIG. A.48 PEDESTRIAN FACILITIES INVENTORY PREPARED BY PERITEET ENGINEERING

6. Downtown's (broader) Urban Design Challenges

Downtown, as the central district of the City, is beloved. However, in the face of competition throughout the region, several distinct urban design challenges exist to strengthen its place as the heart of the Bothell community.

- a. The concentration of retail in the district is too small and diluted by other uses with few major attractors

The most vital part of the Downtown Subarea is the historic Main Street, which is unique and important to the historic identity of downtown Bothell. However, the active Main Street core is quite small. The retail development extends for three blocks to the east of the intersection with SR 522/527, as well as along the side streets that cross Main Street. Most of the uses are confined to the daytime hours and include small retail shops, restaurants, and banks, with just a few of the eating and drinking establishments open in the evenings. These activity-generating uses are diluted by offices and churches which attract visitors during limited hours. Although there is a wide mix of uses in the Downtown Subarea, the area lacks major retail anchors.

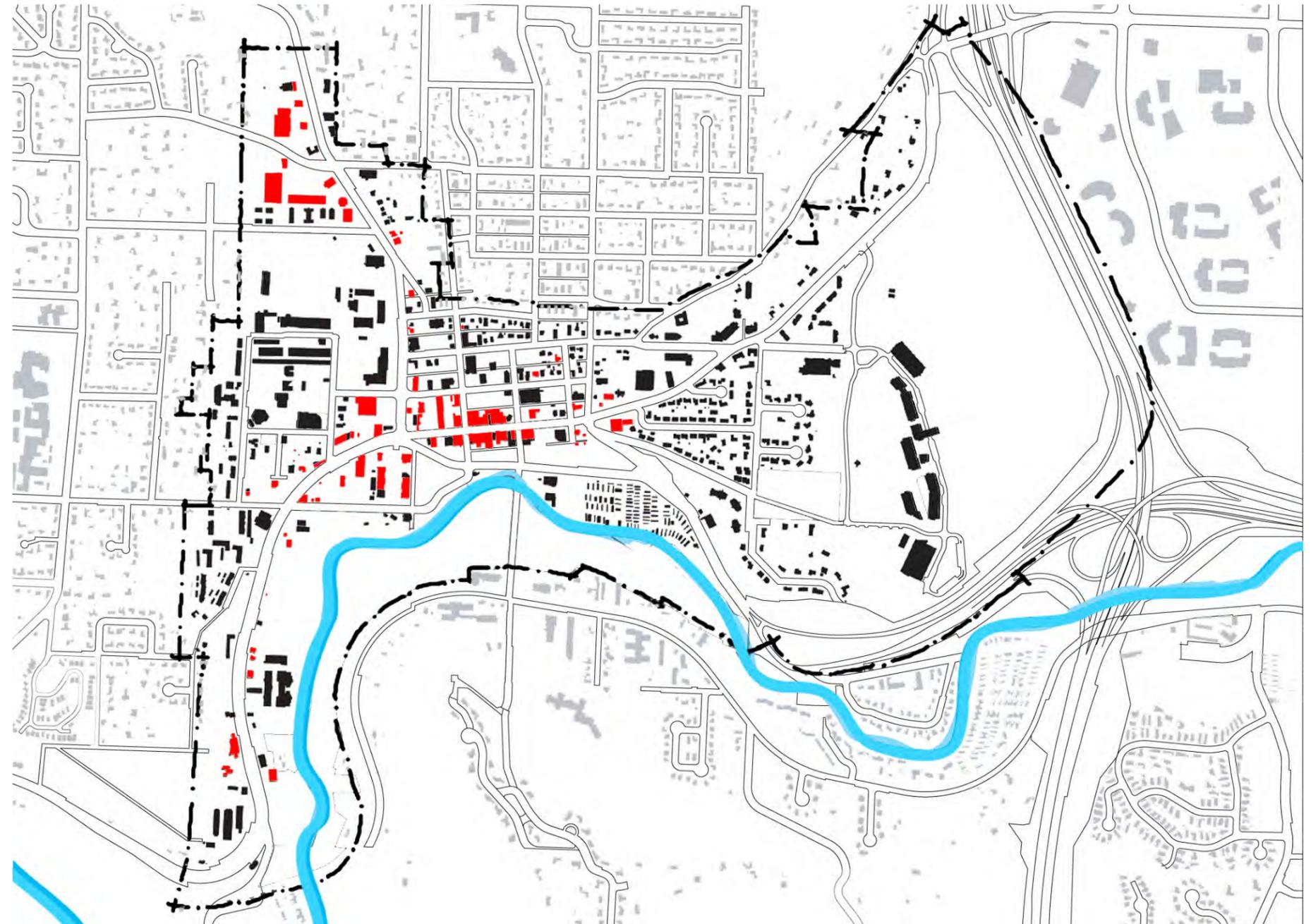


FIG. A.49 DIFFUSE RETAIL USES IN THE DOWNTOWN

- b. Main Street is invisible to the large volumes of traffic on SR 522 and SR 527

The positive aspects of Main Street remain mostly invisible to the large volume of traffic passing by on SR 522 and 527. This is due to a combination of topography, highway design, building design, and the fact that Main Street turns its back on SR 522. Although Main Street intersects with SR 527 and SR 522 where they meet downtown, the configuration of this major intersection makes the historic downtown largely invisible to passing traffic. Only a small gateway sign indicates the presence of the commercial core.

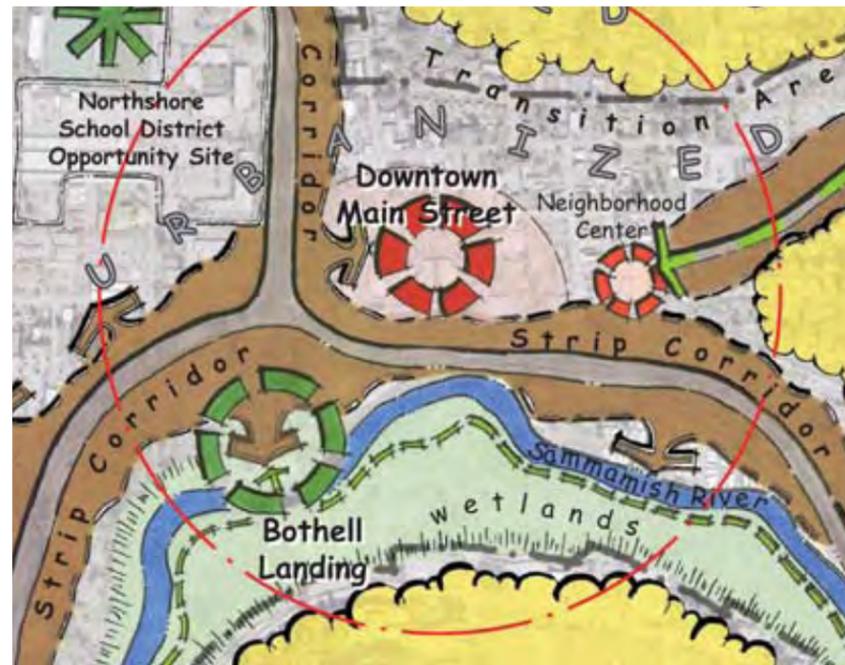


FIG. A.50 MAIN STREET AND THE DOWNTOWN CORE ARE NOT VISIBLE FROM THE MAIN CORRIDORS



FIG. A.51 AT THE FIVE POINTS INTERSECTION THE ENTRANCE TO MAIN STREET IS INVISIBLE



FIG. A.52 SMALL SIGNS ON STATE ROUTE 522 ANNOUNCE DOWNTOWN



c. Downtown is not sufficiently supported by housing

Downtown is composed predominantly of commercial development. There is negligible upper-story housing in the retail district. Furthermore, because the neighborhoods close to Downtown are composed mostly of single family detached homes; there are not many units within walking distance of the Downtown Core.

d. There are limited connections between the university campus and downtown.

In addition to more residents, the UWB and CCC campuses are a potential source of downtown customers that are currently not well connected to the downtown core. Main Street is separated from the University by geography, parking lots, and Beardslee Blvd. In addition, the campus entrances do not act as appealing gateways for pedestrian traffic. The lack of identifiable campus gateways and pedestrian amenities along the routes that do connect to the campus exacerbates the separation created by distance and geography.

