

Draft Canyon Park Subarea Plan Update

Survey Results

Highlights

Bothell held two video-conference open houses on August 6, 2020 and directed participants to provide individual comments via an online survey. The online survey remained open through August 20, 2020, and the City advertised it through project email listservs and social media. 64 people responded.

Proposals with Strongest Support

All recommendations in the draft Canyon Park Subarea Plan update are supported by the majority of participants, and most are strongly supported.

Scores show the average rating on a range from -2 (strongly disagree) to 2 (strongly agree). See the more detailed results starting on page 6. The most strongly supported recommendations are the following:

1. Maintain tree-lined streets with buffered sidewalks to keep the park-like character. (1.39)
2. Connect to and make use of North Creek and associated trails. (1.31)
3. Install pedestrian and bicycle infrastructure to connect transit stations and destinations. (1.28)
4. Make decisions based on the long-range vision and not short-term market or other trends (e.g., residential development feasibility) with quicker results. (1.26)
5. Encourage private and public social gathering places with redevelopment like plazas, restaurants, cafes, bars, and gyms. (1.23)
6. Extend streets, improve intersections, and/or update street channelization when necessary to improve overall mobility, especially if it makes transit more viable. (1.19)
7. Prioritize transit on Bothell Everett Highway and local bus routes through the business center. (1.18)

8. Restore/enhance high impact wetlands. (1.17)
9. Encourage “green” building and site design to improve energy and water efficiency and manage stormwater. (1.16)
10. Maintain flexibility for a range of business types and sizes. (1.14)
11. Increase opportunities for people to live and work near transit. (1.1)
12. Encourage affordable and appropriate commercial space to support small and entrepreneurial businesses. (1.09)

Top Themes

The following themes arose frequently in the comments. The list below starts with the most frequently mentioned and shows the number of mentions in parentheses. Select quotes represent community members’ views:

- Concerns about traffic impacts, Canyon Park Business Center private streets capacity, and matching growth with appropriate transportation infrastructure (15).
“This area is so congested right now- please do something to alleviate traffic.”
- *“Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential”*
- Need for parks, plazas, community gathering places (with restaurants), recreation, green space, concerts, kids play (13)
“Miner’s Park, just outside Bothell, ...was built at the same time as many housing units went in nearby and it has been highly utilized since its opening. Obviously, it was needed.”
“Concert space/ amphitheater, water features/ fountains...”

- Support for pedestrian and bicycle improvements for all ages and abilities (11).

“I would like to see more emphasis on walkability. This includes more sidewalks and crosswalks.”

“Protected bike/ped facilities instead of buffered would be far preferable. Paint doesn’t stop cars.”

- Support small businesses through flexible, affordable, commercial space and grant/loan programs. (8)

“Supporting affordable commercial space as well as affordable housing helps bring innovators to Bothell.”

“It’d be great to have small businesses in this area instead of big box stores. Let’s keep Bothell unique.”

“Keep costs & fees down for startups, build incubator spaces, allow flexibility in development, and stop requiring so much parking, especially near transit.”

- Support for mixed-use development/24-hour neighborhoods/everyday retail/grocery in walking distance (6)

“[I like] the multi use concept for the area which increases the number of people living near employment opportunities and transit”

“Please ensure that everyday retail, especially grocery shopping, remains available... Encouraging use of mass transit is not useful if people still need cars to do daily shopping.”

“[I like the] 24 hour neighborhoods with services and retail to promote community and limit traffic”

- Address flooding and stormwater (6)

“We are a region that needs to solve stormwater.”

- Impact of growth on schools (5)

“Planning for schools and education needs looks to be missing in the planning.”

- Support for transit improvements (4)

“There’s no way we can “fix” traffic so why spend significant sums of money trying? Any lane capacity additions should be bus/bike/ped only.”

“Residential next to transit is essential.”

“I like the emphasis in verbiage about moving away from SOV dependence. Let’s double down on that.”

- Protect natural areas and North Creek (4)

“My main concern is damage to wetlands & North Creek”

Diverging Views

The least supported recommendations (though still supported by the majority) include the following. Select quotes represent the range of views.

1. **Use parking reductions, height increases, and other tools to make development and redevelopment more feasible (0.45).** Participants show strong support for leveraging public investment in critical infrastructure, gathering places, and trails to attract private investment. However, **parking reductions is the most controversial topic on this survey** with concerns that current transit service is not adequate for residents to be car-free, and that reduced parking requirements will impact existing street parking in nearby neighborhoods. Multiple comments showed support for reducing parking requirements and even setting parking maximums. Respondents under 35 years old generally showed greater support for parking reductions and height increases.

“As Seattle and other major cities have experienced, decreasing parking in high density housing aggravates residential streets as apartment dwellers park in neighborhoods and walk to their apartments.”

“I am concerned with reducing parking, as the bus route infrastructure does not facilitate easy transit from some nearby neighborhoods.”

“Please make sure we aren’t growing too quickly that our infrastructure falls apart. I know the money big companies can bring to Bothell is alluring but let’s not lose our charm.”

