



CITY OF BOTHELL **CANYON PARK VISION**

Summer 2018

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INTRODUCTION



INTRODUCTION

BACKGROUND AND PURPOSE

In February 2016, the Bothell City Council committed to a major update of the City's Canyon Park Regional Center Subarea Plan. The update is planned to be carried out in several phases and this report represents the initial phase of that effort. The first phase entails establishment of a vision for the designated Canyon Park Regional Growth Center (RGC) and Subarea. Visioning is the City's initial step in developing a more complete plan for the RGC and Subarea and providing guidance and goals for future planning efforts in the area.

The objectives the Visioning Phase of the effort are as follows:

- Enhance business expansion and job growth opportunities
- Understand how the Plan Update will accommodate the City's growth targets through mixed use residential and retail development
- Ensure that any strategies designed for the Canyon Park RGC complement rather than compete with the City's downtown

METHODOLOGY AND APPROACH

The approach to developing an initial vision for Canyon Park is rooted in several major tasks: engagement with key stakeholders, determining the baseline economic market and infrastructure conditions, assessing the center's development potential and outlining high-level visions and plans for the area. The visioning process is reliant on the establishment of objectives that capture the role of the center within the city, the county, and

the region. The approach leveraged the expertise of economic development specialists, urban designers and transportation experts to inform a comprehensive vision for Canyon Park.

The work carried out in the Visioning Phase will provide a strong foundation detailing plans that will take place in Phase 2. The vision will also detail Subarea plan and strategies that will be designed in the next phase of the process.

VISIONING PHASE KEY TASKS

- Stakeholder and Public Engagement
- Economic and Market Analysis
- Infrastructure and Urban Design Framework Review
- Vision framework and strategy

NEXT PHASE - SUBAREA PLAN DEVELOPMENT

- Leverage vision work to develop a new Subarea plan for the area
- Update regulations, growth targets and capacity analysis
- Conduct necessary infrastructure, transportation and environmental review

ORGANIZATION OF THE REPORT

The report is organized as follows:

- **Industries and Employment.** A profile of businesses and employment in Canyon Park.
- **Real Estate and Growth.** A review of real estate market conditions as well as historical and projected growth.
- **Infrastructure and Planning Framework.** A review of the physical and regulatory environment.
- **Stakeholder Engagement.** Highlights and findings from stakeholder engagement efforts.
- **Vision and Strategy.** The vision, objectives and strategies proposed for Canyon Park.

HOW TO USE THIS DOCUMENT

The vision report is meant to serve as a tool and guiding document for future planning efforts in Canyon Park. The analysis, vision and framework laid forth in the report establish a common understanding of the important role that Canyon Park plays in the local economy and need for Canyon Park to continue to serve as a regional economic hub supporting bio-technology and bio-medical device companies. The Vision Report is the first phase of a multiphase approach and can be leveraged as a guiding document for future planning efforts.

STUDY LIMITATIONS

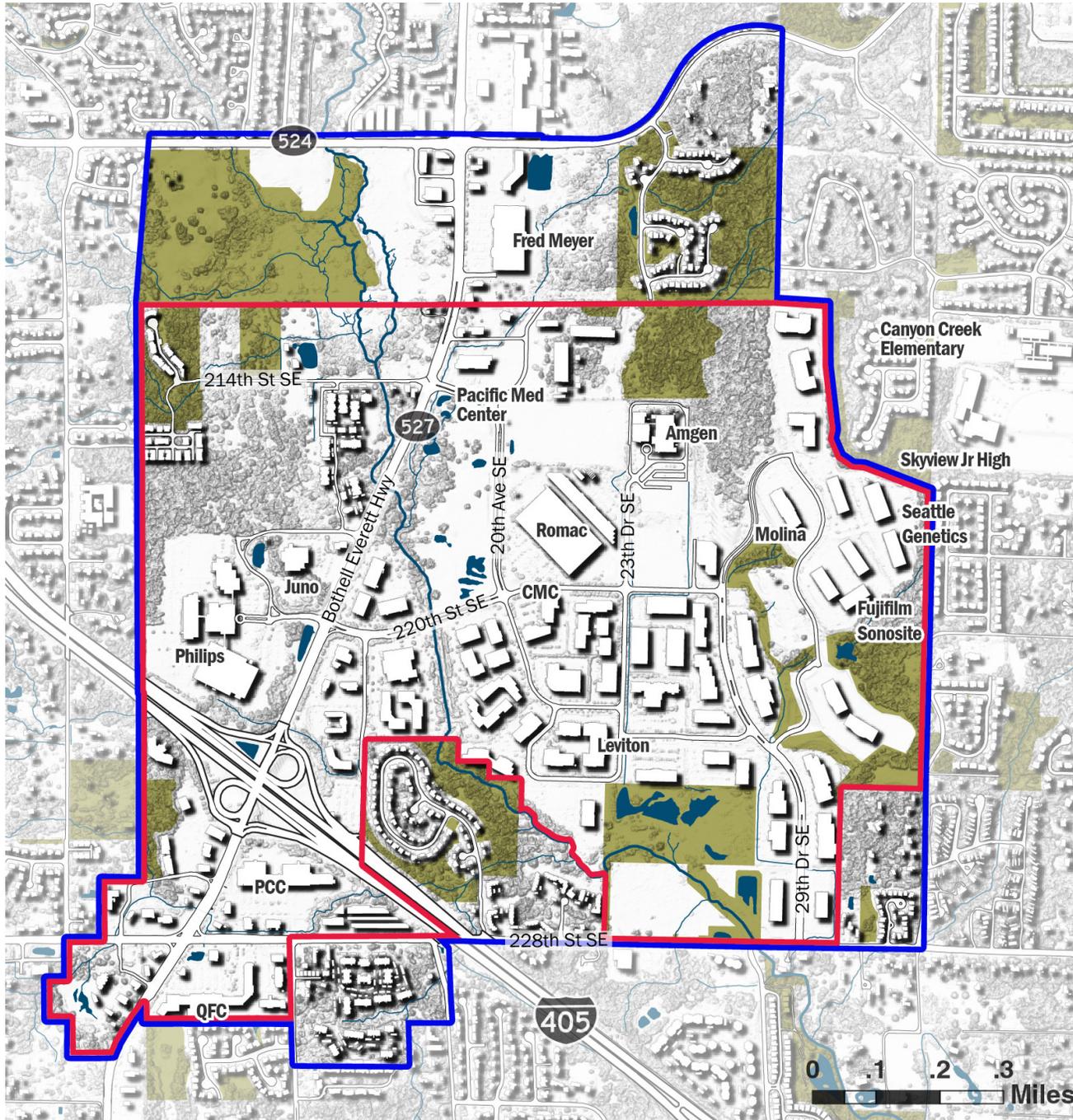
The analysis is not an appraised valuation. Community Attributes is not a licensed appraiser and this analysis is not intended to be used for the valuation of property in the City of Bothell or otherwise for any investment purposes.

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INDUSTRIES AND EMPLOYMENT



EXHIBIT 2. CANYON PARK DESIGNATED BOUNDARIES



The boundaries of the Canyon Park Regional Growth Center encompass land on both the north and south sides of Interstate 405 and the east and west sides of Highway 527. The Center is roughly bounded by Highway 524 on the north and 228th Street SE on the south, while the boundary does not consistently follow roadways on the east and west. North Creek generally bisects the Center on a north-south axis.

CANYON PARK AT A GLANCE

- 735 acres
- 6% of population in Bothell (2010)
- 6% of housing in Bothell (2010)
- 33% of employment (2010)

Canyon Park RGC & Subarea Study Area

-  Canyon Park Regional Growth Center
-  Canyon Park Subarea Boundary
-  Parks & Open Space
-  Lakes, Streams & Water Features
-  Buildings

Source: Community Attributes Inc., City of Bothell

BUSINESS IN CANYON PARK

The Canyon Park RGC plays an important role in the Puget Sound regional economy. The growth of the University of Washington Bothell campus and transformation of Downtown Bothell have made Canyon Park even more desirable for businesses. Together, Downtown, UW, and Canyon Park put Bothell on the map as an important business center in the 21st century.

Philips, Seattle Genetics, AGC Biologics, Juno Therapeutics and others contribute to a strong history of biomedical company clustering in the zone. Boeing has a presence in Canyon Park, along with other aerospace related companies. Canyon Park is unique among business parks in the region. Roughly equidistant to Everett/Lynnwood, Downtown Seattle, and the Eastside King County centers of Bellevue and Redmond, Canyon Park is well-positioned to capitalize on rapid growth in King and Snohomish County.

Bothell Canyon Park is a major employment center, with biomedical, high technology, and other national and international firms located within the Park. The area also contains numerous service businesses, restaurants, and retailers. The area's retail is generally clustered on the west side of I-405, with a secondary concentration on the north end of the area approaching Thrasher's Corner. As previously noted, Canyon Park's industrial and office space developed most intensively in the late 1980s to early 2000s. Additional details on real estate indicators and growth can be found later in the report.

Exhibit 3 illustrates the amount of employment by industry within the Canyon Park RGC while **Exhibit 4** illustrates the geographic distribution of companies within the RGC.

INDUSTRY ATTRIBUTES

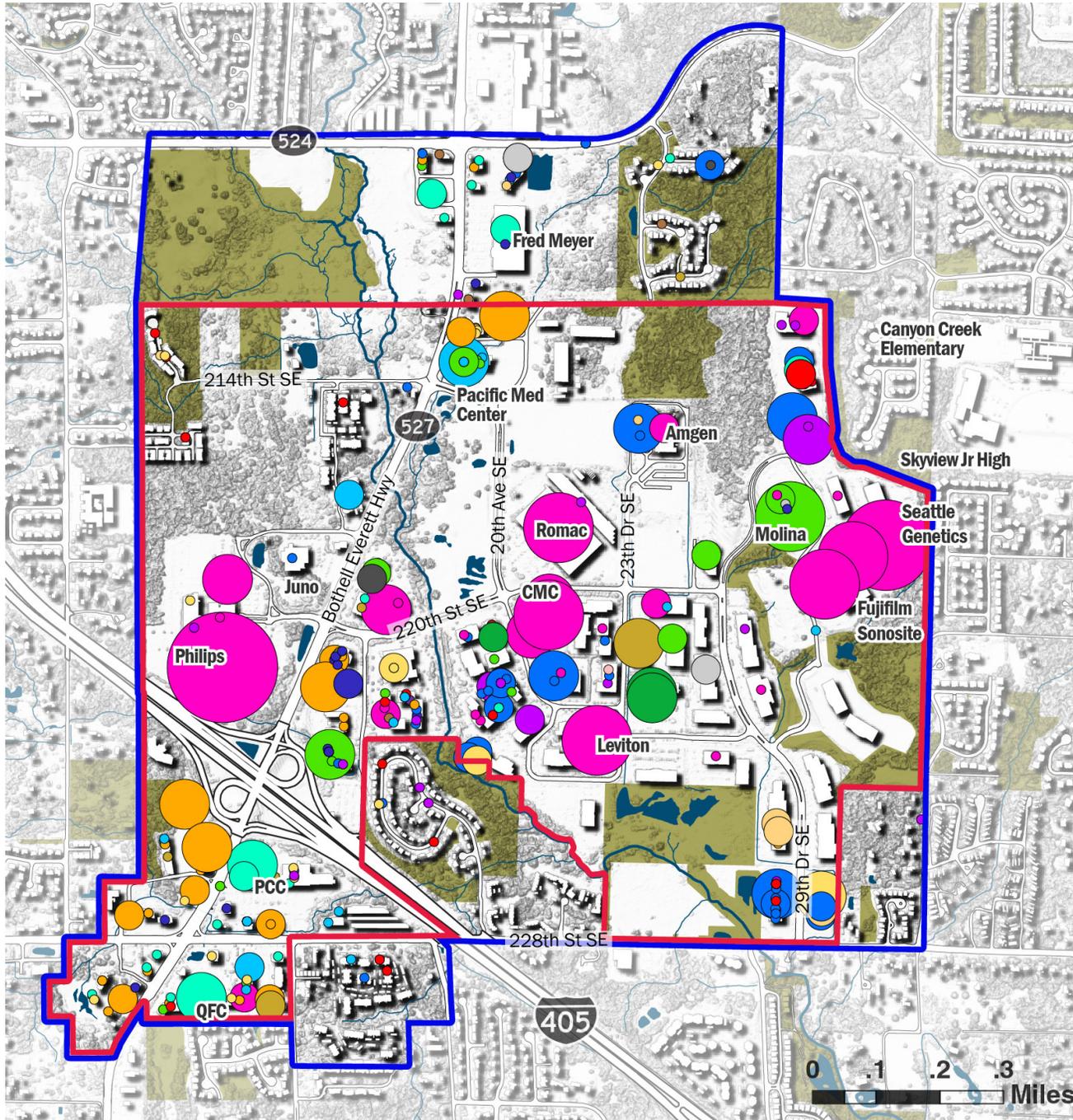
- Canyon Park is a major employment center in the region
- Serves as a predominant cluster for biomedical and life sciences manufacturing and Research & Development (R&D)
- There are approximately 10,000 jobs in the Canyon Park RGC representing 30% of the City's employment
- Almost half of the jobs in the RGC fall under the umbrella of manufacturing, representing one of the region's most important advanced manufacturing industry clusters

EXHIBIT 3. LOCAL INDUSTRIES SUMMARY, CANYON PARK, 2017

NAICS Sector	NAICS Sector Title	Number of Establishments	Total Employment at Location	Average Facility Size
31-33	Manufacturing	40	4,714	37,548
72	Accommodation and Food Services	56	891	4,733
54	Professional, Scientific, and Technical Services	68	797	4,449
62	Health Care and Social Assistance	39	726	6,763
44-45	Retail Trade	32	505	11,113
42	Wholesale Trade	23	277	7,234
53	Real Estate and Rental and Leasing	25	241	5,404
81	Other Services (except Public Administration)	40	214	3,075
52	Finance and Insurance	27	173	3,755
23	Construction	18	166	3,742
92	Public Administration	3	144	15,284
61	Educational Services	9	139	8,797
56	Admin/Support and Waste/Remediation Serv.	25	121	2,681
51	Information	9	67	3,560
48-49	Transportation & Warehousing	4	62	10,723
71	Arts, Entertainment, and Recreation	4	51	8,576
21	Mining, Quarrying, and Oil and Gas Extraction	1	5	2,500
11	Agriculture, Forestry, Fishing and Hunting	2	4	2,306
<i>Total</i>		425	9,297	NA

Source: CAI, 2017; City of Bothell, 2017; Hoovers, 2017.