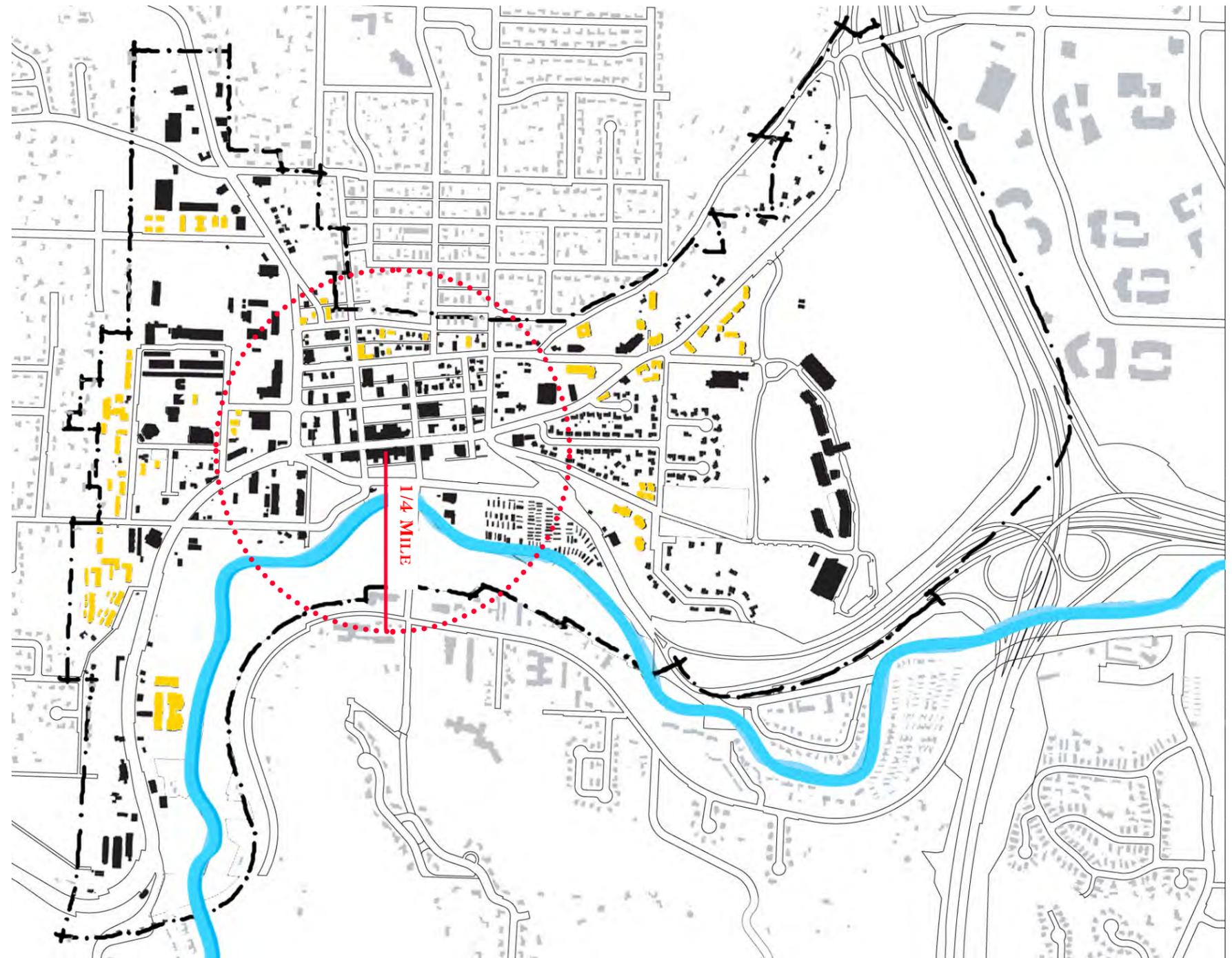


FIG. A.53 LIMITED HOUSING WITHIN A QUARTER MILE OF THE MAIN STREET DOWNTOWN CORE

7. Opportunity Sites: Potential Infill Development in the Downtown

The Downtown Subarea has a number of properties that are vulnerable to change as the City continues to grow.

a. The Northshore School District Site: Downtown's Primary Infill opportunity

For over 20 years, redevelopment of at least a portion of the Northshore School District property west of SR 527 has been an element in downtown plans. Current conditions and potential developments expand that opportunity to some adjacent properties as well. The bulk of the Downtown opportunity sites are on or around the NSD property. The City has entered into a purchase and sale agreement with the School District to buy 18 acres of the NSD property for redevelopment. Such redevelopment will create an opportunity to extend the street grid across SR 527, replicating the walkable blocks that exist east of the highway.

b. Parking lots and other underutilized land Downtown

The Safeway property to the west of State Route 527 is a substantial redevelopment opportunity. Additionally, the parking lots that surround main street businesses may present an opportunity to infill downtown with housing in mixed use buildings with activity generating uses.

c. Potential Realignment of State Route 522

Nearly every downtown planning effort in Bothell has recognized the difficult relationship between SR 522 and downtown Bothell. Various solutions have been proposed over the years, but a common element has been to reduce the disruption of this major highway and improve connections from the downtown core to the Sammamish River. The potential realignment of SR 522 provides opportunities to extend Main Street to the west and improve connections between the downtown core and the Park at Bothell Landing, while at the same time enlarging and improving the Park as the city's primary gathering place.

Fig. A.54 shows these and other sites in the Downtown Study Area that are deemed "vulnerable to change" due to a low building-to-land value ratio, known changes in property status, projects in the planning process, and other factors. These are not areas that are necessarily targeted for change, but properties deemed likely to develop in the short or somewhat longer term (5-10 years).

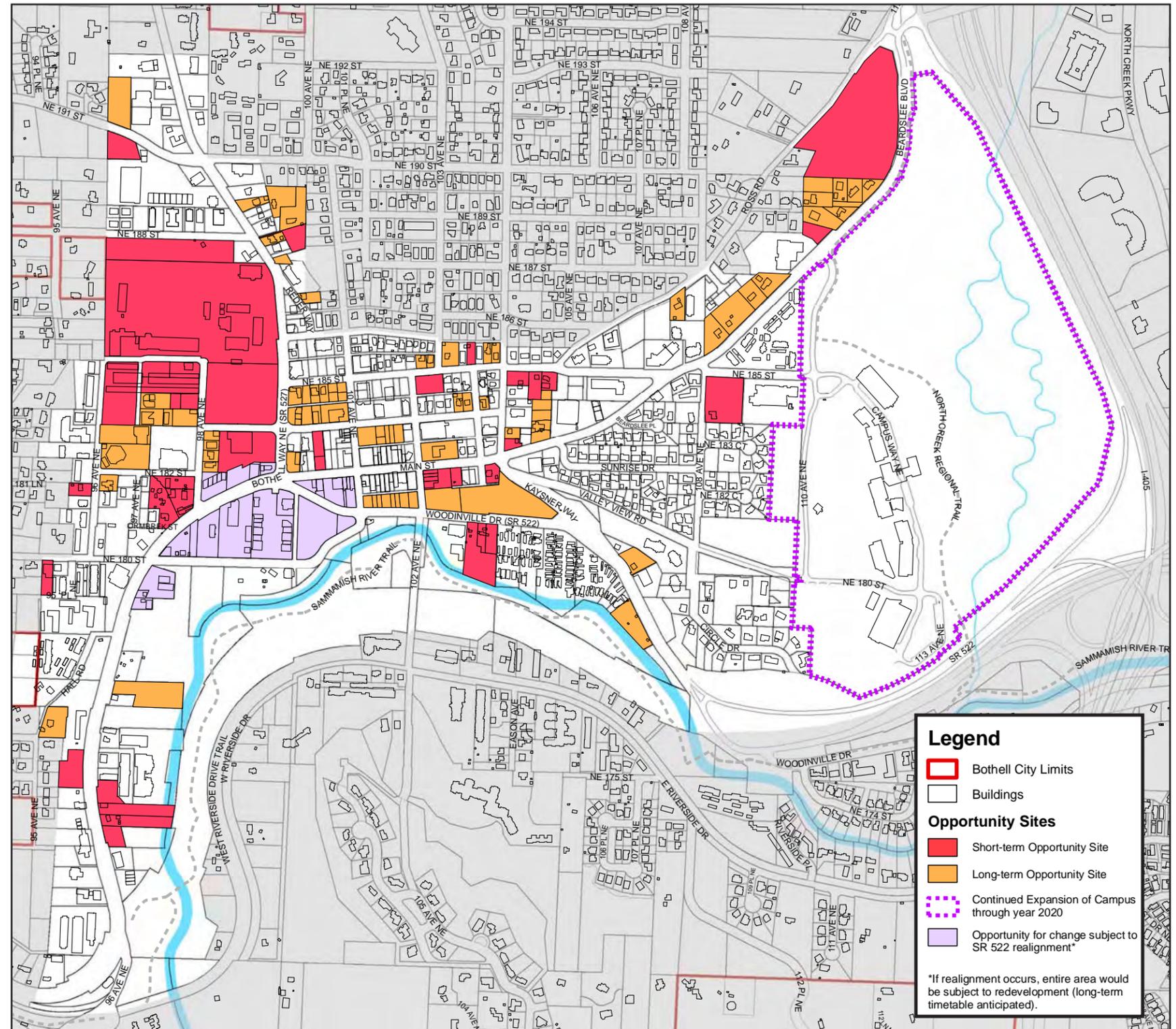


FIG. A.54 VULNERABILITY TO CHANGE: LOCATION OF POTENTIAL OPPORTUNITY SITES IN THE DOWNTOWN

8. Downtown's concentration of historic buildings

The Bothell Landmark Preservation Board has produced two studies of historic architectural styles in Bothell that are available as separately bound documents from the City. The Main Street Design Guidelines, 2006, identifies specific Main Street buildings and their design features, architectural context and details. The City of Bothell Design Guidelines, Building Styles and Features, 2007, identifies and describes styles found throughout the city, with many specific examples from the downtown area.

D. ECONOMICS

ECONorthwest. conducted a thorough analysis of the market conditions in the Downtown Subarea. The complete analysis and findings from that study are available as a separately bound report from the City.

E. EXISTING TRANSPORTATION SYSTEMS

Pertee Inc. conducted a thorough analysis of the transportation system in the Downtown Subarea. The complete analysis and findings from that study are available as a separately bound report from the City. A brief summary of their key existing conditions findings is provided on the following pages.



FIG. A.55 EXISTING (2006) DAILY TRAFFIC VOLUMES

1. Existing Street Network

The existing street network in Downtown Bothell is dominated by two state routes. SR 522 is an east-west regional highway that connects from Interstate 405 to Seattle. It currently carries about 40,000 to 45,000 vehicles per day through Downtown Bothell, effectively separating the downtown core from the Park at Bothell Landing and the Sammamish River. SR 527 is a north-south regional highway that currently carries about 18,000 vehicles per day through Downtown Bothell, separating the historic downtown from the City Library and Pop Keeney Stadium. Beardslee Boulevard is a minor arterial road that also connects from I-405 directly into the historic downtown core along Main Street and currently carries about 14,000 vehicles per day.

East of SR 527, the local streets in Downtown Bothell are organized on a simple grid system that serves the circulation of downtown traffic well. West of SR 527, the local street network is less contiguous due the Northshore School District properties. Other collector streets such as 102nd Avenue, 104th Avenue, 180th Street, 185th Street and 190th Street provide connections from the arterial network to surrounding communities.

Traffic congestion is currently most acute along the principal arterial corridor of SR 522. The signal controlled intersection of SR 522, SR 527 and Main Street experiences the most congestion in peak commute hours. Other intersections along Main Street are controlled by four-way stop signs and experience some traffic queues in the peak hours. The intersection of Main Street and 104th Avenue experiences severe congestion in the afternoon peak hour.

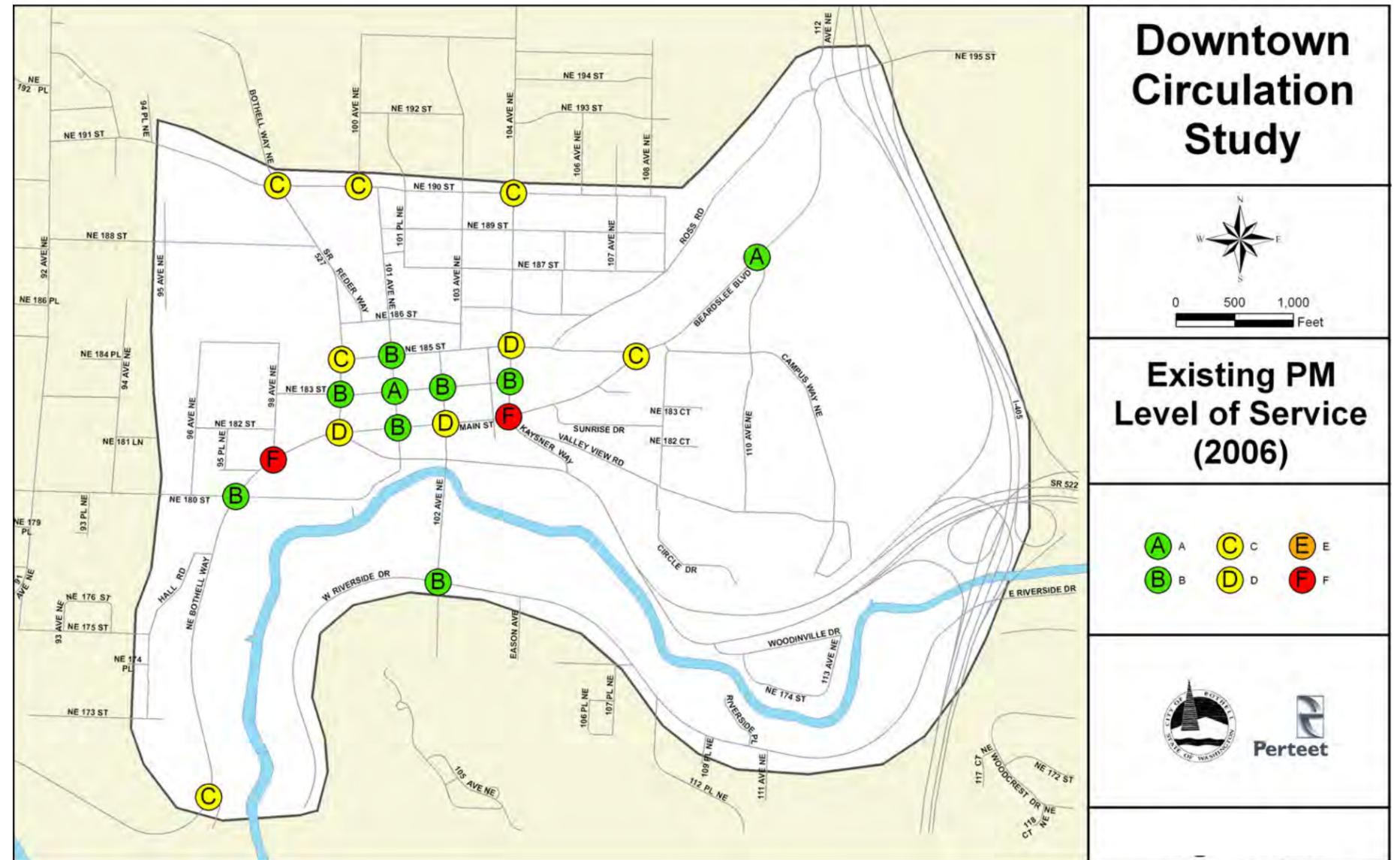


FIG. A.56 EXISTING (2006) TRAFFIC LEVEL OF SERVICE EVENING PEAK HOUR

2. Existing Transit Services

Downtown Bothell is currently served by three transit agencies; King County Metro, Community Transit, and Sound Transit. There are more than four hundred buses operating through Downtown Bothell every weekday, primarily along Main Street and Beardslee Boulevard to a terminus at the Bothell Campus of the University of Washington. There is also a park-and-ride facility owned by KC Metro with about 230 parking spaces located at the corner of SR 522 and Kaysner Way.

Each weekday about 1,000 people board the buses in the downtown area, with most of the boardings occurring near the park-and-ride site or on the college campus.