EXHIBIT 4. LOCAL INDUSTRIES, CANYON PARK, 2017



Canyon Park RGC & Subarea Industries by 2 Digit NAICS



Source: Community Attributes Inc., Hoover's, 2017

EMPLOYEE COMMUTING

As a major employment center, Canyon Park attracts a workforce from throughout the region. Access to and from the area, much like other employment centers in the region, is a critical factor for companies based there.

Exhibits 5 -7 illustrate the commuting patterns of employees in Canyon Park. A majority of employees commute from less than 10 miles away while almost a third commute between 10 and 24 miles. Their places of residence are generally concentrated throughout north King County and southern Snohomish County, indicating a desire to live in a location with reasonable access to Canyon Park. Most notably, less than approximately 6% of Canyon Park employees live in Bothell illustrating the sheer volume of people commuting to Canyon Park every day. By providing additional housing in the RGC, it will be possible for more employees to live close to work. This could have a positive effect on traffic and demand for local retail, restaurants and services.

EXHIBIT 5. EMPLOYEE DISTANCE COMMUTED, CANYON PARK, 2015

Distance	% of Employees in Canyon Park
Less than 10 miles	54.40%
10 to 24 miles	29.40%
25 to 50 miles	9.50%
Greater than 50 miles	6.80%

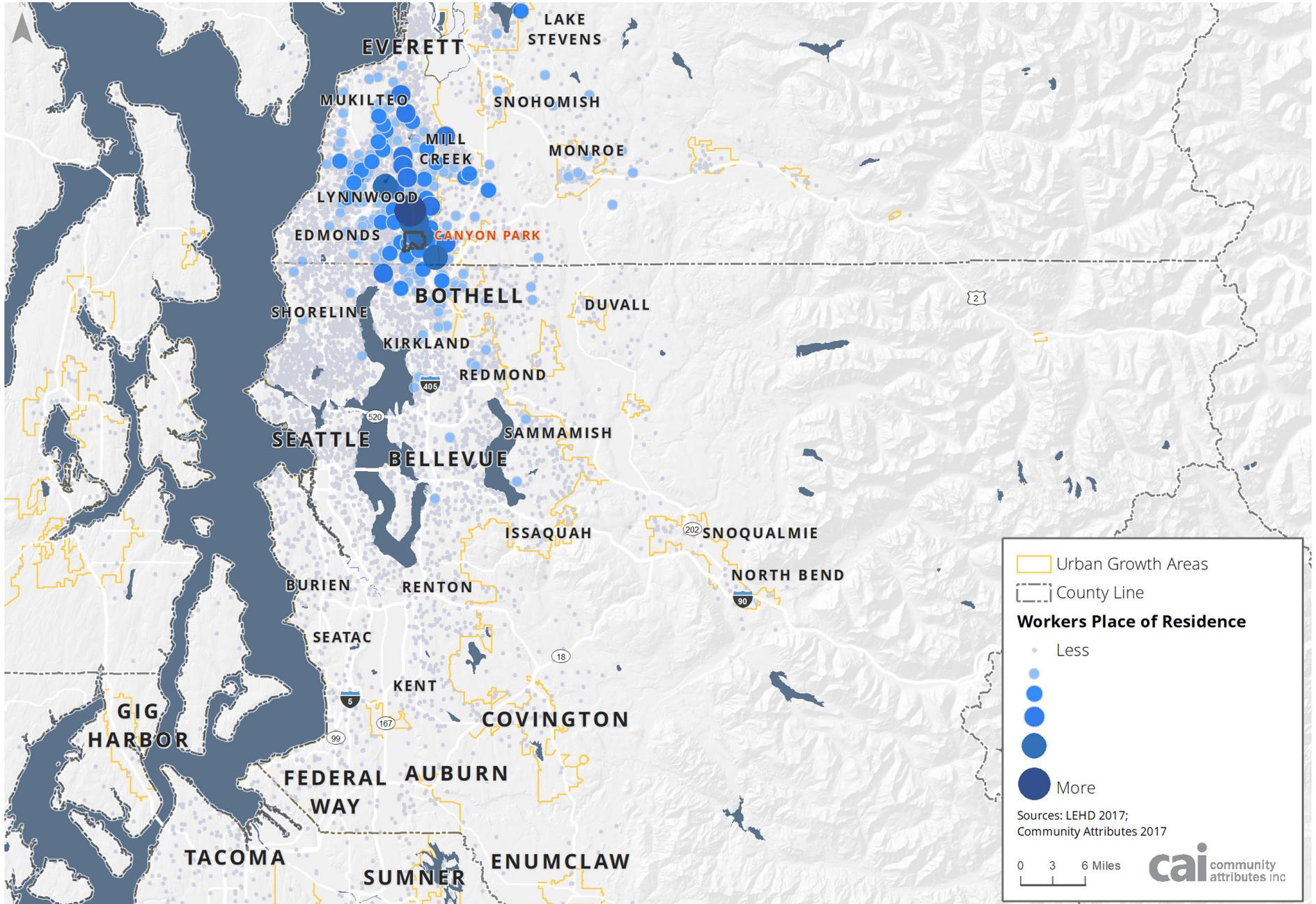
Source: US Census Longitudinal Employer-Household Dynamics (LEHD), 2017.

EXHIBIT 6. EMPLOYEE PLACE OF RESIDENCE, CANYON PARK, 2015

Place of Residence	% of Employees in Canyon Park
Seattle	11.6%
Everett	5.8%
Bothell	5.6%
Kirkland	4.1%
Bothell West CDP (unincorporated)	2.7%
Marysville	2.5%
Lynnwood	2.4%
Mill Creek East CDP (unincorporated)	2.4%
Silver Firs (unincorporated)	2.3%
Mill Creek	2.3%
Other Locations	56.4%

Source: US Census Longitudinal Employer-Household Dynamics (LEHD), 2017.

EXHIBIT 7. EMPLOYEE PLACE OF RESIDENCE MAP, CANYON PARK, 2015



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REAL ESTATE AND GROWTH



REAL ESTATE AND GROWTH

The following analysis provides a review of key indicators that illustrate recent and projected growth in the RGC as well as current and historical market conditions. The analysis provides perspectives on how the RGC might participate in future regional growth.

REAL ESTATE INDICATORS

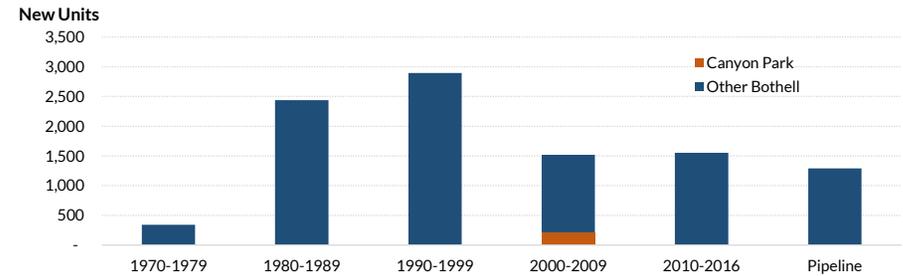
Exhibits 8-10 illustrate the current inventory of commercial space within Canyon Park as well as historical development patterns in the City of Bothell. Significant investment in multifamily development has been made in recent years, but most of that investment is outside of the Canyon Park RGC. Commercial development in Canyon Park has been limited since 2009, with the majority of development occurring in the 1980s and 1990s. This decline from previous decades corresponds to the Great Recession in 2008 and its after-effects on the commercial and industrial real estate markets.

EXHIBIT 8. COMMERCIAL INVENTORY SQUARE FOOTAGE, CANYON PARK, 2018

Type	Square Footage	%
Flex	2,327,400	46%
Office	1,625,100	32%
Retail	391,800	8%
Industrial	421,600	8%
Other	296,300	6%
Total	5,062,200	100%

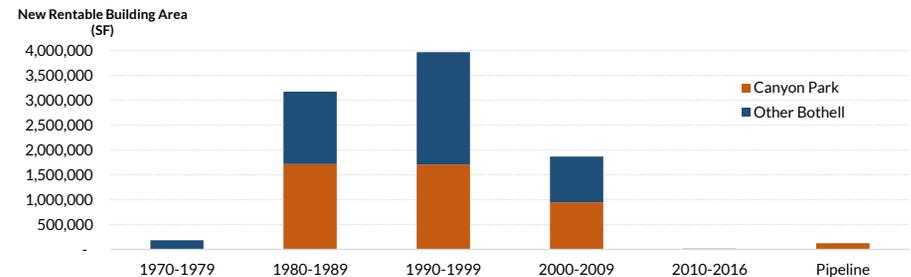
Source: CoStar, 2017

EXHIBIT 9. MULTIFAMILY DEVELOPMENT HISTORY AND PIPELINE, BOTHELL



Source: CoStar, 2017

EXHIBIT 10. OFFICE/IND/FLEX DEVELOPMENT HISTORY AND PIPELINE, BOTHELL

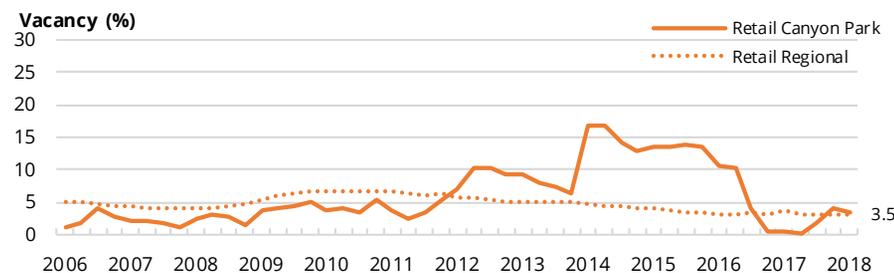


Source: CoStar, 2017

Exhibits 11 and 12 illustrate overall real estate conditions in Canyon Park compared to the region. They include data on selected commercial building typologies including retail, office and flex space (defined as versatile space used for a combination of office, R&D and industrial uses). They serve as a barometer of relative demand for commercial space in Canyon Park.

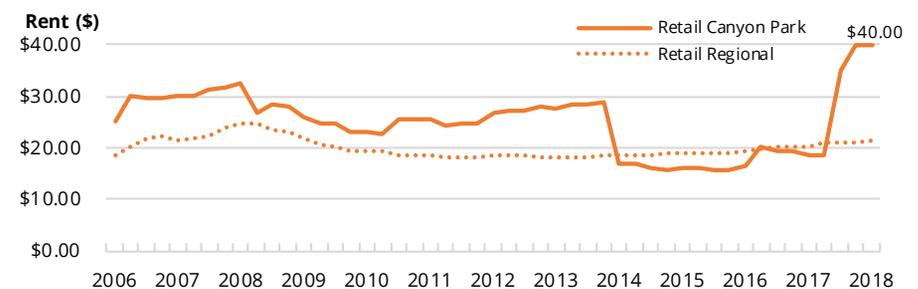
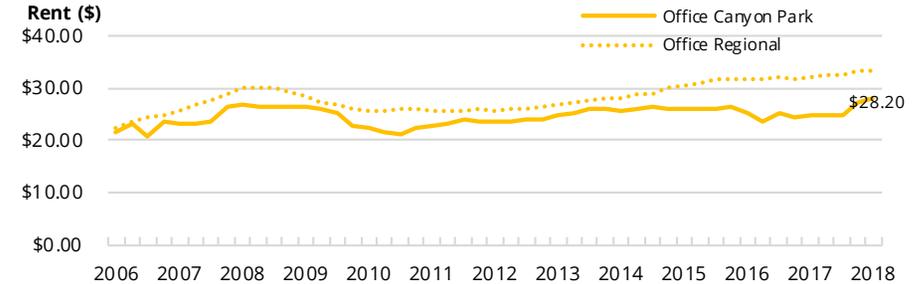
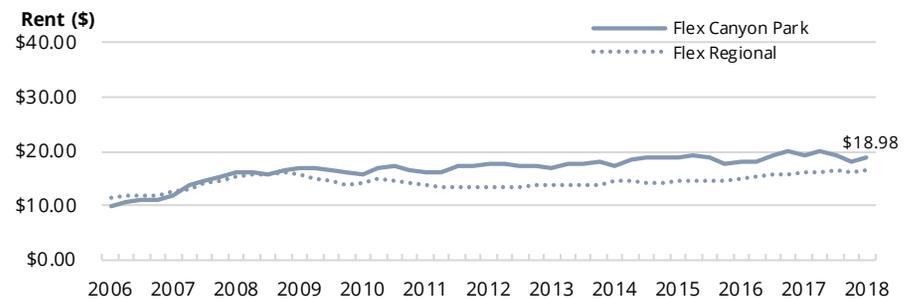
Analysis: Flex and retail space within Canyon Park are performing relatively well, indicating strong demand. Flex vacancy rates have decreased, matching regional levels. Retail vacancy rates are low, similar to what's found regionally, while rents have climbed substantially, likely related to major new leases in 2017. Office vacancy rates have increased locally while decreasing regionally. Given negative absorption in recent years and few large deliveries of new office product, Canyon Park may not compete effectively in the regional office market. Potential reasons could be physical factors, location, rents, or amenities, and could be explored in future study.