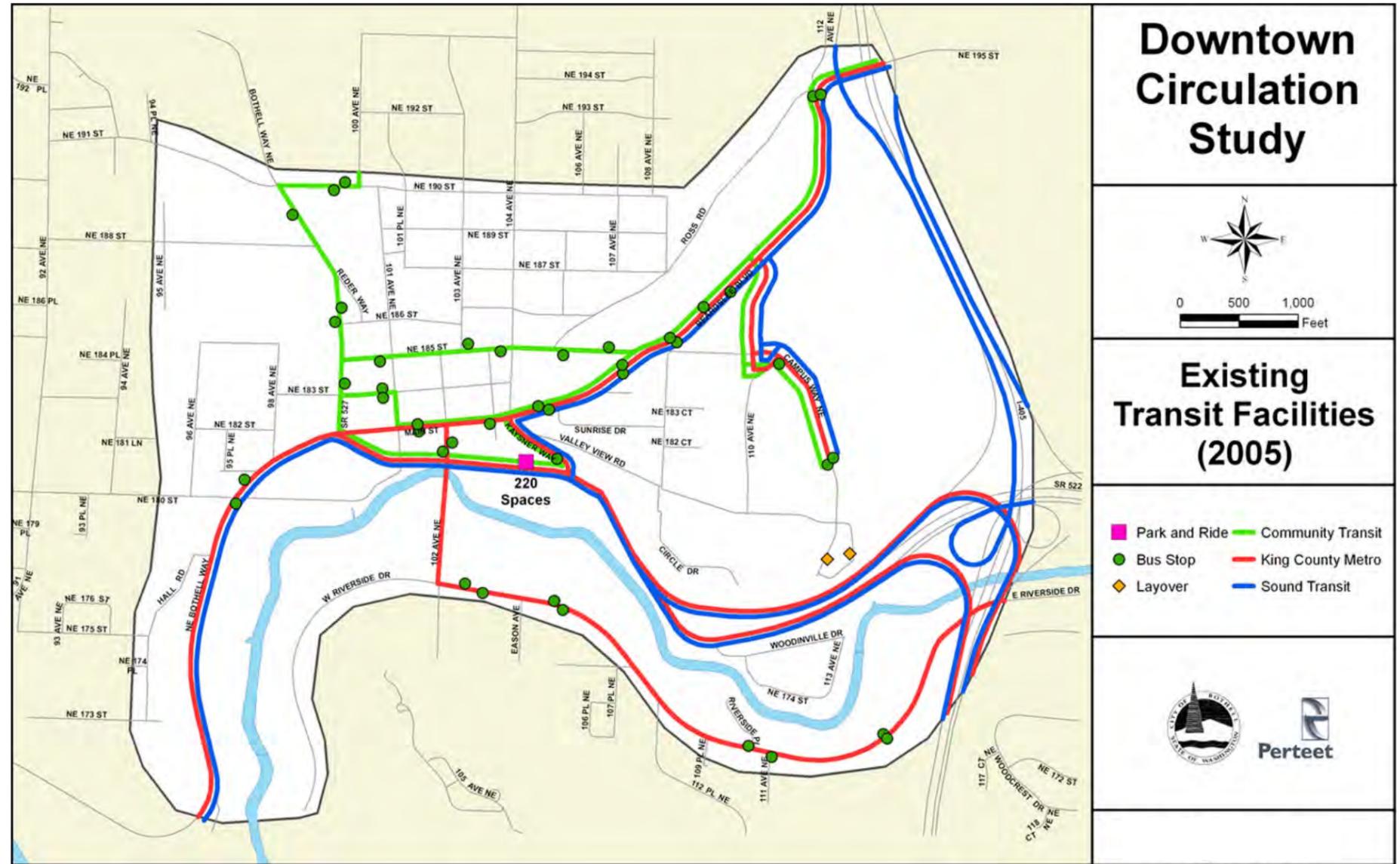


FIG. A.57 EXISTING (2005) TRANSIT FACILITIES

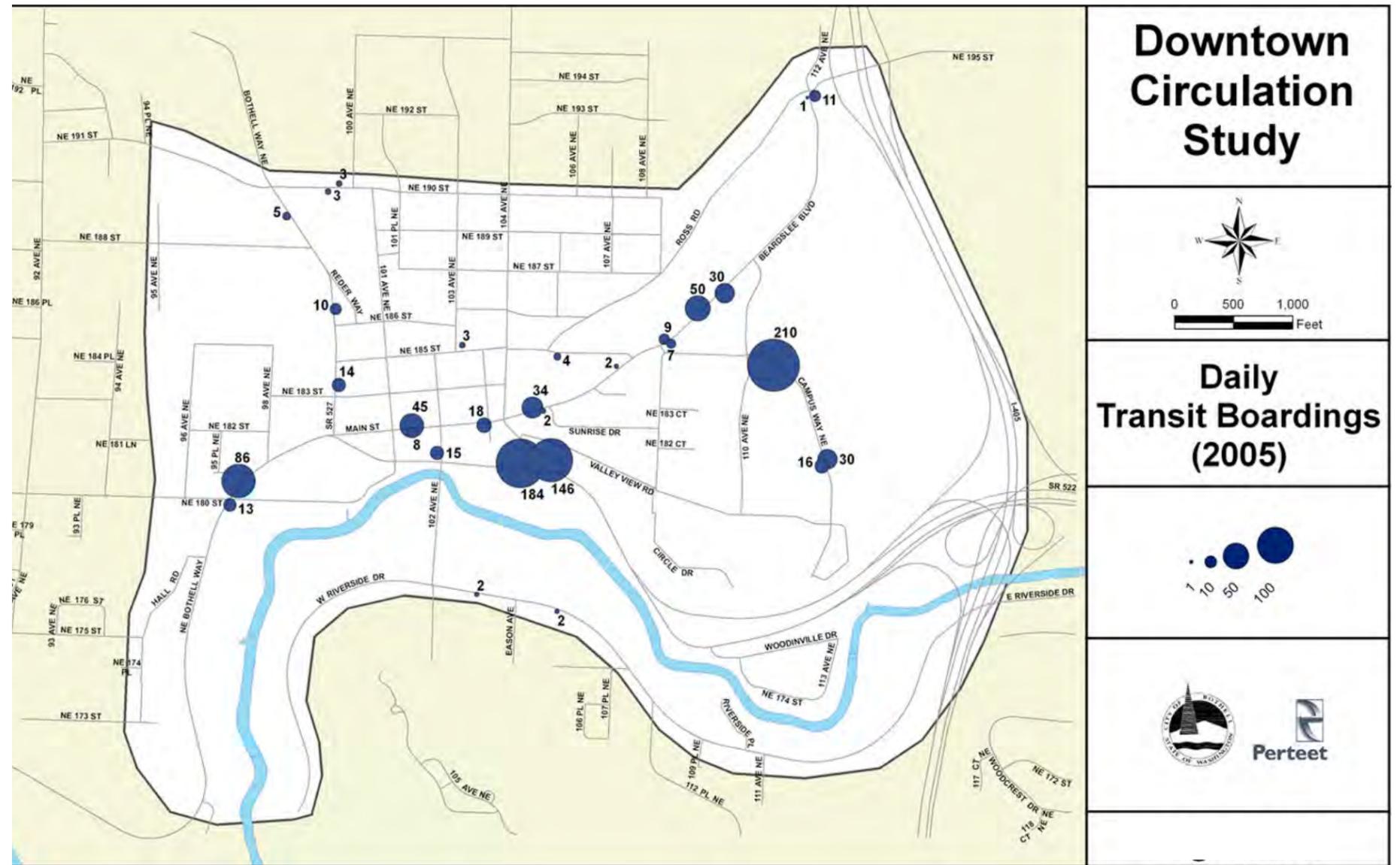


FIG. A.58 EXISTING (2005) WEEKDAY TRANSIT BOUNDARIES

3. Existing Bicycle Facilities

There are several multi-purpose trails near Downtown Bothell. The Sammamish River Trail is a regional facility that connects to Seattle. The North Creek Trail connects from the Sammamish River Trail through the college campus to Beardslee Boulevard at I-405. A short trail system at Bothell Landing also connects by a bridge to the Sammamish River Trail.

A few streets in Downtown Bothell include specified bicycle lanes. On the west, the 180th Street bike lanes connect to the Bothell Landing Trail. On the north, bike lanes on 104th Avenue terminate at 185th Street. Bike lanes have also been provided on Beardslee Boulevard from I-405 to the college campus. The college campus provides a limited number of secure lockers for bicycle commuters. A few open bike racks are also provided by the college and by the City along Main Street.

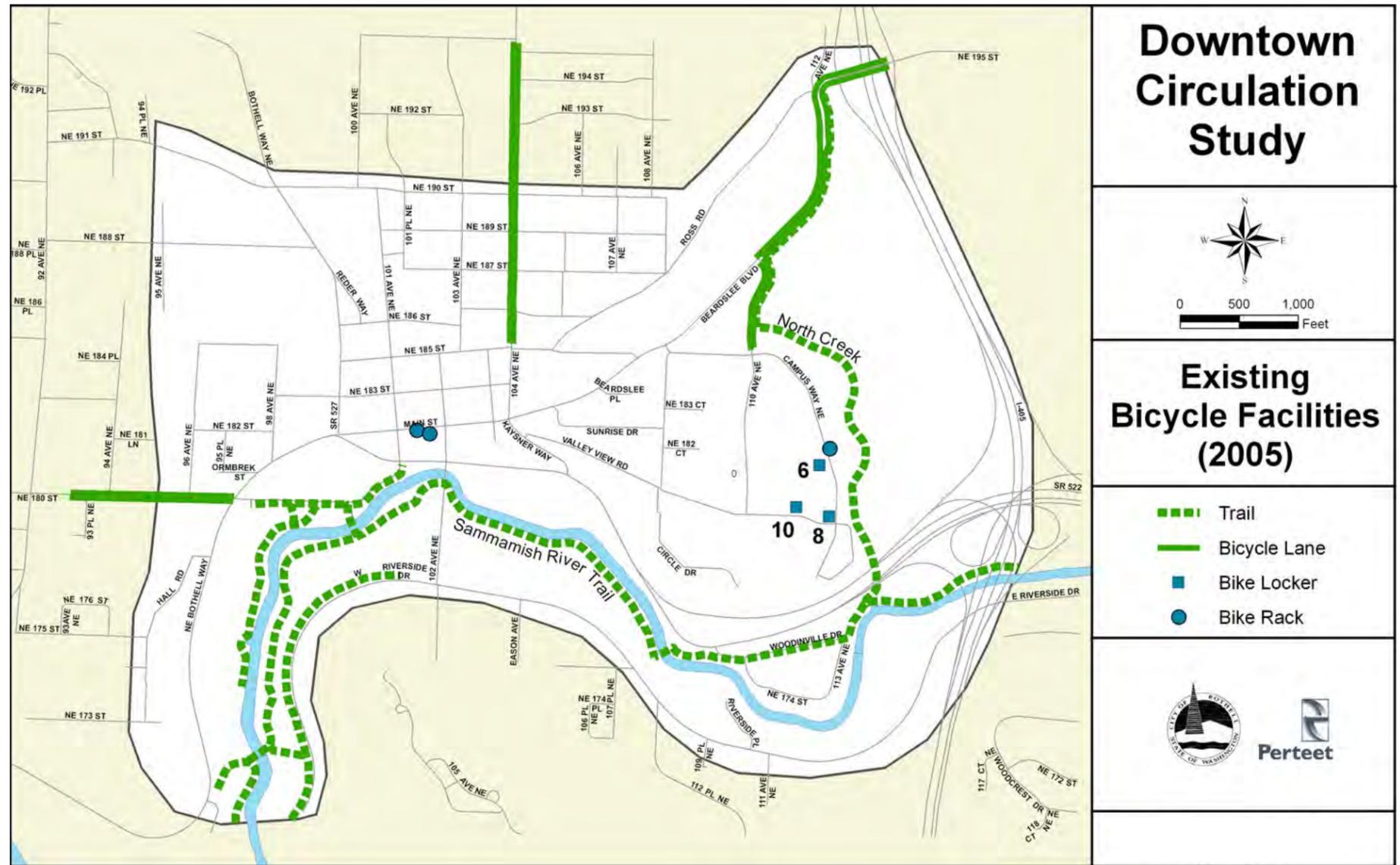


FIG. A.59 EXISTING (2005) BICYCLE FACILITIES

4. Existing Parking Facilities

There are more than 7,000 parking spaces in the Downtown Bothell study area, including the Northshore School District properties and the college campus. The Downtown Core, east of SR 527 and south of 185th Street, has less than 200 on-street parking spaces and less than 1,200 off-street parking spaces for a total supply of about 1,365 parking spaces.

The existing parking supply is not currently used to capacity, except in a few isolated areas. The parking supply in the overall study area was less than 45 percent occupied at any time. Utilization of parking in the Downtown Core was found to be only 55 to 60 percent of the total supply. While most on-street parking was less than 40 percent occupied, spaces on Main Street were generally occupied about 70 percent of the time. Off-street surface parking lots had average utilization rates of 60 to 65 percent, but only the public park-and-ride lot was found to be generally at capacity.

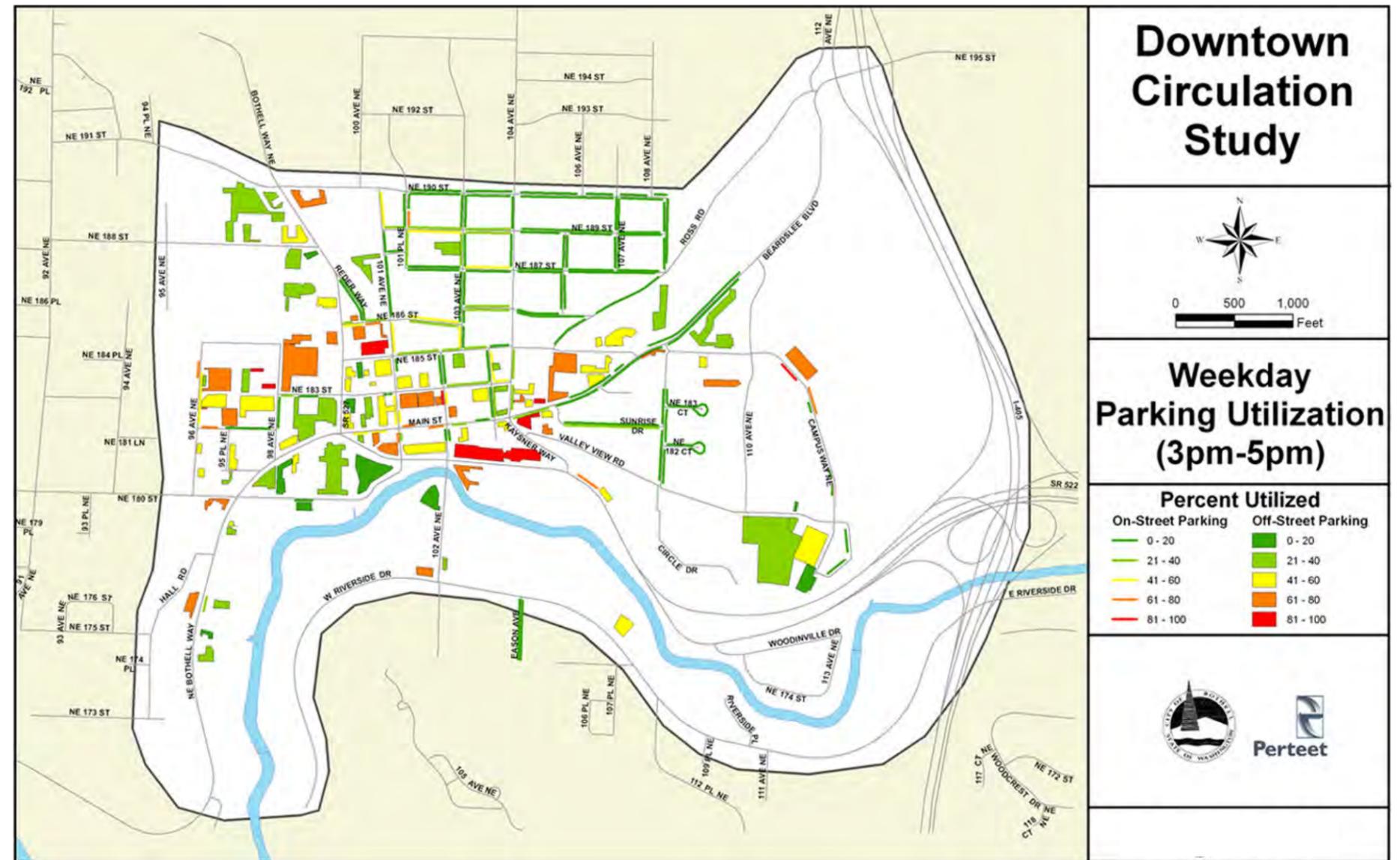


FIG. A.60 EXISTING (2006) PARKING UTILIZATION FOR WEEKDAY AFTERNOON

APPENDIX B: ROUNDTABLE SUMMARY

City Council appointed a Downtown Stakeholders Resource Group (DSRG) and Downtown Visionary Committee (DVC) of downtown and nearby residents, business and property owners, institutional representatives and developers to help staff and consultants develop a vision for the future of downtown Bothell that was rooted in the community's desires and was realistic and achievable. The DSRG and Planning Commission were joined by representatives of the Landmark Preservation Board, Parks and Recreation Board, Shoreline Hearings Board and Library Board for a series of roundtable discussions on various elements of the Downtown Plan, led by the consultant team. Members of the DVC and the general public also participated in the roundtable sessions.

Below is a brief recap of these downtown roundtables.

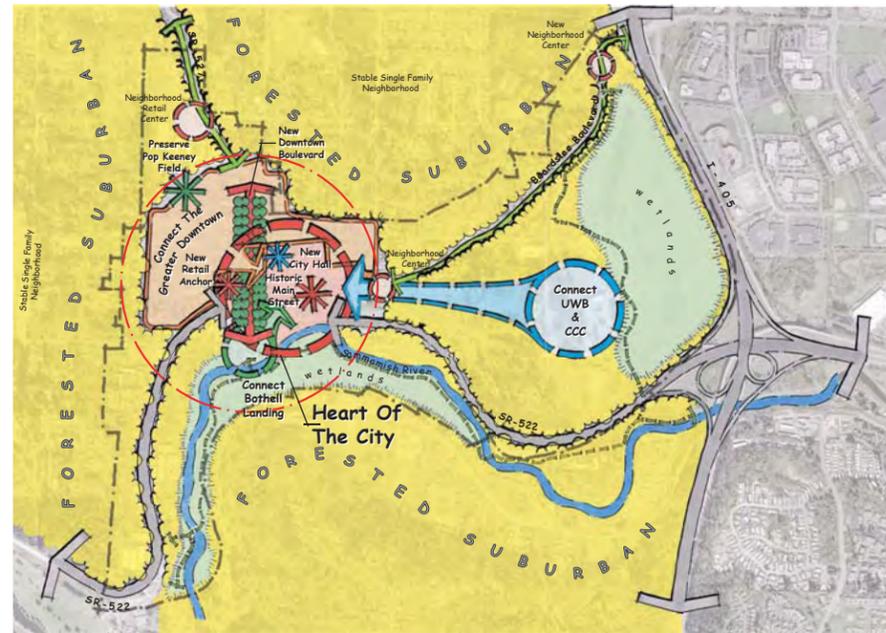
- June 21, 2006 – Roundtable #1: Downtown Structure
- July 12, 2005 – Roundtable #2: Character
- August 9, 2006 – Roundtable #3: Economics & Revitalization Strategy
- August 30, 2006 – Perteet Roundtable #4a: Transportation
- September 13, 2006 – Perteet Roundtable #4b: Transportation
- October 4, 2006 – Roundtable #5: Bothell Way
- November 11, 2006 – Roundtable #6: Public Realm
- December 6, 2006 – Roundtable #4c Transportation
- February 21, 2007 – Roundtable #7: Downtown Revitalization Strategy and Catalyst Projects

Roundtable 1: Downtown Structure

The first Downtown Roundtable presented the consultants' analysis of the existing conditions and introduced their initial strategies for revitalizing the commercial core (bottom) and organizing downtown land uses.



EXISTING CONDITIONS



REVITALIZATION STRATEGIES

Roundtable 2: Character and Identity

The second Downtown Roundtable engaged over 50 stakeholders in an exercise to identify the kind of character they would like to see in downtown landscapes, building materials and colors, and buildings. Below and to the right are the images that received the most votes in each of those categories.

Downtown Bothell ~ Character Workshop

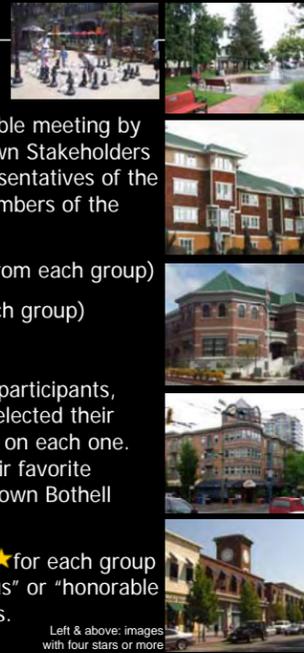
Greatest Hits: Summary

The images on the following slides were selected from 50 images presented at the July 12 Downtown Roundtable meeting by over 50 members of the Planning Commission, Downtown Stakeholders Resource Group, Downtown Visioning Committee, representatives of the Parks, Landmarks and Shorelines Boards, and other members of the public. Images were grouped in three categories:

- Landscape & Landscape Elements (2 Greatest Hits from each group)
- Building Materials & Colors (2 Greatest Hits from each group)
- Buildings (3 Greatest Hits from each group)

The images were first reviewed and rated by individual participants, then seven small groups of 7-8 discussed the images, selected their Greatest Hits in each category, and recorded comments on each one. The intent was for participants to not simply choose their favorite images, but the ones they thought fit best in the Downtown Bothell envisioned for the future.

Each of the Greatest Hits selected is shown with a star ★ for each group that selected it & comments. Some groups made "bonus" or "honorable mention" selections resulting in a "+" following the stars.



Left & above: images with four stars or more

Downtown Bothell ~ Character Workshop

Greatest Hits: ★★★★★

Landscape & Landscape Elements

4



- No cars
- Visually stimulating
- Places to sit & rest

- Age-neutral
- Nice features
- Ornate light poles

- Generates activity
- Brings people together
- Diversity of activity
- Open space for activities
- Close to shops & cafes
- Wide walks & café seating
- Urban landscape space
- Mix of hardscape & softscape

Downtown Bothell ~ Character Workshop

Greatest Hits: ★★★★★

Landscape & Landscape Elements

12



- Mixed materials
- Brick pavers
- Water features should be interactive
- Benches
- Conifer
- Too many divergent elements?

- Good entrance to downtown
- Water, trees, seating
- Natural elements, big trees
- Landscaping colorful and vibrant, but subtle
- Trees appropriate for public space
- Open, friendly & inviting
- Contemplative space, playful fountain
- Combination of landscaping & business
- Proximity to structures
- Needs seasonal color

Downtown Bothell ~ Character Workshop

Greatest Hits: ★★★+

Landscape & Landscape Elements

11



- Votes include one "honorable mention" (+)

- Boulevard, trees and wide sidewalk
- Nice tree-lined residential blvd.
- NW landscaping
- Room to walk, separated from traffic
- Nice transition from sidewalk to residences
- Good separation between trees and buildings
- Good trees, streetscape

Downtown Bothell ~ Character Workshop Building Materials & Colors **27**

Greatest Hits: ★★★★★



- Mix of warm colors & varied materials breaks up mass
- Mix of materials and textures
- Good residential example
- Cedar siding and shingles
- Multi-pane windows
- Overhanging roofs
- Craftsman style
- Modern, but with historical references in details
- Simple, elegant, classic
- Nice, warm colors
- No trendy materials, stucco

Downtown Bothell ~ Character Workshop Building Materials & Colors **20**

Greatest Hits: ★★★★★+



- Good commercial example, fits w/ Main St.
- Fits w/ existing, but is contemporary
- Bricks are good
- Charming
- Modern roof materials, roof line, arched windows
- Designed for Bothell
- Balance of formal & informal
- Presence, right scale, mix of colors – not just brick
- Old and new, simple permanent
- Materials, not building
- Natural, quality, NW materials & colors (brick, stone)
- Window accents, articulation and modulation

Downtown Bothell ~ Character Workshop Building Materials & Colors **13**

Greatest Hits: ★



- Nicely balanced
- Attractive combination of wood and stucco

Downtown Bothell ~ Character Workshop Building Materials & Colors **15**

Greatest Hits: ★



- Rocks are reminiscent of the river
- Natural stone is very attractive

Downtown Bothell ~ Character Workshop Building Materials & Colors **16**

Greatest Hits: ★



- Excellent materials, design and details
- Rich jewel tones great in Bothell

Downtown Bothell ~ Character Workshop Buildings **32**

Greatest Hits: ★★★★★+



- Great mixed-use corner-store building
- 4 stories – good scale
- Good look for a taller building
- Height, scale, colors
- Signature feature – use as gateway
- Rounded corner, focal point
- Entry way, corner anchor, drawing point
- Cluster of corner windows
- Balconies could be bigger
- Combine this base w/ upper floors of 42
- Brick, traditional colors
- Lots of architectural detail
- NW character
- Weather protection
- European look