EXHIBIT 11. VACANCY RATES, CANYON PARK AND REGION, 2006-2018



Source: CoStar, 2018; Community Attributes, Inc. 2018

EXHIBIT 12. LEASE RATES, CANYON PARK AND REGION, 2006-2018

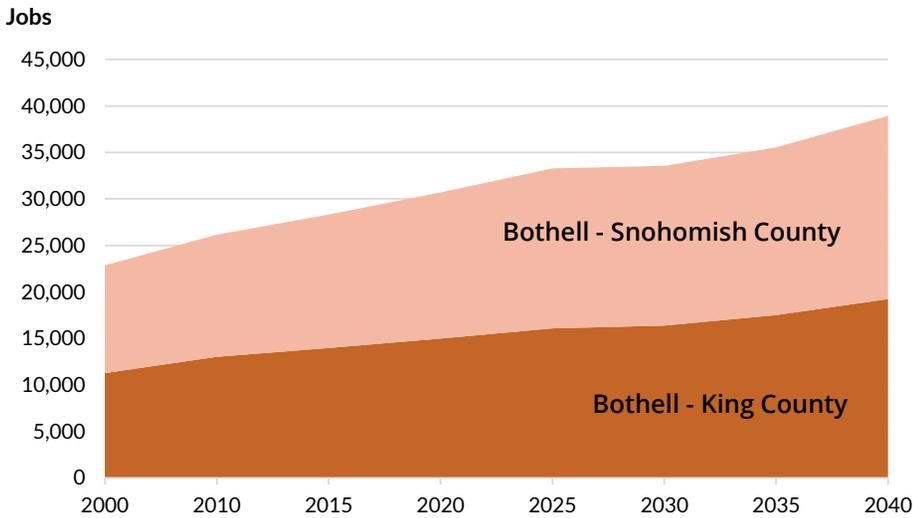


Source: CoStar, 2018; Community Attributes, Inc. 2018

POPULATION GROWTH

Bothell is expected to grow by about 24,400 residents between 2010 and 2040, according to PSRC forecasts. The Snohomish County portion of Bothell is expected to capture about 9,000 of these residents. This growth would represent a compound annual growth rate (CAGR) of 1.5% for the Snohomish County portion of Bothell and 2.2% for the King County portion. If these forecasts hold, the Snohomish County portion of Bothell will capture 37% of Bothell’s total population growth. Forecasts call for an additional 4,000 housing units in the Snohomish County portion of Bothell to accommodate this growth. This has major implications for the Canyon Park RGC and its role in accommodating housing.

EXHIBIT 13. FORECASTED POPULATION GROWTH FOR BOTHELL (KING AND SNOHOMISH), 2010 - 2040

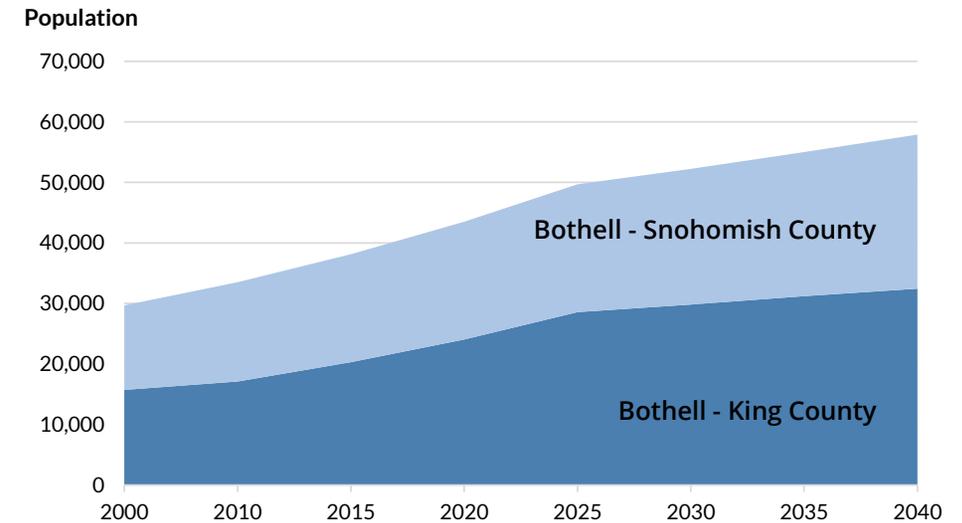


Source: PSRC Land Use Vision, 2015

EMPLOYMENT GROWTH

Bothell employment is expected to grow by about 12,800 between 2010 and 2040, according to PSRC forecasts. The Snohomish County portion of Bothell is expected to capture about 51.5% (6,600) of these employees; this growth would represent an compound annual growth rate (CAGR) of 1.4% for the Snohomish County portion of Bothell. The King County portion of Bothell would encompass the remaining 6,200 employees - 48.5% of forecasted growth.

EXHIBIT 14. FORECASTED EMPLOYMENT GROWTH FOR BOTHELL (KING AND SNOHOMISH), 2010 - 2040



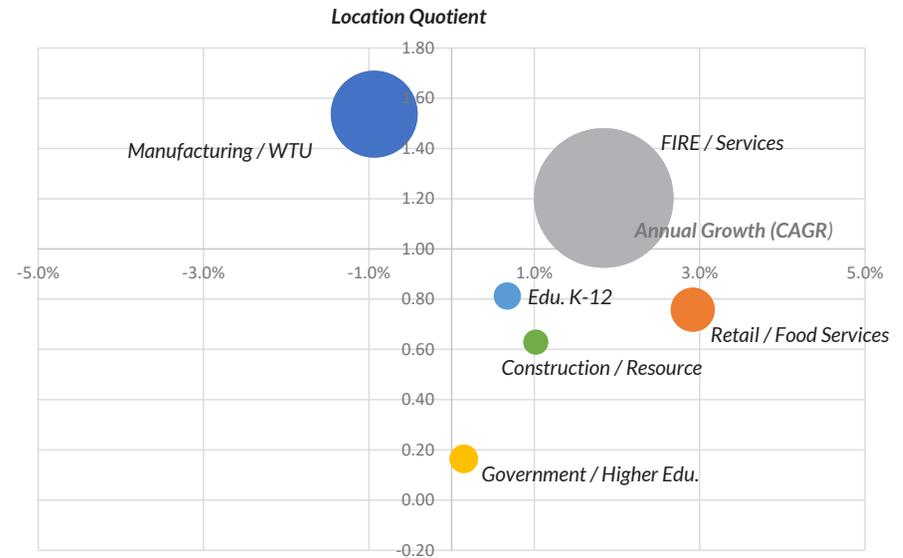
Source: PSRC Land Use Vision, 2015

INDUSTRY CLUSTERS

Exhibit 15 combines several metrics to illustrate the relative concentrations and projected growth in Bothell by industry. Location quotients (Y, or vertical, axis) measure the relative concentration of jobs in a given area. Annual growth is given on the X axis, based on Puget Sound Regional Council (PSRC) forecasts. Colored bubbles represent different industry sectors, and the bubbles are scaled according to total employment. Within Bothell's Snohomish County portion, the largest sector is FIRE/ Services (Finance, Insurance and Real Estate); the sector with the highest location quotient (greatest concentration) relative to the Central Puget Sound region (King, Kitsap, Pierce and Snohomish Counties) is Manufacturing / WTU (Warehousing Transportation and Utilities). Retail/Food Services, Construction/Resource and FIRE/Services are expected to grow significantly between 2010 and 2040. Despite its high local concentration, Manufacturing/ WTU employment is expected to contract between 2010 and 2040.

The exhibit illustrates the relative importance of Canyon Park and Bothell as a regional hub for high tech manufacturing and professional services. The data also give some insight into likely employment by industry trajectories in the coming years. For instance, despite the projected negative growth rate in Manufacturing / WTU, Bothell's outsized footprint in these industries relative to the rest of the region will likely result in strong continued employment in these industries - especially those for which Bothell continues to accumulate or reinforce innovation-driven competitive advantage - such as in the biomedical and life science sectors. And, with the strong growth rates, a large jobs presence, and strong location quotients in the FIRE and Services industries, significant upward employment growth may be expected in these sectors.

EXHIBIT 15. LOCATION QUOTIENTS AND FORECAST GROWTH BY INDUSTRY SECTOR, BOTHELL (SNOHOMISH), 2010 - 2040



Source: Community Attributes, Inc.; PSRC, 2017.

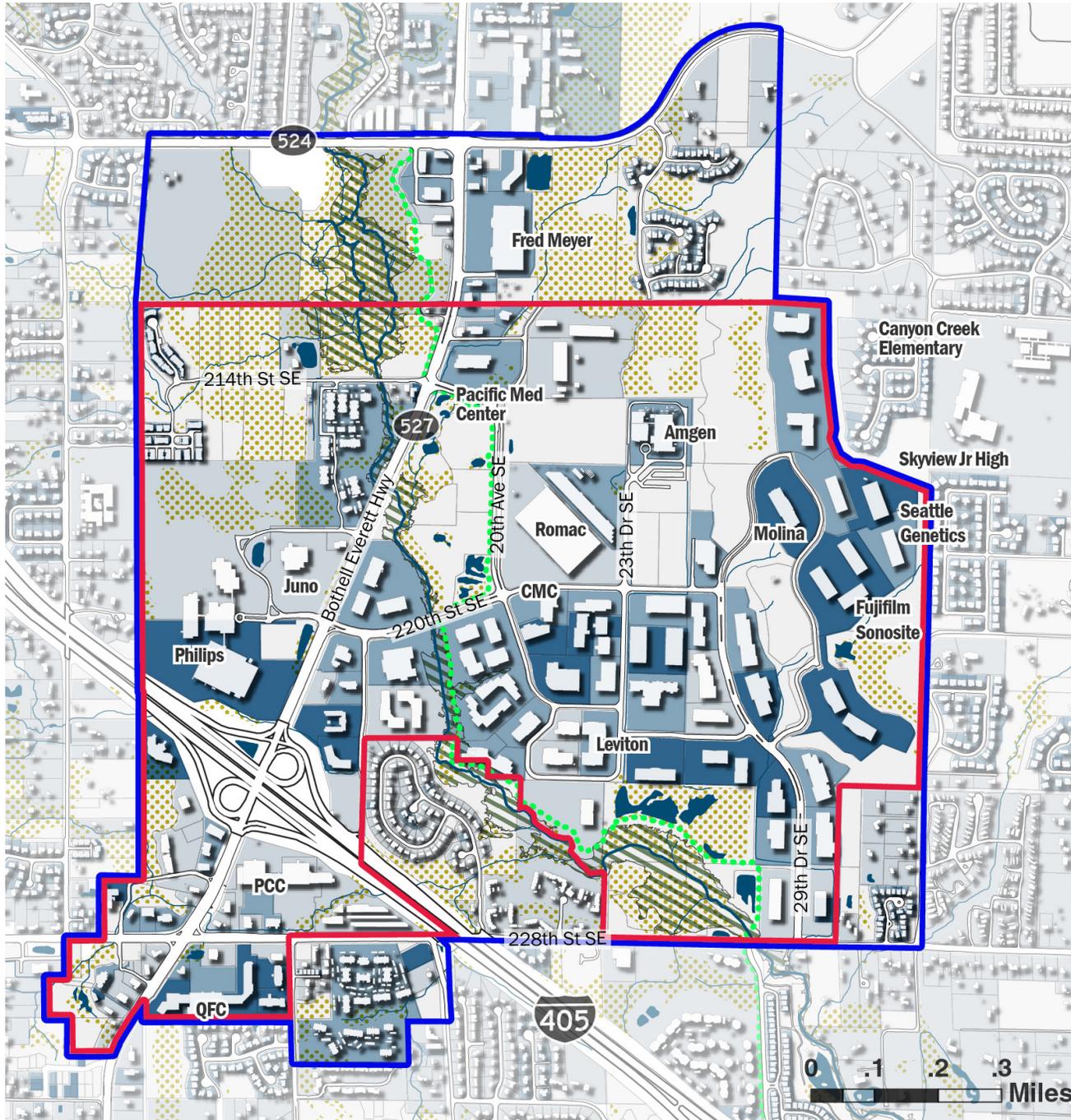
Note: FIRE represents Finance, Insurance and Real Estate; WTU represents Warehousing, Transportation and Utilities

DEVELOPABLE AREAS

Exhibit 16 leverages parcel data and assessed improvement values to illustrate the relative build-out of Canyon Park. The analysis illustrates where potential opportunities for future development may be located, including several vacant properties as well as those that have relatively low value improvements. The exhibit also illustrates the relative constraints posed by critical areas, which are discussed in more detail later in this report. Several undeveloped parcels within the Canyon Park RGC represent significant opportunities for expansion of commercial / industrial development.

The City of Bothell has estimated the overall capacity of population and employment for the Canyon Park RGC. The area's developable capacity is impacted by existing development and the amount of critical areas present (wetlands, floodplain, steep slopes) as shown in **Exhibit 16**. The City added a significant amount of residential capacity in the RGC through the implementation of the R-AC designation across most areas in Canyon Park. The designation allows for development of high density multifamily housing and is responsible for the estimated total population capacity of 4,400 people (see Infrastructure and Planning Framework section for more details) and increases employment capacity by approximately 750.

EXHIBIT 16. IMPROVEMENT VALUES, CANYON PARK, 2017



This map provides an overview of the relative value of improvements on different properties in Canyon Park. This is one indicator of redevelopment potential.

Canyon Park RGC & Subarea Improvement Values

- Canyon Park Regional Growth Center
 - Canyon Park Subarea Boundary
 - Buildings
 - Lakes, Streams & Water Features
 - Floodplain
 - Wetlands
- Improvement \$ / Land Sq. Ft.
- \$0
 - \$0 - \$25
 - \$25 - \$50
 - \$50 or more

Source: Community Attributes Inc., City of Bothell

Source: CoStart, 2018; Community Attributes, Inc. 2018.

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INFRASTRUCTURE & PLANNING FRAMEWORK



INFRASTRUCTURE AND PLANNING FRAMEWORK

PLANNED CAPACITY AND LAND USE

Both VISION 2040 and Transportation 2040, the central Puget Sound region’s transportation plan, call for focusing growth management and transportation strategies on regionally-designated centers. Planning for each regional growth center is primarily the responsibility of local government: cities and, in several cases, counties. Bothell includes the Canyon Park Subarea Plan as an element in its Imagine Bothell Comprehensive Plan. The subarea described in the plan is slightly larger than the designated RGC boundary including more residential areas to the south and east of the center.

The City of Bothell has assigned mixed-use development zoning to the Canyon Park RGC. The RGC includes: OP or Office Professional zoning which permits office uses; LI or Light Industrial which permits manufacturing, warehousing, research and development uses; and in 2015 the City added the R-AC or Residential Activity Center zoning classification which permits attached residential uses and does not prescribe a specific residential density limit. This has created the need for more planning to ensure that the population growth is accommodated in a way that makes efficient use of land, maximizes allowable densities where possible and contributes to a quality built environment.

EXHIBIT 17. PLANNED CAPACITY, CANYON PARK

Estimated Population Capacity through R-AC Zoning	4,498
Additional Employment Capacity through R-AC Zoning	753
Total Estimated Employment Capacity in Snohomish County Portion of Bothell	5,500

Source: City of Bothell, 2017.

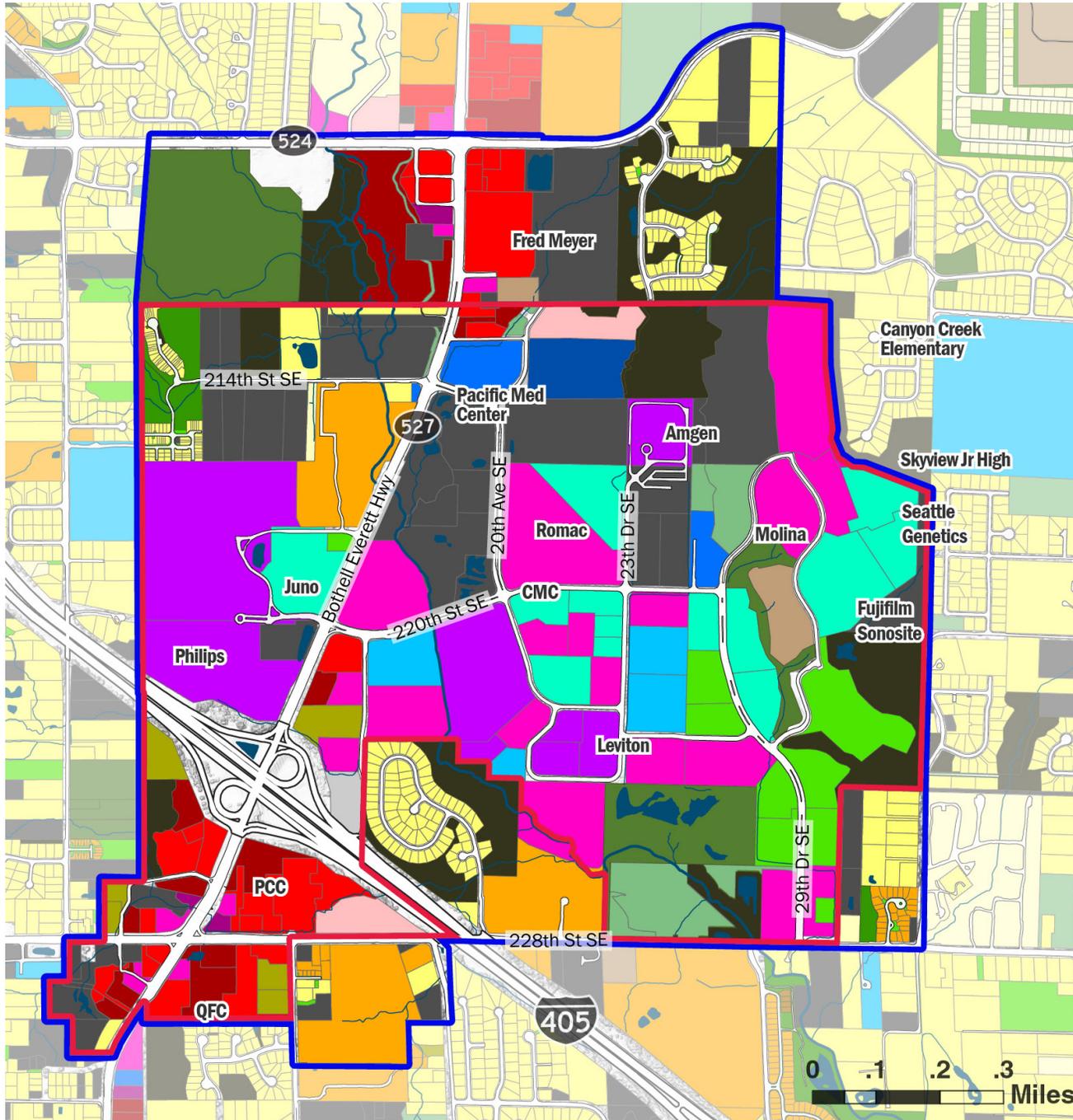
Exhibit 17 shows the estimated capacity of land in the Canyon Park RGC as well as the Snohomish County portion of Bothell. Estimates are based on the amount of vacant and redevelopable land as well as density of development permitted by zoning. Canyon Park is a critical component of the City’s overall capacity for growth in Snohomish County, representing a large majority of overall capacity in the area.

Exhibit 18 illustrates the existing mix of land uses in Canyon Park within both the RGC and subarea boundaries. Prevalent industry uses include manufacturing and lab research uses. In addition, vacant properties are shown in gray and represent a significant amount of land within the RGC.

LAND USE ATTRIBUTES

- Predominant land uses are R&D, manufacturing and office uses
- Concentrations of retail existing at the north and south end of the study area
- Some multifamily and single family uses on fringes of planning boundaries

EXHIBIT 18. LAND USE, CANYON PARK, 2017

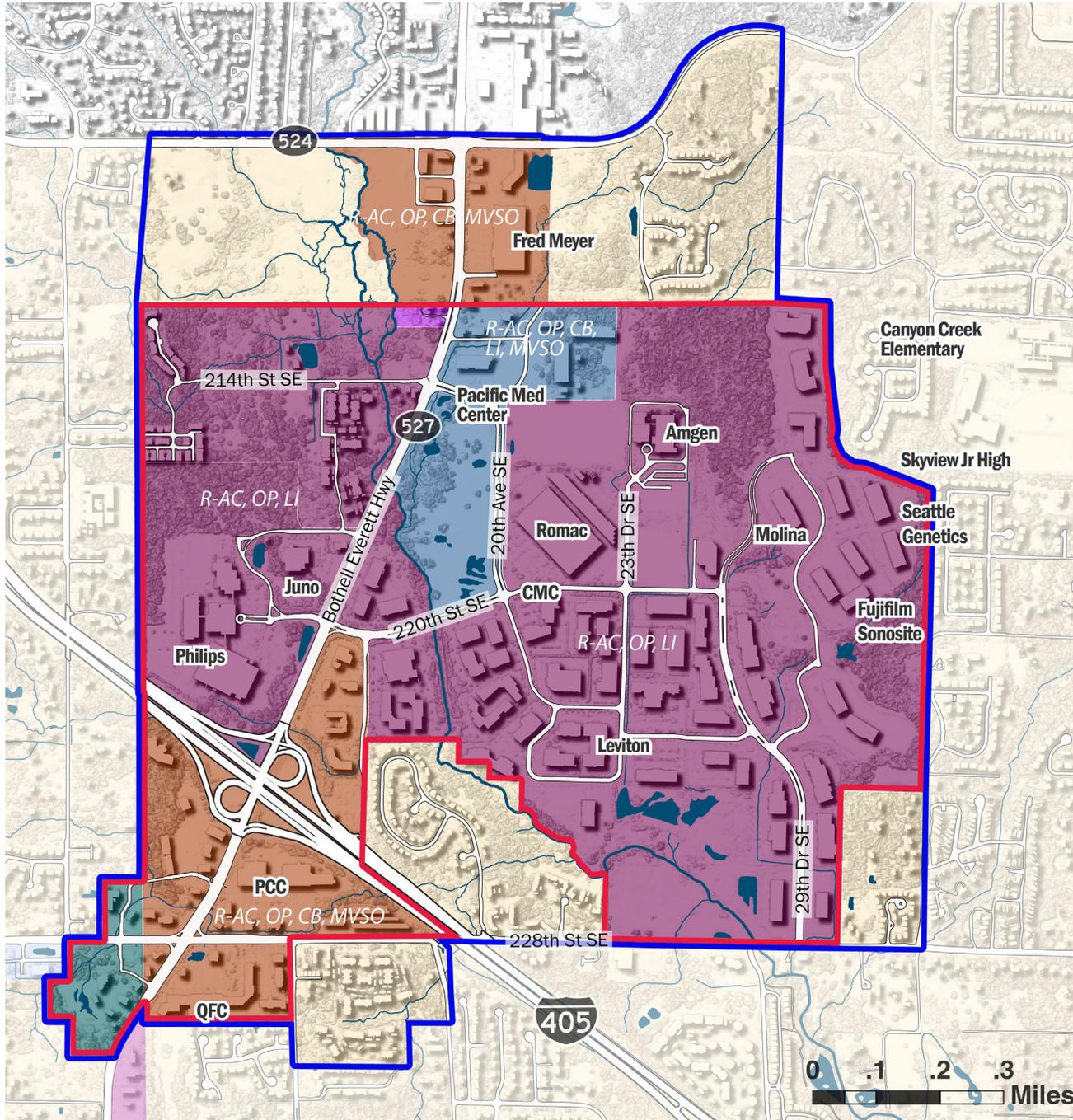


Canyon Park RGC & Subarea Land Use

- Canyon Park Regional Growth Center
- Canyon Park Subarea Boundary
- Single Family Residential
- Manufactured Homes
- Multifamily Residential
- Mobile Home Park
- Hotel / Motel
- Utilities
- Other Services
- Retail
- Eating Places & Food Service
- Business & Professional Services
- Engineering, Lab, Research
- Manufacturing & Warehouse
- Construction
- Auto-Related
- Medical & Other Health Services
- Churches & Schools
- Parks & Open Space
- Transportation
- Parking
- Vacant Area
- Other

Source: Community Attributes Inc., City of Bothell, 2017

EXHIBIT 19. ZONING, CANYON PARK AREA, 2017



Canyon Park RGC and Subarea

Area Zoning

- OP
- OP, CB, GC
- OP, GC
- R-AC, OP, CB
- R-AC, OP, CB, LI, MVSO
- R-AC, OP, CB, MVSO
- R-AC, OP, LI
- R-AC, OP, NB, LI
- Residential Zoning

See page 22 for brief descriptions of these zoning classifications.

Existing zoning in Canyon Park (see **Exhibit 19**) largely consists of a mix of office park, light industrial and commercial oriented regulations and uses. In addition, much of the area within the Canyon Park RGC also allows for high density housing in the form of the aforementioned R-AC designation. **Exhibit 20** provides a synopsis of the various combinations of zoning designations present within the Canyon Park RGC.

EXHIBIT 20. ZONING SUMMARY, CANYON PARK AREA, 2017

Attributes	R-AC, OP, CB, MVSO	R (9,600, 4,000, 5,400a)	R-AC, OP, LI	R-AC, OP, CB,LI, MVSO
Location	SW Corner of Subarea	Pockets along edges of subarea	West side, SE Corner, east side	Central, along highway
Major Uses	Office, restaurants (including drive through), retail, multifamily & single family residential, car sales	Single family residential, Multifamily residential, ADU	Multifamily & single family residential, light industrial, offices, restaurants, transit stations	Office, restaurants (including drive through), retail, multifamily & single family residential, light industrial, Colleges, medical offices
Conditional Uses	Colleges, medical offices, transit stations	Mobile home parks; police & fire stations; schools; transit stations	Colleges, hospitals	Colleges, medical offices
Height Limit	35 feet, or up to 65 feet if meeting at-grade commercial or parking requirements	30-35 ft	65 ft (R-AC), 100 ft (other uses)	65 ft (R-AC), 100 ft (other uses)
Density	Driven by building envelope and lot coverage requirements	4.5-11 SF homes/acre	Driven by building envelope and lot coverage requirements	Driven by building envelope and lot coverage requirements

CRITICAL AREAS AND NATURAL ENVIRONMENT

One of the most predominant and important features of Canyon Park is its abundance of open space and critical areas. **Exhibit 21** illustrates this abundance and diversity. Not only is the area defined by wetlands and creeks, it also features a natural divide in topography along its eastern border. The environmental features of Canyon Park represent both opportunity in the form of public open space and constraints in terms of limiting the amount of developable land for future growth.

WETLANDS

Wetlands are a predominant feature of the Canyon Park RGC and are preserved throughout the area in protective tracts or are owned by the City of Bothell. Future planning efforts should not only work to enhance this unique feature but also provide limited passive or visual access to them. Recognition of the ecological, recreational and scenic value of the wetlands was identified as an important physical feature by Stakeholders participating in the vision phase.

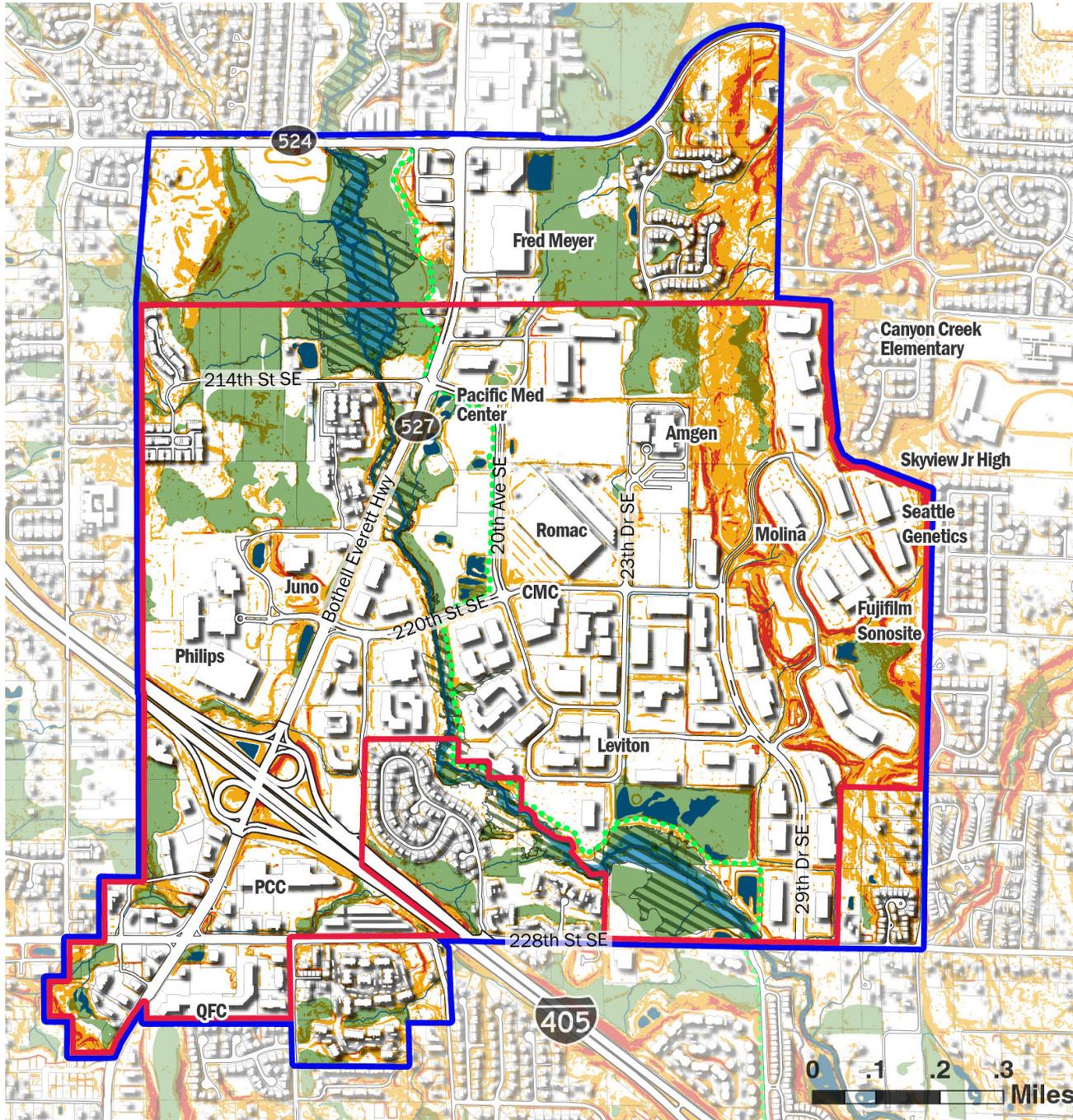
NORTH CREEK

North Creek not only serves as an important component of the regional watershed, it also provides natural corridors within Canyon Park and other areas outside of the RGC. Furthermore, the adjacent North Creek Trail can serve as a signature feature that showcases the natural beauty of Canyon Park and provides an opportunity for non-motorized connections within and outside the area.