Downtown Bothell ~ Character Workshop Buildings **46**

Greatest Hits: ★★★★★



- Tower good focal point
- Landmark feature (not necessarily clock tower)
- Clock tower, awnings
- Use of brick
- Sidewalk treatment
- Pedestrian friendly
- Good scale, mix of materials
- Mix of textures, colors
- Inviting textures
- Wide sidewalks
- Varying heights
- Different facades, modulations
- Mixed-use important
- Brick: new building, old character

Downtown Bothell ~ Character Workshop Buildings **39**

Greatest Hits: ★★★★★+



- Good bones!
- Brick is appealing
- Good scale and lines
- Heritage
- Art Deco
- Pulls in history of Bothell
- Modern buildings need to draw on historic building elements
- Materials & details – similar to some covered Main Street buildings
- “It’s Bothell”

Downtown Bothell ~ Character Workshop Buildings **43**

Greatest Hits: ★★★★★+



- Classic materials, bungalow look
- Craftsman style
- Front porch, eyes on the street
- Multi-pane windows
- Varied roof pitches
- Has character
- (minority opinion to blow it up!)
- Good multifamily, could have mixed-use on ground floor
- Could fit in a number of places in Bothell

Downtown Bothell ~ Character Workshop Buildings **34**

Greatest Hits: ★★



- Good mixed-use example
- Nice roof line
- Livable
- Lots of texture, scale
- Good materials
- Craftsman elements
- Good transition building
- Accessible
- Neutral color
- Sense of individual buildings

Downtown Bothell ~ Character Workshop Buildings **48**

Greatest Hits: ★+



- Mix of brick and clapboards
- Craftsman style
- Modern buildings need to draw on historic building elements

Downtown Bothell ~ Character Workshop Buildings **33**

Greatest Hits: ★



- Good job of “hiding” a big building
- Community space instead of parking in front of store

Downtown Bothell ~ Character Workshop

Buildings **37**

Greatest Hits: ★



- Round corners
- Use of terraces
- Detailed cornices

Downtown Bothell ~ Character Workshop

Buildings **45**

Greatest Hits: ★



- Good modulation, articulation
- Tall retail floor
- Setbacks above good – could be deeper
- Could be residential or office above, office or retail base

Downtown Bothell ~ Character Workshop

Buildings **47**

Greatest Hits:



- Close to street
- Different colors and materials
- Variation in heights

Downtown Bothell ~ Character Workshop

Buildings **42**

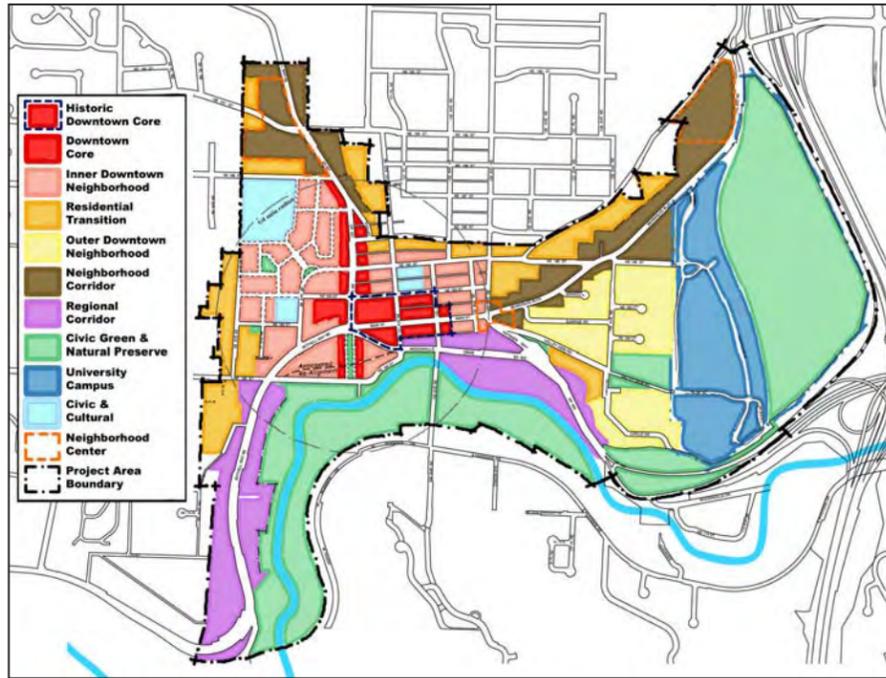
Greatest Hits: +



- Combine upper floors of this with street level of 32

Roundtable 3: Revitalization Strategy – Land Use & Economics

The third Downtown Roundtable was about ECONorthwest’s market analysis and FTB’s preliminary strategies for revitalizing the downtown core, based on the economic projections for retail, office and residential development. Several options for short-term redevelopment of the Northshore School District (NSD) site and adjacent properties were presented. Based on community input indicating a strong desire to extend the retail core to the Park at Bothell Landing, a revised version of the “downtown structure” map was presented, and then further refined through the Core Team process.

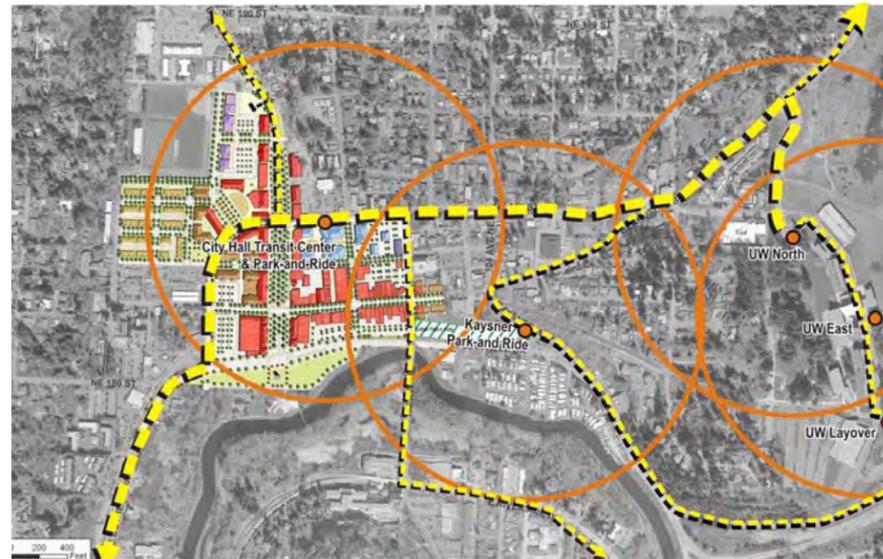


Roundtable 4a, 4b, and 4c: Access and Mobility

Michael Stringam of Pertee facilitated roundtable 4a, 4b, and 4c on various aspects of the Downtown Transportation Plan, including pedestrian and bicycle accommodations, transit, traffic and parking. Existing conditions and projections of traffic in 2030 under various scenarios were presented and discussed.

Much of the discussion was about SR 522 and SR 527, and how they provide great access and visibility, but could divide downtown if not handled properly.

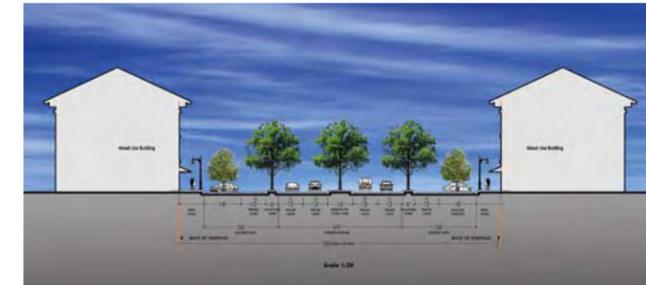
Another key topic was alternative transit routes and what type of “transit center” should be built in the downtown. A third special session roundtable was held to further discuss this topic and potential traffic improvements for Main Street.



ONE OPTION FOR TRANSIT ROUTES AND STOPS IN DOWNTOWN BOTHELL

Roundtable 5: Bothell Way – Transforming SR 527 in the Downtown Core

The proposal to create a multi-way boulevard on SR 527 between SR 522 and Reder Way to link the Northshore School District site with the historic downtown core was the focus of this session. A video showing a range of multi-way boulevards across the United States and in Europe was presented, demonstrating how they can accommodate high volumes of traffic while creating an excellent environment for pedestrian activity, ground-floor retail and upper-level housing. The following images were shown as examples of Multi-way Boulevard design.



Roundtable 6: Public Realm – Streets, Public Spaces and Civic Buildings

Opportunities for public facilities and spaces were explored in this roundtable. Streets as public spaces were presented and discussed. Other types of public spaces were examined, from parks and trails to urban plazas and even parking lots that could be used for special events.

Three alternate sites for a new City Hall were presented and discussed, as were options for other public or semi-public facilities like a human services center, an aquatic center, a recreation center and a community center. The role of public streets as a network knitting all of these facilities together was also discussed.

Roundtable 7: Revitalization Strategy and Catalyst Projects

The final roundtable presented the overall strategy for downtown Bothell and the short-term priority projects designed to catalyze its revitalization.

The strategy includes a refined framework for organizing downtown uses first presented in Roundtables 1 and 3. This structure focuses new pedestrian-oriented retail around the historic downtown core and encourages supporting uses, particularly housing, in the areas immediately surrounding the retail core.

Catalyst projects include the redevelopment of the Northshore School District site, creation of a multi-way boulevard along SR 527 in the downtown core, realigning SR 522 and construction of a new City Hall. These projects and other key elements of the Vision and Plan Framework for downtown Bothell are summarized on the following pages.



Key Roundtable Discussion Issues

Recommended Downtown Vision & Plan Framework

Introduction

Each of the key elements of the Downtown Plan, as it emerged from the roundtable discussions, is described below, along with a discussion of the alternatives or variations considered. Priority short-term catalyst project opportunities are listed first, followed by elements that may be further developed and implemented in later phases.

There was consensus direction on many of the elements. On certain elements, some roundtable participants differed with the recommendation of the consultant and staff, and/or expressed divergent opinions among themselves. The following catalyst project summaries each begin with a description of the staff/consultant recommendation for the Vision and Plan Framework, followed by the alternatives or variations, as appropriate, and, where disparate views were articulated by roundtable participants, the range of those views. The illustrations show one possible articulation of the vision – other configurations may also meet the City’s vision, and some variations have been developed and presented that are not in this document.

Northshore School District (NSD) Site Redevelopment

This 18-acre portion of the School District property which the City is acquiring under a purchase and sale agreement with the District (the District would retain Pop Keeney Stadium and the fields to the north and east), along with adjacent parcels that might also be redeveloped, is the single biggest opportunity for revitalizing downtown Bothell by providing a significant amount of housing in the downtown core and retail along key corridors. The basic concept shared by all alternatives is for retail and mixed-use development along SR 527 and the connection from there to Pop Keeney Stadium. The center part of the site would be relatively dense, stacked-flat type housing, with somewhat less dense townhouse development to the west. Office development would be encouraged east of the stadium, due to a reduced potential conflict with the night lights and the opportunity for shared parking with Pop Keeney events. A variety of open spaces are shown to serve the residents and business in the area.

All schemes show the extension of NE 183rd and 185th Streets west of SR 527, with 185th curving south to connect with 98th Ave. NE and a diagonal connection providing a strong link to Pop Keeney Stadium. Other streets are shown in a grid pattern similar to the historic downtown area east of SR 527. These streets are important to allow the east-west movement across SR 527 to tie the Downtown together.

An above-ground parking structure is shown tucked behind the buildings in the north central portion of the site, which could also serve, in part, as shared parking for Pop Keeney events. This would not necessarily be a requirement of the plan, but something that the developer could be encouraged to do.

Roundtable participants supported retention of the Anderson Building, which is anticipated to be feasible for adaptation to another viable use that promotes the community vision for Downtown.

Variations:

Possible variations include utilizing the Anderson Building as part of a new City Hall complex, two potential locations for a new Aquatic Center, possibly incorporating other recreational or community facilities, and possible retention of the Dawson Building and adjacent City-owned land for civic uses, possibly for human services uses.

Two variations were presented for the area immediately surrounding Pop Keeney stadium on the north and east sides, one with surface parking and the other combining parking and one of the potential Aquatic Center locations. This land is being retained by Northshore School District in order to replace stadium parking that will be lost with the sale and redevelopment of the surrounding property.

In addition, while adjacent parcels are illustrated as part of the redevelopment area in all schemes, some of these parcels may not be included in the initial redevelopment (and perhaps some that are not shown will be included). A developer may make changes based on a number of factors, including the exact type and mix of housing, and what commercial tenants can be attracted. These schemes are intended to illustrate the basic development pattern desired.

Roundtable discussion

There was broad agreement on the basic concept for redevelopment of this site. There were some differences of opinion on how far to extend retail to the north along SR 527, with some participants preferring to keep new retail closer to Main Street and others supporting retail anchors at both ends of the boulevard.

The Boulevard: SR 527 from SR 522 to Reder Way

In order to make SR 527 a “seam” rather than a barrier between the Northshore School District site and the historic downtown core, to provide an environment conducive to both groundfloor retail and upper level housing, and to provide a signature element for the downtown revitalization, a multi-way boulevard is proposed between SR 522 and Reder Way. Central through lanes, divided by a landscaped median except for areas with left turn lanes, would be flanked by landscaped medians and slow-moving access lanes with angled parking on each side. Both sides would be lined with mixed-use development (with the possible exception of commercial “anchors” which might have smaller retail shops lining part of their perimeter, but may not have upper level uses).

In addition to efficiently moving traffic through downtown and providing an attractive pedestrian and retail environment, the boulevard would distinguish Bothell from the many other downtown and town center projects being built and planned in the Puget Sound region.

Variations:

A number of variations are possible and can be explored further as more detailed design is done, including using parallel parking and altering sidewalk and median widths.

Roundtable discussion

There has been broad support for the boulevard concept as a key way to create a pedestrian environment along SR 527 and link the Northshore School District site with the historic core and Main Street.

The Bothell Crossroads: SR 522 Realignment

The realignment plan developed in 2003, now being called the Bothell Crossroads project, is another major catalyst project for downtown revitalization. This project would eliminate the 5-way intersection with Main Street that is projected to fail eventually due to expected increases in traffic volumes and the complicated configuration of the intersection. It will also create nearly three new blocks with redevelopment opportunities directly adjacent to Main Street and improve pedestrian connections across the highway, all while improving traffic flow along the highway. Realignment would also allow extending Main Street to the west across Bothell Way.

The Crossroads project would also create opportunities for the property south of the new SR 522.

Variations

A number of variations for the realignment itself were studied in 2003, and the Downtown Plan process reaffirmed the preferred alternative as the best option. Three variations for using the property south of the new alignment were presented and discussed: 1) constructing a new City Hall; 2) expanding the Park at Bothell Landing; and 3) constructing a residential development to act as a buffer between SR 522 and the park and to provide a financial return offsetting a portion of the cost of the realignment project.

Roundtable discussion

There was broad consensus that the realignment would be a great benefit to downtown Bothell in a number of ways. Opinions on the use of the remaining land south of the new alignment were more varied. Some felt strongly that the land should be used to expand the Park at Bothell Landing, and that any development would be out of scale and character with the historic buildings and park uses there. Some favored the concept of locating the City Hall there, and a few supported housing, citing that park land along the highway would be of limited use and value, and that compatible development could help protect the park from the traffic noise and provide a financial return for development of that land, or other land freed up by locating facilities there. The City Council subsequently conducted its own deliberations on the siting of Downtown public facilities, reviewing a more detailed analysis of alternatives and taking extensive public comment, and concluded that the most appropriate use of the land south of the new alignment would be an expansion of the Park at Bothell Landing.

Main Street

Main Street remains and is projected to continue as the heart of Bothell. The proposed catalyst projects are designed to capitalize on immediate opportunities while reinforcing Main Street businesses by providing a significant increase in close-by housing, opportunities for compatible new retail development immediately adjacent to Main Street and connected by exciting new pedestrian-oriented facilities and development, and traffic and transit improvements that will keep Main Street fully integrated with surrounding roads and development as downtown grows. The Crossroads project described above will allow the extension of Main Street to the west across Bothell Way, linking it to the library and the new development on the Northshore School District site. It will also provide more and better connections between Main Street and the Sammamish River.

The City is exploring programs to help improve Main Street's visibility and identity through better signage, wayfinding and façade improvements. Potential traffic improvements at the intersections at 102nd and Kaysner were presented and discussed, and will be studied and developed further.

In the longer term, the plan recommends "refreshing" the streetscape on Main Street and exploring different ways to organize the street to better serve the needs of the businesses and their patrons.

Alternatives

If the SR 522 realignment does not happen, projections are that as traffic volumes increase, access to and from Main Street at this intersection will have to be reduced progressively and eventually eliminated. As when SR 527 is improved to four travel lanes between downtown and Canyon Park, as called for in the Comprehensive Plan, volumes will increase (and pressure on alternative north-south routes through the neighborhoods will decrease). Projections are that westbound traffic from Main Street will have to be limited to right turns onto SR 527 at some point. Later, the eastbound movement from SR 522 onto Main Street will likely have to be eliminated.

Discussion

There was broad support for improvements on Main Street aimed at preserving and restoring its character as the heart of downtown Bothell. Opportunities discussed and warranting further study include façade improvements, business retention and recruitment, parking management, signage and wayfinding improvements, and possible streetscape improvements. There was general support for studying pedestrian-scaled traffic signals at 102nd Avenue NE and Kaysner, and possibly considering a roundabout at Kaysner.

City Hall

The City's adopted Capital Facilities Plan identifies the need for a new City Hall facility to accommodate the staff and services of the existing Dawson building and the current City Hall building. Keeping City Hall in the commercial core is a key element in maintaining downtown as the symbolic and functional heart of the community. City Hall workers and visitors, civic meetings and events help support downtown businesses and reinforce the importance of downtown as the historic and cultural center of Bothell.

Alternatives

Three alternative City Hall sites were studied: 1) at the southern terminus of the Boulevard, immediately south of the new SR 522 alignment; 2) on the current City Hall block; and 3) in the Anderson Building, with an addition to house functions that may not fit in the existing building.

The southern terminus of the Boulevard siting option was seen as helping to connect the downtown core with the Park at Bothell Landing; creating a dramatic gateway to the Park; complementing Park uses; allowing for shared parking; and enabling the current City Hall to continue to be used while a new facility was being built.

The current City Hall block siting option was seen as building on the existing civic center campus comprising the Police Station and Municipal Court; taking advantage of parcel topography to enable structured parking to be built into the hill, allow street-level retail to face the Boulevard, and provide a grand stairway connecting the Boulevard with a central plaza; creating a connection between Main Street and the redeveloped NSD site; and possibly facilitating co-location with human service agencies.

The Anderson Building siting option was seen as a way to ensure adaptive re-use of one of Downtown's most significant and attractive historic buildings.

Roundtable discussion

There were a variety of viewpoints on the City Hall location. Some found the siting at the boulevard terminus quite compelling, and felt it would complement the park uses and help connect it with the downtown core. Others felt it would take away potential land for park expansion and be out of character with the existing park uses and structures.

Some favored adding to the current civic campus on the existing City Hall block, where it was closer to the existing Main Street businesses and could act as a link between them and the new development on the Northshore School District site. Others felt that too many civic buildings in one area would create a "dead zone" after business hours.

Some supported using the Anderson Building, in part as the most secure strategy for preserving that building as a historic icon and link to downtown Bothell's past. Others questioned whether the building was well-adapted for that function and whether city offices were the best use of that site.