STEEP SLOPES/BENCH

Steep slopes separate the eastern most portion of the RGC. The top shelf is developed with office/business park uses. The steeply sloped areas that remain undeveloped provide a natural transition between areas of the RGC.

EXHIBIT 21. CRITICAL AREAS, CANYON PARK



Canyon Park RGC & Subarea Environmental Features

- Canyon Park Regional Growth Center
- Canyon Park Subarea Boundary
- Lakes, Streams & Water Features
- Buildings
- Wetlands
- Floodway
- Floodplain
- Moderately High Slope Area 15-40%
- High Slope Area 40%+
- North Creek Trail

Source: Community Attributes Inc., City of Bothell

TRANSPORTATION

The Canyon Park RGC is served by several primary arterials that connect the area to Mill Creek, Everett and I-5 to the north and Kirkland, Redmond and Bellevue to the south. SR-527 serves as the main north-south oriented roadway through the area while SR-524 is a major east-west connecting route. Transit service within Canyon Park is provided by Sound Transit and Community Transit, which both operate bus service along I-405 and within the area.

In addition to the major highway and arterial connections to the Canyon Park RGC there exists a network of smaller locally serving roads. A unique attribute of the area is that many of the roads within the RGC are privately owned and maintained. **Exhibit 22** illustrates the location of these roads within the RGC. Almost all of the privately owned roads are associated with the original Canyon Park business park.

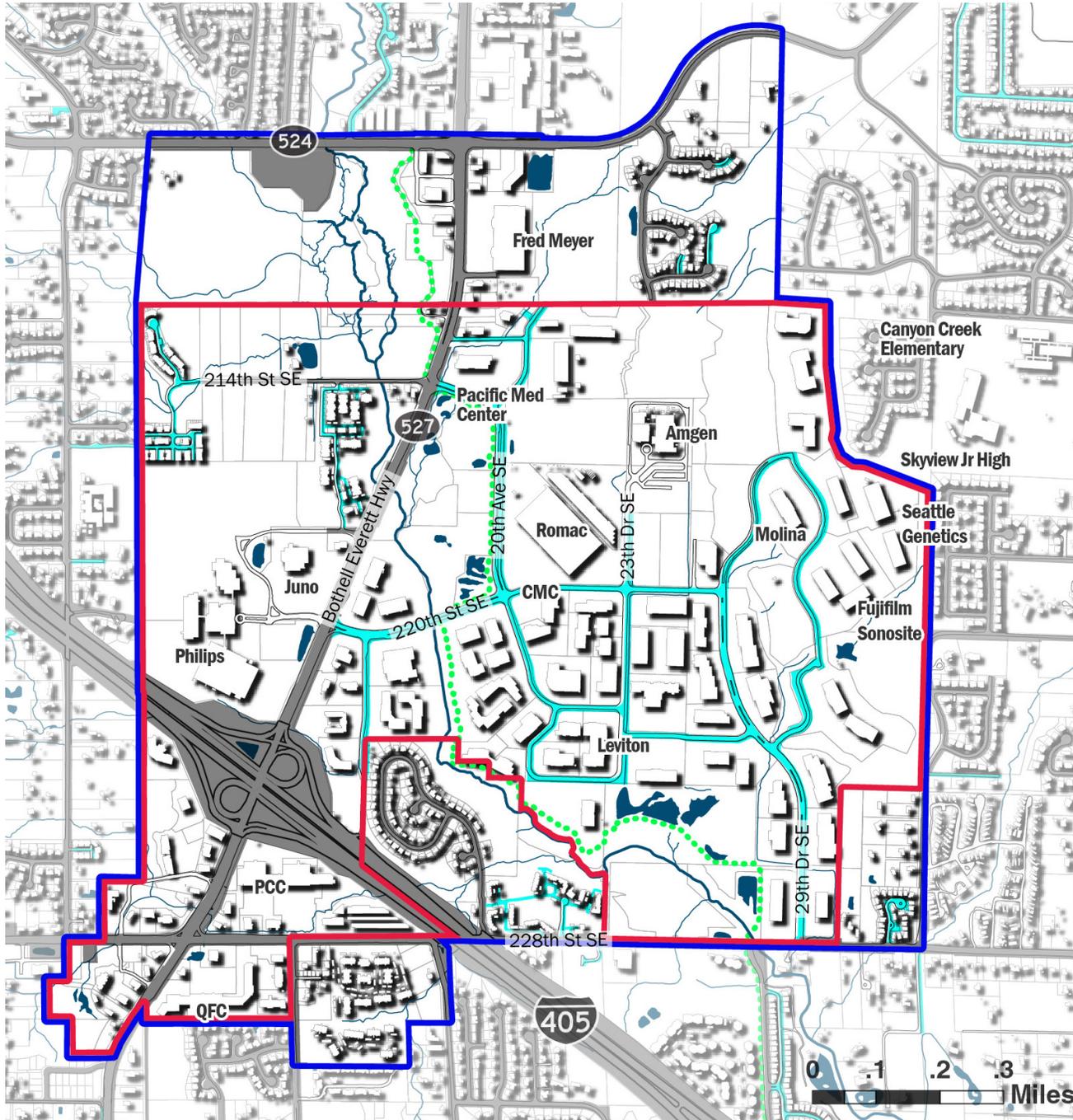
TRANSPORTATION CHARACTERISTICS

- Two major transportation corridors bisect the area (I-405 and SR-527)
- The majority of internal roads within the area are privately owned rights-of-way
- The area is primarily accessed by auto and bus service though there are quality bicycle and pedestrian options available
- Congestion on roads accessing the RGC is prevalent
- The lack of congestion within Canyon Park provides for a more appealing driving/walking experience but is also a potential symptom of limited connectivity
- The interior of the business park campus has good pedestrian/bike facilities and low traffic roads, with a few exceptions

PLANNED TRANSPORTATION IMPROVEMENTS

Planned transportation improvement projects in the area (funded and unfunded) are summarized in **Exhibit 22** on the following pages. Sources referenced included the City of Bothell 2018-2023 Transportation Improvement Plan, Bothell Public Works Needs List, Draft Regional Transportation 2040 Plan, Snohomish County Transportation Improvements, Sound Transit 3 Plan, and Community Transit Long Range Plan. Comments are provided in **Exhibit 22** about how these projects could help improve mobility in the Canyon Park area.

EXHIBIT 22. RIGHTS-OF-WAY, CANYON PARK, 2017



Canyon Park RGC & Subarea

Rights-of-Way by Ownership

- Canyon Park Regional Growth Center
- Canyon Park Subarea Boundary
- Lakes, Streams & Water Features
- Buildings
- Private Rights-of-Way
- Public Rights-of-Way
- North Creek Trail

Source: Community Attributes Inc., City of Bothell

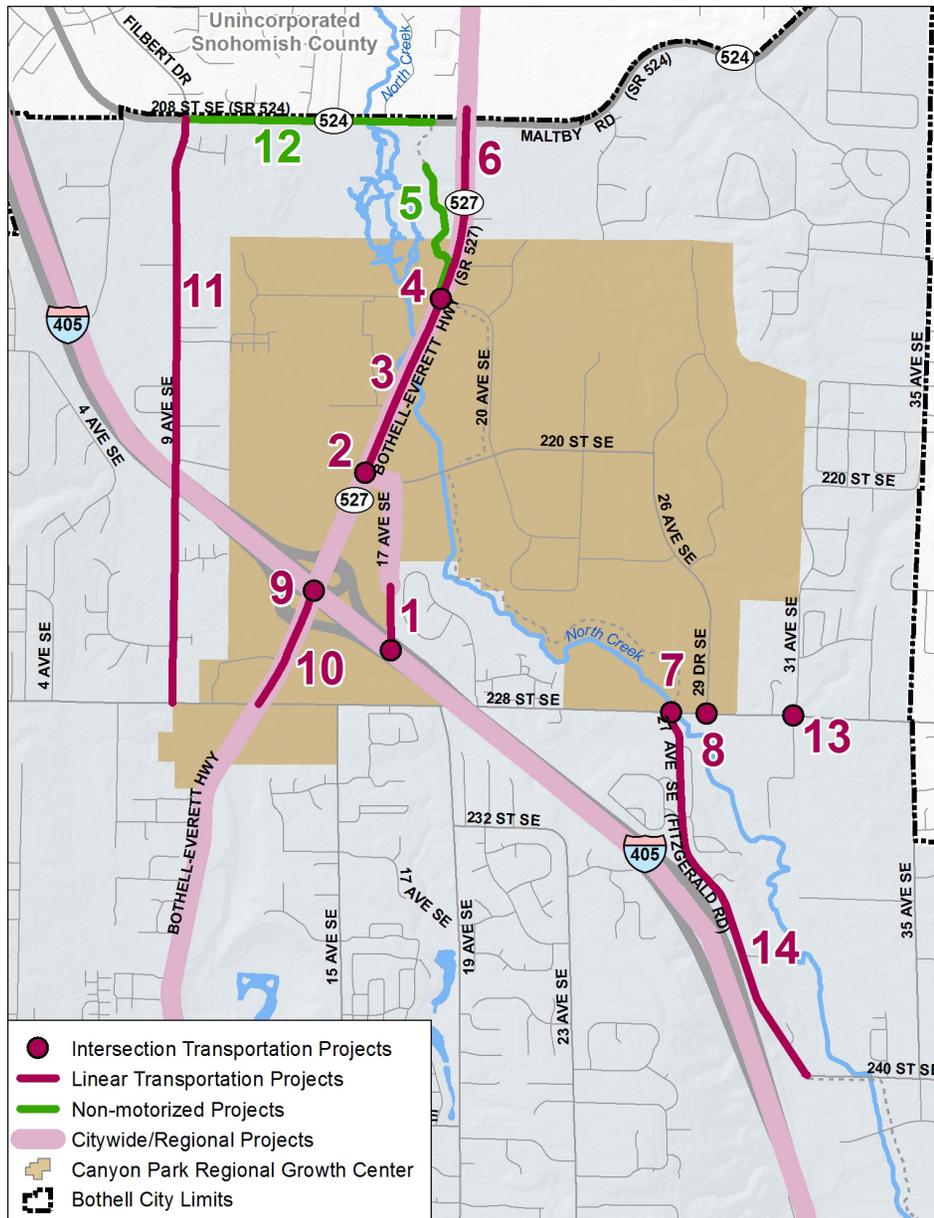
EXHIBIT 23. CANYON PARK AREA – PLANNED TRANSPORTATION IMPROVEMENTS

MAP NO.	PROJECT	DESCRIPTION	COMPLETION DATE/SOURCE	COMMENTS
1	I-405 Direct Access Ramps	Add direct Express Toll Lane access ramps to 17th Ave SE to the Park and Ride in the business park. Part of the I-405 Master Plan Project.	2024. This project is directly connected to the ST3 I-405 and SR 522 BRT improvements	WSDOT received funding to complete (100%) design work and begin right-of-way analysis.
2	220th Street SE and SR 527	Adds eastbound left turn lane (2 left).	TBD. Bothell Public Works Needs List	Unfunded. Improves traffic operations at 220th St SE intersection.
3	SR 527 Add Southbound Lane from SR 524 to 220th Street SE	Prepare plans, specifications, and estimates to add third southbound lane, as well as associated intersection revisions adjacent to the project corridor.	2025 PSRC Transportation 2040 Plan.	Financially Constrained. \$14.1 M Increases capacity to help traffic flow through the corridor.
4	214th Street SE and SR 527 Intersection	Re-channelizes westbound through/left lane to through/right.	TBD. Bothell Public Works Needs List	Unfunded. Improves traffic operations at 214th St SE intersection.
5	North Creek Trail – Section 3	Regional trail extension paralleling SR 527 from 214th St SE to just south of SR 524	By 2023 / Bothell 2018 – 2023 TIP	Completes non-motorized access to business park.
6	SR 527 (211th Street SE to north of SR 524)	Adds third northbound through lane. Add southbound left turn lane at SR 524 (2 left). Also known as SR 527/SR 524 Intersection Improvements	TBD. Bothell Public Works Needs List	Unfunded. Provides more through capacity on SR 527.

MAP NO.	PROJECT	DESCRIPTION	COMPLETION DATE/SOURCE	COMMENTS
7	228th Street SE and Fitzgerald Road	Adds eastbound right turn pocket	TBD. Bothell Public Works Needs List	Unfunded. Improves traffic flow along 228th St SE.
8	228th Street SE and 29th Drive SE	Adds westbound right turn pocket.	TBD. Bothell Public Works Needs List	Unfunded. Improves traffic operations/flow along 228th St SE.
9	I-405 Widening and SR 527 Interchange Improvements	Widening I-405 to add a second Express Toll lane from SR 522 to I 5 in Lynnwood. Improve SR 527 and I-405 Interchange	2030 PSRC Transportation 2040 Plan.	Financially Constrained. \$399.4 M Dual toll lanes can help with traffic flow along I-405. Interchange improvements could improve the walking environment across I-405 to the project area.
10	SR 527/228th Street to I-405 Improvements	Intersection improvements to be coordinated with I-405/ SR 527 Interchange improvement project described above.	2030 PSRC Transportation 2040 Plan.	Financially Constrained. \$20.6 M Could identify how to make the congested intersection operate more efficiently near the project area.
11	9th Avenue SE Widening: 228th St SE to SR 524	Upgrade road to Collector road standards, including improvements at the 228th and SR 524 intersections	TBD. Bothell Public Works Needs List	Unfunded. Improves another north-south road in the area, which may help relieve
12	North Creek Trail – Section 4	Complete missing link along SR 524 from Section 3 to the west.	By 2023 / Bothell 2018 – 2023 TIP	Completes non-motorized access to business park.
13	228th Street SE and 31st Avenue SE	Adds westbound right turn pocket.	TBD. Bothell Public Works Needs List	Unfunded. Improves traffic operations/flow along 228th St SE.

MAP NO.	PROJECT	DESCRIPTION	COMPLETION DATE/SOURCE	COMMENTS
14	Fitzgerald Road Improvements: 240th Street SE to 228th Street SE	Widen road to add curb/gutter and sidewalks	TBD. Bothell Public Works Needs List	Unfunded. Improves non-motorized access to business park from the south.
15	SWIFT Green Line	Frequent transit connections between Canyon Park P&R to Boeing. Would intersect with existing Swift 'Blue' line on Highway 99	2019 / Community Transit	Improved transit to/from the project area. Employers can market transit amenities to employees. Unfunded future SWIFT extension is planned south on SR 527 to Downtown Bothell. Other unfunded new SWIFT lines would operate throughout the county including one along SR 524.
16	SR 527 Corridor Study (SR 524 to SR 522)	Corridor study to develop a long-range plan to address capacity and congestion.	By 2023 / Bothell 2018 – 2023 TIP	SR 527 is a main access road to the study area. Business park should participate in the study to help identify improved access solutions for all modes at the 214th and 220th intersections.
17	ST3 I-405 BRT Project	Enhanced service connection between Lynnwood TC, Bothell/ Canyon Park P&R, Bellevue, Renton, and Burien.	2024 / ST 3 Project Map	Provides enhanced regional transit access to the Canyon Park area. Employers can market transit amenities to employees. Note that riders would still need to travel from the P&R to the office buildings.
18	Adaptive Signal Control Phase I along SR 527	Improve traffic signal control to be more responsive to vehicle demand through the corridor.	TBD. Snohomish County Transportation Improvements.	Will improve traffic flow on SR 527, one of
19	ST 3 – New SR-522 Bus Rapid Transit (BRT) route	BRT service for Woodinville, Downtown Bothell, Kenmore, Lake Forest Park, Seattle, and Shoreline.	2024.	Provides enhanced regional transit access from Downtown Bothell to the Link light rail station at Shoreline South/NE 145 th and BRT on I-405

EXHIBIT 24. MAP OF PROJECTS NEAR THE RGC

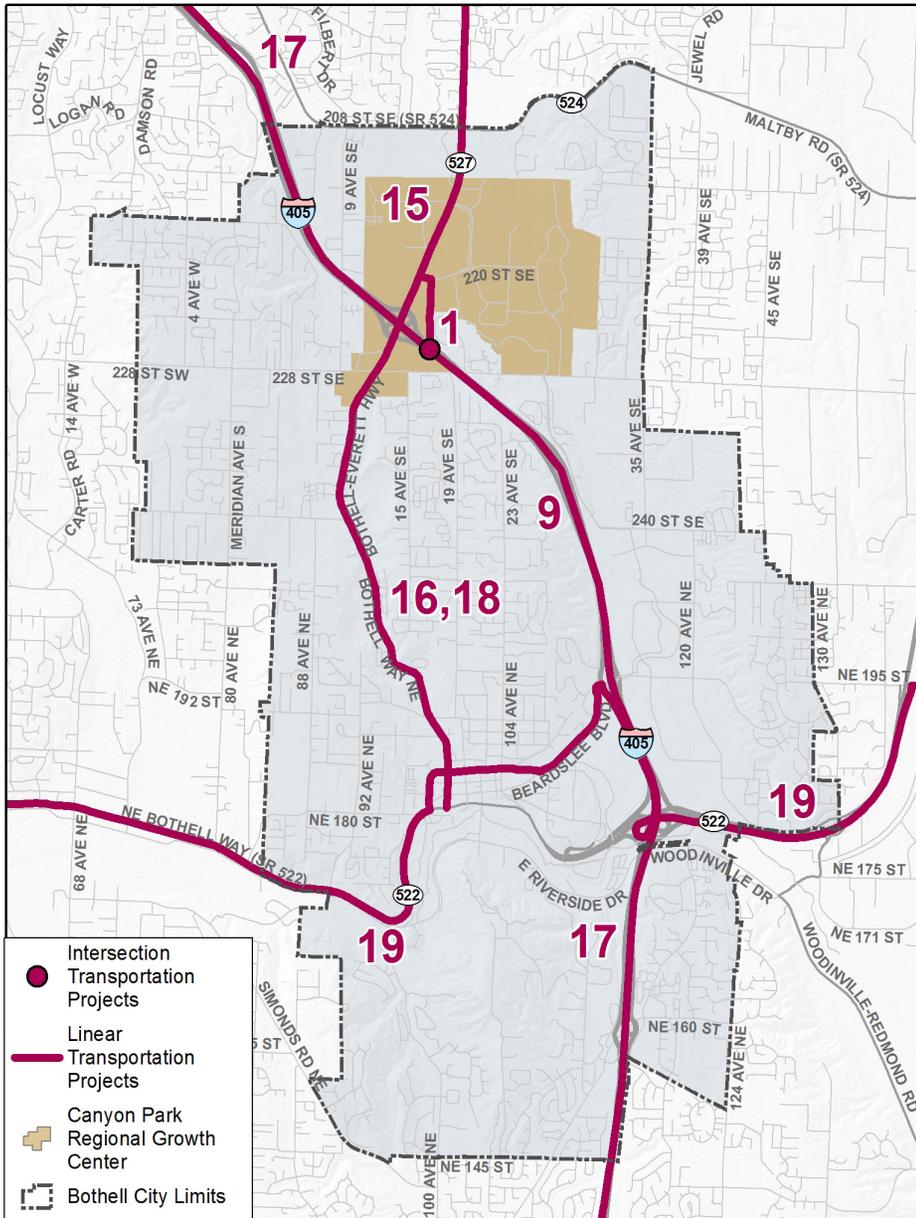


Source: City of Bothell, 2018

EXHIBIT 25. DESCRIPTION OF PLANNED PROJECTS NEAR OR WITHIN THE RGC

NO.	PROJECT	DESCRIPTION
1	WSDOT I-405 Direct Express Toll Lane Access Ramps	Direct access ramps from ETL to Canyon Park at 17 Ave SE and Transit connections. Includes improvements to 17 Ave SE and intersections at 220 ST SE / 17 Ave SE and 220 ST SE / SR-527.
2	220 ST SE and SR 527 Intersection	Add another eastbound left turn lane (2 total left turn lanes).
3	SR 527 Add a southbound lane between SR 524 and 220 ST SE	Prepare plans, specifications, and estimates to add a third southbound lane, and associated intersection revisions.
4	214 ST SE and SR 527	Re-channelize the westbound through/left lane to a through/right lane.
5	North Creek Trail - Section 3	Extension of the regional trail paralleling SR 527 from 214 St SE to SR 524.
6	SR 527 (211th St SE to north of SR 524)	Add a third northbound through lane. Add a southbound left turn lane at SR 524 (2 left). Also known as SR 527/SR524 Intersection Improvements.
7	228 ST SE and Fitzgerald Road intersection	Adds eastbound right turn pocket.
8	228 ST SE and 29th DR SE intersection	Adds westbound right turn pocket.
9	I-405 Widening and SR 527 Interchange Improvements	Widening I-405 to add a second Express Toll lane from SR 522 to I-5 in Lynnwood. Improvements to the SR 527 and I-405 Interchange/ramps.
10	SR 527 / 228 St to I-405 Intersection/interchange	Intersection improvements to coordinate with the I-405/ SR 527 interchange improvement project (9) described above.
11	9 Ave SE Widening: 228th St SE to SR 524	Upgrade road to a Collector road standard (3-lanes) with improved pedestrian/bike facilities and improvements to the 228 and SR 524 intersections.
12	North Creek Trail - Section 4	Complete the missing link along SR 524 between current trail and Filbert Road.
13	229 St SE / 31st Ave SE Intersection	Add a westbound dedicated right turn lane.
14	Fitzgerald Road: 240 St SE to 228 St SE	Widen road and add curb, gutter and sidewalks.

EXHIBIT 26. MAP OF REGIONAL CONNECTION PROJECTS



Source: City of Bothell, 2018

EXHIBIT 27. DESCRIPTION OF REGIONAL CONNECTION PROJECTS

NO.	PROJECT	DESCRIPTION
1	WSDOT I-405 Direct Express Toll Lane Access Ramps	Direct access ramps from ETL to Canyon Park at 17 Ave SE and Transit connections. Includes improvements to 17 Ave SE and intersections at 220 ST SE / 17 Ave SE and 220 ST SE / SR-527.
15	SWIFT 'Green' Line - Community Transit	Bus Rapid Transit service along SR-527 between Canyon Park and Boeing (Everett). Would intersect with existing Swift 'Blue' line on Highway 99 and eventually the Lynnwood light rail station
16	SR 527 Corridor Study (SR 524 to SR 522)	Corridor study to develop a long-range plan to address needed capacity and reduce congestion
17	ST3 - New I-405 Bus Rapid Transit (BRT) route	BRT service from Lynnwood through Canyon Park, Kirkland, Bellevue, Renton, and Burien
18	Adaptive signal synchronization along SR 527	Improve traffic signal controls along SR-527 to be more responsive to vehicle demand
19	ST 3 - New SR-522 Bus Rapid Transit (BRT) route	BRT service for Woodinville, Downtown Bothell, Kenmore, Lake Forest Park, Seattle, and Shoreline

Exhibits 26 and 27 identify transportation improvements in Exhibit 23 that will offer Canyon Park commuters regional connections. Of particular importance are Bus Rapid Transit (BRT) enhancements to I-405, SR-527, and SR-522; a second Express Toll Lane (ETL) along I-405; and a new ETL exit/access ramp to Canyon Park.

TRANSPORTATION OPPORTUNITIES

In reviewing the transportation conditions of Canyon Park the project transportation consultant, Fehr & Peers, developed the following assessment of transportation observations and opportunities (Exhibit 24).

EXHIBIT 28. CANYON PARK AREA OBSERVATIONS AND OPPORTUNITIES

OBSERVATIONS	OPPORTUNITIES
Congestion on adjacent access roads	Explore new road connections to reduce demand on SR 527 corridors. Potential road extensions could be to connect west to 9th Ave SE or northeast to SR 524. However, these areas may be constrained by wetlands.
Congestion on I-405	Coordinate with WSDOT to explore opportunities to ease I-405 congestion, such as adding a second toll lane on I-405
Leverage Planned Transit Improvements	SWIFT Green line (2019) and I-405 BRT system (2024) will provide enhanced non-SOV access to the business park. These transit improvements can be marketed to help attract companies/employees.
First / Last Mile access from Park-and-Ride	Free bike share program (Spin, Limebike, etc.) Free subarea shuttle circulator (Microsoft Connect, Seattle Genetics)
Leverage/Embrace North Creek Trail	Define a bicycle route - "Canyon Park Loop" Add improved wayfinding signage to destinations/trail crossings
Improve pedestrian/bicycle access to subarea	Create a 'Gateway' entrance at 220th or 214th Street. Create a new Street Design Standard for the segment to improve bicycle and pedestrian access. Formalize pedestrian goat path trails on the east side to provide better connections to the neighborhoods to the east.

Source: Fehr & Peers, 2017

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An aerial photograph of a university campus, showing various buildings, roads, and green spaces. The image is overlaid with a semi-transparent blue filter. The text 'STAKEHOLDER ENGAGEMENT' is prominently displayed in the upper left quadrant in a bold, white, sans-serif font.

STAKEHOLDER ENGAGEMENT

STAKEHOLDER ENGAGEMENT

STAKEHOLDER WORKING GROUP

The future growth of the Canyon Park area is critical to both the City of Bothell and the businesses and residents that call it home. As such, the City formed a stakeholder working group to help develop a new vision for the area. The stakeholder working group served as a critical component of the visioning process.

GROUP PURPOSE & FORMATION

The group was formed to provide the following:

- To serve as a sounding board and voice for the local businesses and residents
- Help establish vision priorities and objectives
- Identify challenges and opportunities in the area

The group included representatives from:

- Local government
- Real estate
- Neighbors/local community
- Regional and local economic development
- Local industry/businesses
- Property owners

STAKEHOLDER WORKING GROUP DISCUSSION

The following represents a summary of the themes and priorities discussed by the stakeholder working group. Stakeholder input was instrumental in development of the proposed vision and objectives contained later in the report. The input gathered is organized by common topic areas.

Canyon Park Strengths

- Open space and greenery
- Natural amenities that have been preserved
- The existing trail network
- The existing biomedical and life sciences industry cluster
- The relative strength of the regional economy and growth in Bothell

Transportation and Access

- Traffic congestion to and within the park is a major concern (I-405 and state highways)
- There is a lack of reliable transit options
- Growth is and will continue to impact travel times for employees
- Need to improve traffic flow north and south on SR 527
- Staging of flexible shifts/operations is practiced by several companies to avoid impacts of peak time traffic
- Internal roads are a challenge but are not the primary transportation issue
- Much of the internal road network is privately owned and not up to the standards of the City

Amenities and Services

- There is a noticeable lack of amenities (restaurants, eateries, coffee shops, recreation) within the park
- Need/desire for more restaurant options
- Area is lacking 'urban lifestyle' amenities attractive to employees

Employees

- Attracting talent is a challenge for local industries
- Recruiting new employees to Canyon Park is challenging because of traffic
- The commute is impacting quality of life for existing employees
- Need/desire to substantially improve transit services and for companies to promote transit ridership

Industry Growth and Development

- The area should remain an important manufacturing location
- Consider the long-term goals of the companies currently in the park
- Millennials are influencing how companies can grow
- Current building stock doesn't match the needs of growth businesses in terms of size and building type
- Building and facility/redevelopment where can this happen?