The City Council subsequently conducted its own deliberations on the siting of a new City Hall, reviewing a more detailed analysis of alternatives and taking extensive public comment, and selected the existing City Hall block as the site for a new municipal administrative facility.

Transit Center

Much discussion centered on not only where transit routes and facilities should go, but what kind of transit center should be located in downtown Bothell. Attention was focused on the concept of incorporating a transit center and transit routes in the future redevelopment of the City Hall block - primarily because the City had submitted that proposal as a placeholder to Sound Transit for a November, 2007, ballot measure - but other sites and routes were also considered.

A variation on the proposal submitted to Sound Transit is recommended that would make NE 185th St a transit-oriented street with frequent buses to a variety of destinations, provide a smaller number of transit parking spaces to serve the east-west routes (in response to concerns about the number of commuter parking spaces), and maintain bus layovers and many transfers at the University of Washington Bothell/Cascadia Community College (UWB/CCC) campus. The transit-oriented street would accommodate general traffic as well as transit on NE 185th St.

Transit providers indicated that the regional north-south routes on I-405 would not detour as far as the City Hall block, but that keeping some Park & Ride (P&R) stalls at the current Metro P&R location for those routes while providing enough for the eastwest routes at the City Hall block would be a workable solution. Transfers would still occur at the UWB/CCC campus, fewer parking stalls at the City Hall block would need to be dedicated to transit, and reducing the parking demand at the current P&R site would reduce spillover conflicts with downtown businesses and create a potential for future redevelopment of that site.

NE 185th St. is well situated to provide east-west connections through downtown, especially with an extension across Bothell Way and curving south onto 98th Ave NE to SR 522. It could accommodate additional bus routes and stops, consolidating routes on a single street, instead of the current split routes which transit providers find inefficient and riders find confusing. It also moves the bus route and stops more into the center of the area slated for redevelopment, increasing ridership opportunities.

The recommendation minimizes impacts as much as possible while maintaining the benefits of having such a facility in the downtown core.

Alternatives

Alternative transit routes studied were consolidating east- and westbound routes on either SR 522 or Main Street. The current split route is not desirable from either the operator or rider perspective.

Having both directions on SR 522 would require an expensive overpass, and its location adjacent to the P&R would be difficult to construct given the proximity of the Shoreline Zone on the south side, and is too far east to provide good access between downtown and the Park at Bothell Landing.

Placing both directions on Main Street was not well-received due to the negative impact that the existing one-way bus traffic is perceived to have on businesses and traffic congestion. Since there is only one bus stop along the primary retail section of Main Street, it was felt that the pedestrian traffic generated was not a major benefit.

Roundtable discussion

The recommendation for the location and type of transit center and routes would provide significant benefits, but is not without concerns. There were a number of diverging opinions on both the transit routes and transit center. Some were concerned that the Sound Transit proposal for 400 P&R spaces on the City Hall block would bring too much traffic into downtown, that storing cars for commuters was not a good use of valuable downtown real estate, and that the spin-off benefits to downtown businesses would be minimal. Some sentiment favored keeping the transit center at the current P&R. Several felt that the impacts on the surrounding neighborhoods would be minimal, and strongly favored the recommended approach.

Several participants favored keeping buses on SR 522 (although transit operators did not favor this solution, due to the traffic congestion there and the difficulty stopping and entering traffic without dedicated bus lanes). Some were concerned about the impact additional bus traffic on NE 185th St would have on the residential area immediately to the north, while some Westhill residents opposed extending the bus routes along 185th onto 98th for the same reason, preferring that they turn on Bothell Way instead.

Aquatic Center

There is considerable interest in the possibility of siting a new Aquatic Center in Downtown Bothell, potentially including elements of a Recreation and/or Community Center. Renovating the existing pool or rebuilding the pool on its existing site are not considered viable options.

The downtown planning effort has not included a thorough evaluation of options for a new aquatic center, but in a separate multi-jurisdictional visioning effort, land adjacent to Pop Keeney Stadium emerged as the preferred site for an aquatic center. It is envisioned that a future bond issue would be placed before the voters by the Northshore Parks and Recreation Service Area to fund construction of such a center.

Options

An option to locate an aquatic center adjacent to the library, using city land to the west for shared parking, was also presented.

Roundtable discussion

There was considerable interest in the possibility of co-locating an aquatic center and perhaps other recreational and community facilities with expanded Northshore School District facilities at Pop Keeney Stadium. Locations north, east and south of Pop Keeney Stadium were suggested. There was little support for the library location, but one roundtable participant suggested locating it south of the library, along SR 522.

Human Services

A number of human service providers are located in downtown and are in the process of assessing their facility needs and exploring the creation of a multi-service center. Many of them have a strong desire to remain downtown for a number of reasons, including the availability of transit service. The staffs of these facilities also support downtown businesses. Investigation of appropriate ways to accommodate human services needs should continue as downtown revitalization progresses.

Alternatives

When city offices are consolidated in a new City Hall, the Dawson Building will become available and may be able to accommodate some human service needs, along with the adjacent City-owned property currently occupied by Hopelink.

In the interim, until a long-term use is established for the Anderson Building, it may serve as a temporary home for some of the providers.

Roundtable discussion

There was broad support for retaining human service providers in the downtown study area and further studying the best ways to accommodate them. The City is continuing to work with human service providers to evaluate their needs and explore strategies for accommodating them.

Other Downtown Plan Elements

In addition to these short- and mid-term priority projects, a number of other elements of the Downtown Plan have been explored. A few of these elements are described below.

Transit Oriented Development on the existing Metro Park & Ride

The prospect of creating a new transit center with P&R spaces for the east-west routes increases the opportunity to redevelop all or part of the current Metro P&R with a Transit Oriented Development, that is a development that would take advantage of the close proximity to transit routes by providing good pedestrian connections and possibly reduced parking requirements. Such a development could provide better access to Main Street from the P&R and create an “anchor” for the east end of the historic core. Since this would be difficult to achieve before a new transit center is completed, it is included as a potential later-phase development.

Arterial and Highway Approaches to Downtown

Each of the approaches to downtown Bothell passes through a greenbelt, reinforcing downtown’s sense of place. These green gateways should be preserved and enhanced, and the corridors themselves should be developed in ways that distinguish them from the downtown core, reinforcing the transition from more rural to a progressively more urban environment.

Better connections to the UWB/CCC campus

The UWB/CCC campus is recognized as a great asset for downtown Bothell, and one that could be improved through better connections. This will be especially true with the construction of the South Access project and the subsequent increase in combined enrollment cap from 3,000 to 10,000. Suggested improvements include less foreboding barriers at the street connections to campus, pedestrian improvements along the Town-Gown Loop and encouraging student oriented business development in downtown.

ACKNOWLEDGEMENTS

CITY COUNCIL:

Mark Lamb, Mayor
 Sandy Guinn, Deputy Mayor
 Bill Evans
 Patrick Ewing
 Joshua Freed
 Tris Samberg
 Del Spivey
 Andrea Perry (former member)
 Tim Tobin (former member)

PLANNING COMMISSION:

Craig Pierce, Chair (2006-09)
 Patrick Gastineau, Chair (2009-)
 Ernie Bellecy
 Tom Bonorden
 Robert Fuhriman
 Vivian Peterson
 Joyce Wojcik
 Eric Hoiermann (former member)

**DOWNTOWN STAKEHOLDERS
 RESOURCE GROUP:**

Leigh Brink
 Roger Cecil
 Michael Challenger
 Stephen Cox
 Linda Cufley
 Marlin Gabbert
 Jan Graves
 Al Haynes
 Chuck Iremonger
 Fatin Kara
 Kurt Langkow
 Scott Larson
 Lynn Lyons
 Steven Moss
 Dick Paylor
 Carol Thomas

**OTHER PARTICIPATING
 BOARDS AND COMMISSIONS:**

Landmark Preservation Board
 Parks and Recreation Board
 Shorelines Board
 Library Board
 Downtown Visioning Committee

CITY MANAGER:

Bob Stowe

CITY STAFF CORE TEAM:

Community Development:

Bill Wiselogle, Director
 Gary Hasseler, Planning Manager
 Dave Boyd, Senior Planner, Downtown Plan
 Coordinator
 Bruce Blackburn, Senior Planner
 Jeff Smith, Senior Planner
 Stan Kosick, Planner
 Daryn Brown, GIS Manager

Public Works:

Doug Jacobson, Director
 Eddie Low, Deputy Director and City Engineer
 Seyed Safavian, Transportation Manager
 Clark Meek, Public Works Superintendent,
 Facilities and Capital Parks Projects
 Pat Parkhurst, Public Works Superintendent,
 Fleet and Recreation
 Steve Morikawa, Capital Program Manager
 Don Ranger, Project Engineer

Executive:

Steve Anderson, Deputy City Manager
 Terrie Battuello, Assistant City Manager and
 Economic Development Manager
 Joyce Goedecke, Public Information Officer
 Kathie Oeser, Senior Management Analyst
 Manny Ocampo, Assistant City Manager
 (former staff)
 Cecelia Duncan, Senior Management Analyst
 (former staff)

Other Participating Departments:

Legal Department
 Finance Department
 Fire Department
 Police Department

CONSULTANTS:

Freedman Tung & Bottomley (FTB) *Land Use and Urban Design
 Development Regulations
 Public Participation
 Plan Preparation and Publication*

FTB Project Team:

Michael Freedman, Principal
 Hiroyuki Sasaki, AICP, Principal
 Gregory Tung, Principal
 Trent Greenan, AICP, Senior
 Associate
 Erik Calloway, Senior Associate &
 Project Manager
 Sarah Patrick, Associate
 Michael Kritzman, Urban Designer
 Alexa Lawrence, Urban Designer

Perteet, Inc.

Michael Stringam, Senior Associate

ECONorthwest

Terry Moore, Principal
 Page Phillips, Project Manager

BOLA Architecture and Planning

Rhoda Lawrence, Principal
 Sonja Sokol Furesz, Preservation
 Planner

SPECIAL THANKS

The City and its consultants
 would like to thank all those who
 participated in the community
 workshops and those who
 contributed to the development and
 implementation of this document.