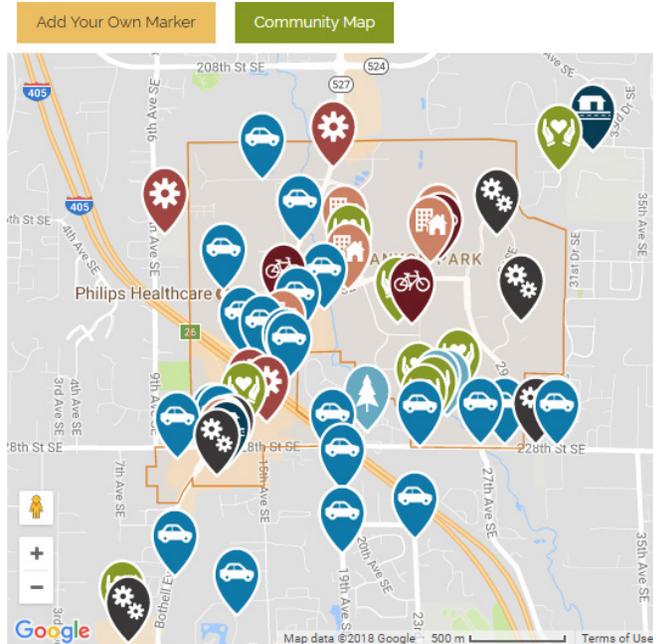
Housing Development

- Housing supply and affordability is a challenge for local employees
- The City should explore the Seattle Multi-family residential tax exemption to encourage affordable/workforce housing
- How will new residential impact traffic congestion?
- Current CC&R's in the business park prohibit the development of housing – this is a major challenge.

PUBLIC ENGAGEMENT

Two avenues for public comment were implemented for the project. In addition to a public open house meeting hosted by the City of Bothell, an on-line project portal on the City’s web page provided an opportunity for area residents and employees to offer their thoughts on vision priorities, area challenges and specific opportunities. **Exhibits 29 and 30** illustrate the geographic concentration of comments and the types of comments received. Transportation was the most common topic mentioned. A large majority of commenters considered themselves Canyon Park residents or employees.

EXHIBIT 29. MAP OF PUBLIC COMMENTS, BOTHELL CANYON PARK VISIONING



Source: Community Attributes Inc., 2017.

EXHIBIT 30. PUBLIC COMMENT TOOL SUMMARY, BOTHELL CANYON PARK VISIONING

Category	Count	Percent	Canyon Park Resident	Canyon Park Employee	Neither
Transportation	28	44%	18	6	6
Quality of Life	10	16%	7	1	2
Housing	8	13%	8	0	0
General	6	9%	3	1	2
Services	4	6%	4	1	0
Open Space	3	5%	3	0	0
Recreation	3	5%	2	0	1
Regulations Land	2	3%	2	0	0
Industry and Employment	0	0%	0	0	0
Total	59	100%	44	9	9

Source: Community Attributes Inc., 2017.

Exhibit 31 on the following page provides a more detailed summary of public comments organized by major theme.

EXHIBIT 31. PUBLIC COMMENT THEMES

CATEGORY	COMMON THEMES
General	Preserve Country Village, small town character Planning for schools (2)
Housing	Need higher density housing, more public transportation Good area for housing (2) Housing traffic Too much housing
Open Space	Preserve natural amenities/open space (3) Dog Parks
Quality of Life	Remove shooting range Community recreation center (2) Dog park (2) Preserve natural amenities/open space Preserve Country Village Movie theatre Cultural center Declining quality of life, Freeway noise
Recreation	Neighborhood restaurant/beer garden Community recreation center (2)

CATEGORY	COMMON THEMES
Regulations Land Use	Preservation of trees and greenery Lack of infrastructure
Services	Planning for schools Impact on emergency healthcare services Need for more retail/shopping (2)
Transportation	Traffic congestion (8) Pedestrian infrastructure (6) 228th St SE traffic (5) Need more park and ride lots/parking (3) Transit service lacking/need more public transit (2) Difficult left turn movements (2) East west traffic flow Chick-Fil-A traffic (2) Local Commute Traffic light synchronization More stop lights Impact of office growth North Creek Trail Missing link

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The background of the image is a semi-transparent blue aerial photograph of a city or town. The map shows a network of streets, including a prominent diagonal road that runs from the bottom left towards the top right. Various building footprints and residential blocks are visible in a lighter shade of blue. The text 'VISION & STRATEGY' is centered at the top in a large, white, bold, sans-serif font.

VISION & STRATEGY

VISION AND STRATEGY

WHAT DEFINES CANYON PARK?

Canyon Park is an established and successful business park and employment hub for the region and City of Bothell. It is defined by the businesses that call it home and the people that commute to work there every day. The most critical strengths recognized during the visioning process included:

- Home to internationally recognized businesses and research facilities
- Abundance of ecologically significant natural amenities
- Location within a growing and desirable area for housing and retail
- Significant tracts of vacant and undeveloped land

Although the area has many strengths, challenges exist. Through the visioning process several common themes arose that define the need for a new vision for the area.

- Canyon Park is a critical component of the City's capacity for growth in employment and housing
- Transportation infrastructure is not keeping up with demand and the commute to and from the area is difficult and getting worse
- People commuting to Canyon Park are not well served by transit or multi-modal infrastructure
- The area lacks amenities and services for employees and residents
- The area is an important urban center and lacks a cohesive vision and plan

CENTRAL LOCATION

The area adjacent to the intersection of 220th Ave SE and Highway 527 currently serves as the primary gateway and is where the hub of retail activity now occurs for the business park (**Exhibit 32**) north of I-405. With its central location, relatively underdeveloped parcels, adjacency to the North Creek trail and transit facilities, this location has great potential to serve as a mixed-use node for the area.

EXHIBIT 32. 220TH AVE AND HIGHWAY 527 ALONG NORTH CREEK



GATEWAYS INTO THE AREA

The commercial node at 527 and 228th SE currently serves as the retail and services hub for Canyon Park and the surrounding Neighborhood (Exhibit 33). It is defined by auto oriented retail and is separated from the Canyon Park Business Park by I-405.

EXHIBIT 33. SOUTH OF I-405 COMMERCIAL CENTER



EXHIBIT 34. SOUTHERN BOUNDARY OF THE SUBAREA ALONG 228TH ST SE AND 29TH DRIVE SE



The southeast corner of the subarea comprises a key exit/entrance to the business park and includes a major open space/ecological area owned by the City of Bothell (see Exhibit 34).

Exhibit 35 illustrates the northern boundary of the area, which currently lies outside of the Regional Growth Center Boundary.

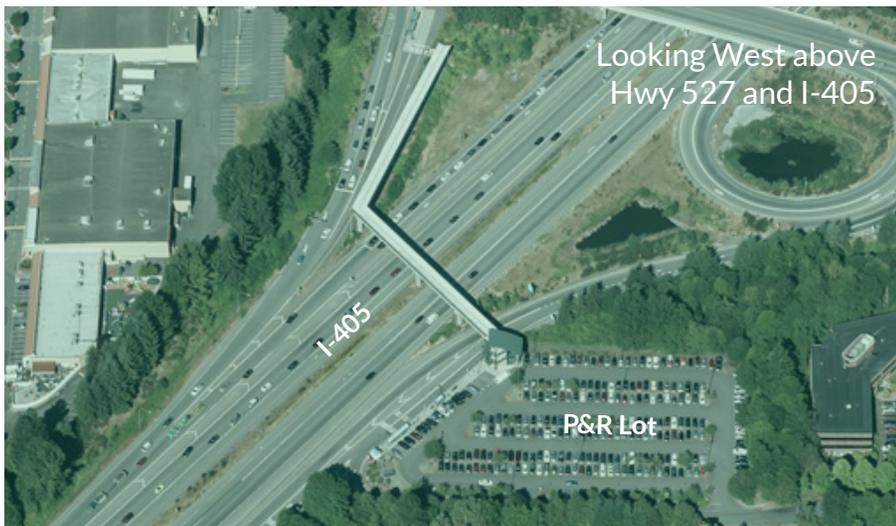
EXHIBIT 35. NORTHERN GATEWAY AT HIGHWAY 527 AND MALTBY ROAD



TRANSIT HUB AND MULTI-MODAL ACCESS

The park-and-ride facility and transit lines serving it are a key asset to build upon. Planned transit expansions to the area will increase its importance as a transit hub serving the RGC and surrounding areas (Exhibit 36).

EXHIBIT 36. PARK-AND-RIDE FACILITY WITH I-405 PEDESTRIAN OVERPASS



GROWTH OPPORTUNITIES

The Canyon Park Subarea includes major swaths of undeveloped land. Much of the undeveloped land is centrally located and adjacent to existing business park uses (Exhibit 37).

EXHIBIT 37. CENTRALLY LOCATED UNDEVELOPED PARCELS



A VISION FOR CANYON PARK

The following represents a potential vision for Canyon Park. The Vision serves a broad set of values identified for the area and reflects both the technical analysis conducted for the project as well as the input and values of the public and stakeholders that were engaged throughout.

CANYON PARK VISION

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 is 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 coming from throughout the region.

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.

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.

VISION FOCUS AREAS AND OBJECTIVES

The Canyon Park area that includes both the PSRC-designated Regional Growth Center (RGC) as well as the City's Canyon Park Subarea Boundary serves as a local commercial hub and regional employment destination. Future planning efforts should align with the values and opportunities identified for the area as described in the aforementioned vision statements. The following Focus Areas are based on the analysis of existing conditions, market analysis, stakeholder engagement and the broader public input conducted over the course of this effort.

FOCUS AREA I. TRANSIT SERVICE AND MULTI-MODAL ACCESS

Objective: Improve transit access for employees commuting to the area, overall freeway/highway upgrades and invest in multi-modal infrastructure to improve circulation within and around Canyon Park

FOCUS AREA II. BIOMEDICAL/LIFE SCIENCES CENTER

Objective: Ensure that the Canyon Park Area continues to grow as the regional hub for the biomedical, life sciences and related industries

FOCUS AREA III. HOUSING FOR THE WORKFORCE

Objective: Promote development of a diverse range of market rate and affordable housing in Canyon Park and ensure that it meets the needs of the local workforce

FOCUS AREA IV. INDUSTRY GROWTH

Objective: Accommodate the growth of existing and new businesses in Canyon Park and continue to meet the needs of both small and large businesses

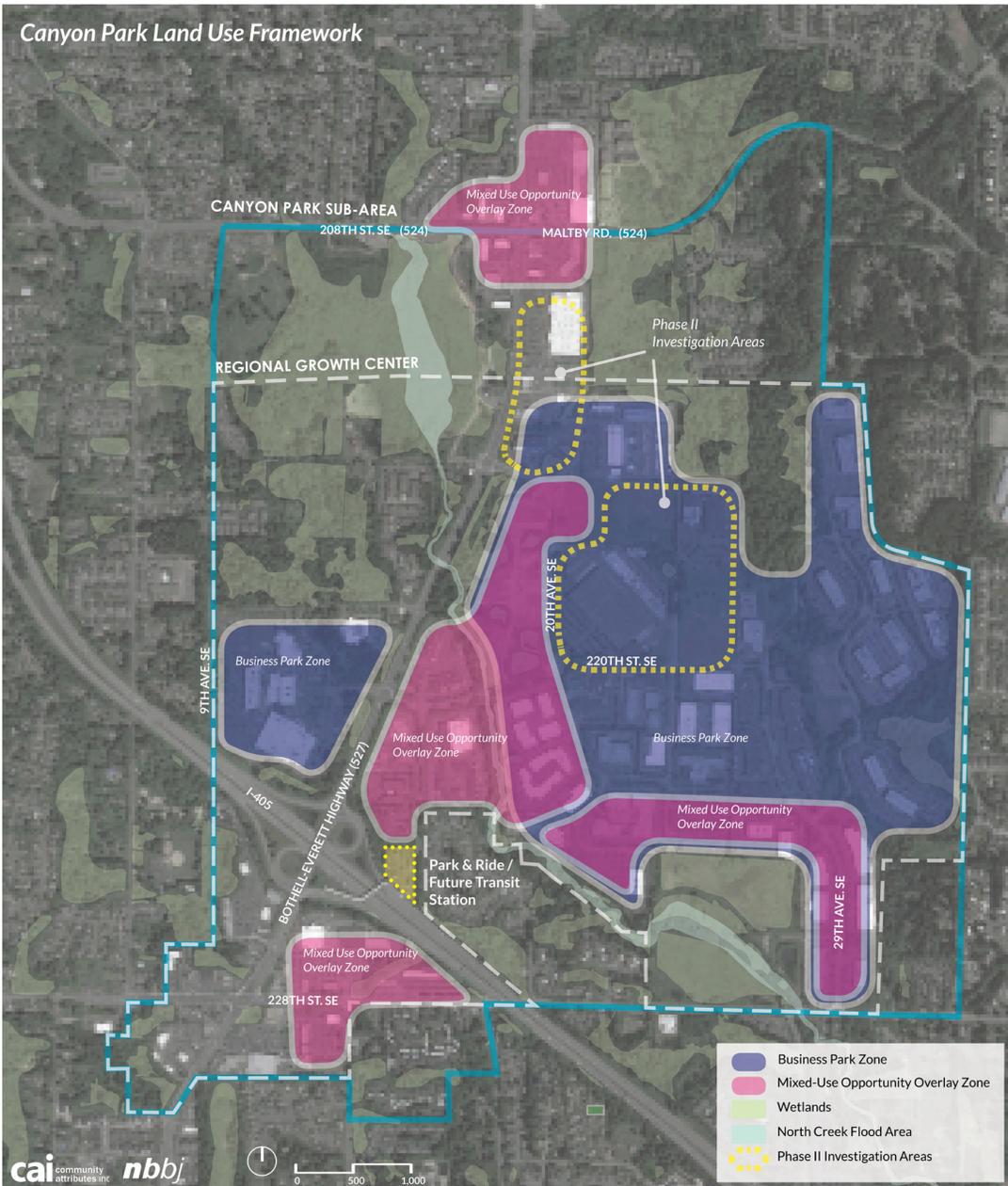
FOCUS AREA V. PARKS AND PUBLIC SPACE

Objective: Implement new public park space with recreational uses and with investments in signature public spaces

FOCUS AREA VI. AMENITIES AND SERVICES

Objective: Increase the number of retail and service amenities that serve Canyon Park and the surrounding area

EXHIBIT 38. CANYON PARK VISION, FUTURE LAND USE FRAMEWORK



Source: NBBJ, 2018; Community Attributes, Inc., 2018

VISION FRAMEWORK: FUTURE LAND USE

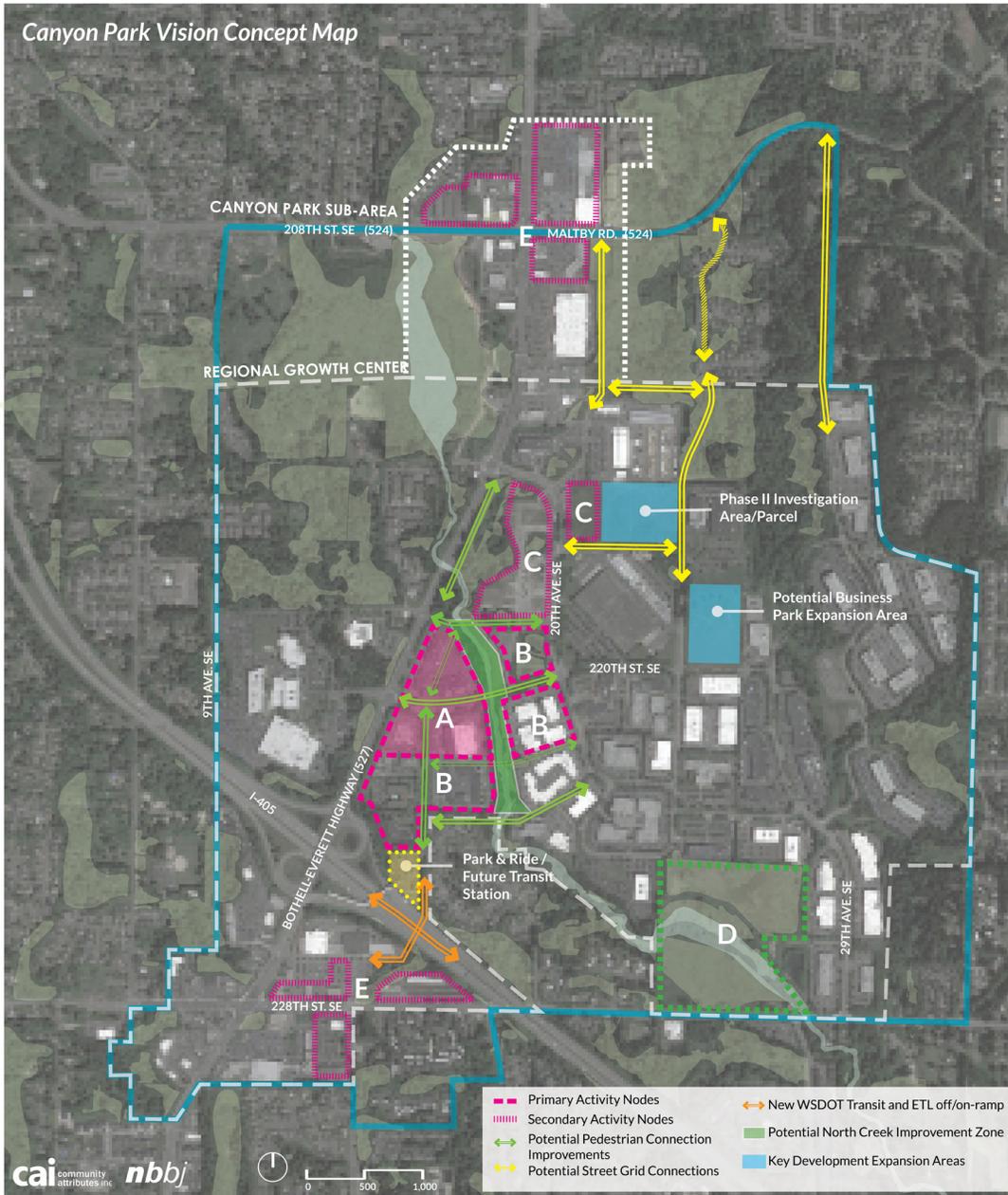
An important component of establishing a vision for the Canyon Park Area is identification of future land use designations. **Exhibit 38** illustrates the general land use pattern envisioned for the area. The Land Use Framework Map calls for two general land use zones. Uses envisioned in the zones are described in more detail in the Vision Concept Map and subsequent conceptual illustrations.

Mixed Use Opportunity Zones: Areas identified for a mix of office, retail and high-density housing development. The areas were selected based on their proximity to transit access, adjacency to existing amenities and mix of existing uses and services. Such areas would be open to more transformative development types with higher densities and more urban building forms. In addition, infrastructure and amenities would follow suit with a focus on connections to existing and new transit facilities.

Business Park Zones: Areas where the core land use and capacity is dedicated to current and potential expanded business park uses. The area could accommodate more urbanized office developments in the future and ensure that the area continues to serve as a life sciences center for the region.

Next Phase Investigation Areas: Areas identified for further study during the next phase of the City's planning efforts for Canyon Park (Subarea planning process). Analysis should focus on the mix of uses appropriate for these areas and their overall impact on population and employment capacity.

EXHIBIT 39. CANYON PARK VISION, CONCEPT MAP



VISION FRAMEWORK: ACTIVITY NODES

The concept map and activity nodes framework provide a strategy for implementing the vision (**Exhibit 39**). The approach is rooted in establishing a primary activity node within the subarea (A). Other areas serve as extensions of this primary node and use it as the commercial, service and amenity rich focal point currently lacking in Canyon Park.

A. PRIMARY ACTIVITY NODE:

Mixed-use development opportunity in close proximity to BRT and ST Express Stop / Park-and-Ride as well as a new signature public space along North Creek. *Envisioned Uses: Office/Retail or Residential/Retail with Structured Parking*

B. ACTIVITY NODE EXTENSION:

Sites with mixed-use development potential which can naturally extend south to the park-and-ride and east to the business park. *Envisioned Uses: Office/Retail or Residential/Retail with Structured Parking*

C. MIXED-USE RESIDENTIAL:

Opportunity sites for primarily residential uses with ground floor retail and structured parking to connect with retail properties to the north.

D. PASSIVE RECREATION OPPORTUNITY:

Existing wetland areas to be improved for passive recreation opportunities. Introduction of medium density residential at perimeter properties would reinforce as neighborhood amenity.

E. SECONDARY NODE OPPORTUNITIES:

Sites/areas with mixed-use redevelopment opportunity. Areas where RGC boundary adjustments may be appropriate.

Source; NBBJ, 2017.

VISION CONCEPT – URBAN DESIGN ELEMENTS

The following conceptual drawings depict the proposed vision for Canyon Park. The images and concepts presented herein illustrate the key urban design elements that should be considered in future planning efforts. The drawings and urban design elements depicted illustrate the types of activities, public infrastructure and building types envisioned for in the proposed Primary Activity Node (See area 'A' in **Exhibit 39**).

PUBLIC SPACE AND NATURAL AMENITIES

- Wide sidewalks / public plazas
- Bike lanes / street parking / multi-modal streets
- Natural areas as pedestrian amenity
- North Creek featured as a showcase natural amenity
- New park and signature public spaces that include areas for active recreation

TRANSPORTATION

- New connections to the North Creek Trail and enhancement of existing trail infrastructure
- Improved access and connection to the park-and-ride facility and transit services
- Focus on improved transit services and non-motorized infrastructure for Canyon Park employees
- Design of updated street cross sections to balance needs of trucks, commuters and residents
- Explore public-private partnerships to fund improvements to private roads and to facilitate transfer to public ownership and maintenance

BUILDING USES AND ORIENTATION

- Buildings that engage the street and sidewalk
- First floor retail
- Sidewalk cafes
- Large floor-plate for research and tech office

VISION CONCEPT – EXAMPLES

The following represent examples of development types that typify the density, quality and mix of uses envisioned for Canyon Park.



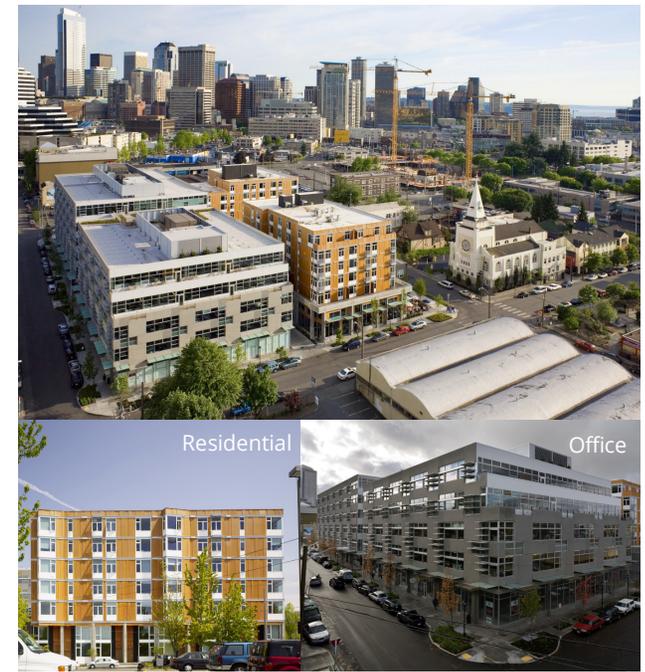
**Beardslee Crossing Mixed Use Development
Bothell, WA**

- Combination housing and retail
- 6 Stories
- Located near University of Washington Bothell and I-405
- 450 apartments
- 52,000 sf of retail/commercial



**Vue Research Center
South Lake Union, Seattle, WA**

- Completed in 2016
- 7 floors of leasable space
- Comprised of a new 122,000 square foot building adjoined to the existing 101,000 square feet
- Includes laboratory and office space
- Amenities: fitness center, retail space on the first floor with an on-site cafe, a 100-person conference center



**Alley 24 Mixed Use Development
South Lake Union, Seattle, WA**

- Half Block office - 5 Stories, up to 38,000 SF floorplates.
- Tenants: Wunderman, NBBJ, Skanska, Cole + Weber, etc.
- Half block residential - 7 Stories. Retail shared parking between office/residential

EXHIBIT 40. CANYON PARK: NORTH CREEK CONCEPT SKETCH - 220TH STREET SE LOOKING WEST



This view of 220th St. SE (looking west) illustrates the potential development intensity and appropriate building typologies for the parts of Canyon Park that are envisioned as a mixed-use center. As a hub for retail, office, and potentially residential uses, public space and multi-modal transportation are important in these areas, and are represented by the bike lanes, small public plazas, wider sidewalks and other amenities. Buildings front directly on the sidewalk to provide visual interest, and street trees add aesthetic quality while buffering pedestrians from traffic. On-street

parking in strategic locations serves local retailers while acting as a passive traffic calming device.



EXHIBIT 41. CANYON PARK: EXISTING NORTH CREEK CROSSING - 220TH STREET SE LOOKING EAST



This view of 220th St. SE (looking west) illustrates the potential development intensity and appropriate building typologies for the parts of Canyon Park that are envisioned as a mixed-use center. As a hub for retail, office, and potentially residential uses, public space and multi-modal transportation are important in these areas, and are represented by the bike lanes, small public plazas, wider sidewalks and other amenities. Buildings front directly on the



sidewalk to provide visual interest, and street trees add aesthetic quality while buffering pedestrians from traffic. On-street parking in strategic locations serves local retailers while acting as a passive traffic calming device.

EXHIBIT 42. ILLUSTRATIONS OF URBAN DESIGN CONCEPTS



Used with the permission - Roger Belanich

Wide sidewalks enhance pedestrian and public spaces and connect the buildings with the street

EXHIBIT 42. ILLUSTRATIONS OF URBAN DESIGN CONCEPTS



Used with permission - Marc Boettcher / Main Street Properties
The engagement of the building with the street and sidewalk is an important element

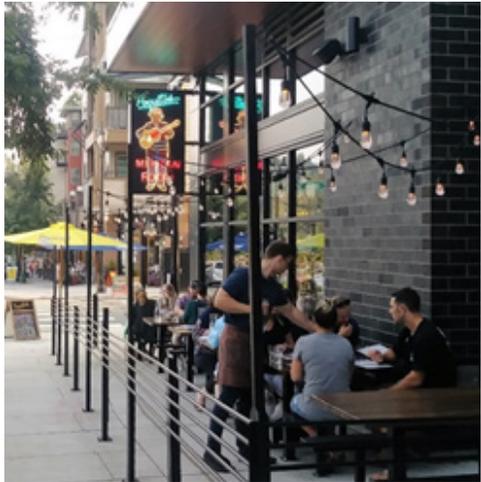


Photo Credit: Danielle Olson



Photo Credit: Danielle Olson

Retail spaces can expand onto adjacent sidewalks providing additional amenities

EXHIBIT 42. ILLUSTRATIONS OF URBAN DESIGN CONCEPTS



Photo Credit: Danielle Olson

Streams and other natural features can offer natural amenities further enhancing walkways, and public spaces

EXHIBIT 42. ILLUSTRATIONS OF URBAN DESIGN CONCEPTS



Photo Credit: Danielle Olson

Green spaces can be provided within even highly urbanized areas. Stakeholders participating in the Canyon Park Vision effort identified that natural features are an important visual amenity of the Canyon Park area.

EXHIBIT 42. ILLUSTRATIONS OF URBAN DESIGN CONCEPTS



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Buildings can offer a mix of uses such as retail, office, even research and technology uses on the lower levels with residential dwellings on the upper levels.

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CITY OF BOTHELL
CANYON PARK VISION

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