“Eliminate required parking minimums and instead having parking maximums. Developers know exactly how much parking their projects need to thrive and they will build what they need and no more. Leave it to them. More and more

cities are realizing how bad an idea it was to dictate parking minimums and how they make projects infeasible and destroy community.”

“I don’t think we should require any parking for businesses in CP and also think we should have parking maximums. If there’s anything people will hop on a bus for it’s getting to their bio-tech job. People hate the traffic that is there already, why would we force developers to build something they don’t want to build that brings even more cars into the subarea?”

2. **Allow transit improvements to take root before reconsidering the vision outlined in this plan (0.55).**

Participants showed very strong support for long-term thinking. However, the recommendation to “allow transit improvements to take root before reconsidering the vision outlined in this plan” was less supported. Comments revealed that concerns included:

- Traffic congestion and Canyon Park Business Center private streets capacity (4 responses)
- The long-term vision should be balanced with viable short-term actions that address immediate needs
- The wording of this recommendation may be confusing people

“The vision could and should evolve over time, and we can’t wait until everything [is] perfectly aligned with the vision before making any changes. Prioritize changes that align with the vision, allow changes that address immediate needs even if it doesn’t fit long term.”

“Regarding the item related to allowing transit improvements to take root: Does this mean to hold off on implementing this plan until transit takes effect or to go forward with it and then reevaluate? I think waiting until the transit improvements take root to form a vision and a plan will put the city behind the curve. This vision is proactive and I think it stands a strong chance to not only leverage the growth but to also drive the growth.”

*“We *must* be forward-looking and we *must* let go of preconceptions from the 20th century around the built environment and transportation. This development is vital for Bothell’s future, and we should be far more concerned with the affect it will have on our grandchildren than it will have on us.”*

3. **Protect most of the business park from residential development pressure by allowing only employment/commercial land uses (0.67).**

Comments showed diverging views on whether or not residential uses should be allowed in the business park. Respondents under 35 years old are even less supportive of this recommendation. Some views include:

“Try to plan and dictate land use as little as possible so that the area can grow and change organically.”

“[Canyon Park Business Center] CPBC is a vibrant center of economic activity and should be kept that way. There is no zoning available south of Everett that has the impact of the zoned and improved 325 acres of CPBC. The Business Center is anticipated to realize great redevelopment opportunity as more companies move north of Seattle CBD and the Bellevue CBD. There is a great continuing opportunity in CPBC that should not be compromised by the simplistic desire for Mixed Use of the proposed Comprehensive Plan. Furthermore, there is a restriction against residential in the Conditions, Covenants, and Restrictions (CCRs) in the entire area south of 220th Street SE.”

4. **Update development regulations to increase density near transit (0.68).**

Though there was strong support for accommodating the expected growth, some participants expressed hesitation about updating redevelopment regulations to increase density near transit. Respondents 55 years old and older demonstrate the least support for this. Concerns included:

- Belief that increased density will worsen traffic
- Fear that redevelopment would displace useful (and currently walkable) businesses (groceries, drugstore, banking, restaurants)
- Ensuring that green space, schools, and other services/amenities support the growth

“High density apartment development south of 228th is too close to neighborhoods and will destroy the character of them and decrease their value”

Other Diverging Views

Participants showed strong support for transportation network and capacity improvements, but one comment expressed disapproval of the proposed 214th St SE extension.

“Do NOT extend 214th through to 9th S.E.”

Generally, there was strong support for transit priority and shifting the focus onto moving people, not cars, but some comments highlight the continued importance of vehicular travel until alternative transportation options are improved.

“Please don’t only think that everyone can carpool. We moved here over 20 years ago because it was what we could afford. I do not work here and that isn’t an option. I don’t want to be “punished” for not carpooling. I did when I was able. That is no longer possible.”

“improve traffic/transit BEFORE adding more residents”

“Stop removing lanes for busses. It’s unfair to people that cannot take the buss due to odd work hours”

“...the bus route infrastructure does not facilitate easy transit from some nearby neighborhoods.”

“There isn’t a whole lot of information about how things will be improved for people who are driving cars. Unfortunately, that is nearly everyone. I appreciate and hope for a future where this is not the case so I’m glad you are planning to make it easier and safer, but I also am cognizant of the fact that wanting people to change their habits doesn’t always mean they will.”

People showed some hesitation (though overall support) around park-and-ride expansion.

“Please add additional parking at the park and rides! If you can’t park there in the morning, you can’t use transit!”

“How will the park and ride lot be improved? It is currently inadequate.”

“A park and ride south of 228th is absolutely useless and alarmingly foolish, as it will exacerbate all of the already existing traffic issues.”

What People Like Best about the Draft Plan

- Pedestrian/bike improvements (5)
- Transit improvements (4)
- Thought/planning for the future/thorough plan (3)
- Concentrating growth around transit/responsible density (2)
- 24-hour neighborhood centers/mix of uses (2)
- Adding capacity to business park
- Vision
- Safety improvements to public space and transit connections
- Encouraging biotech
- Emphasis on green space

“Looks like a lot of thought has gone into it, & if development is inevitable, it’s better to have a plan.”

“The fact that we have a plan”

“I love the addition of sidewalks, bike lanes, parks and better public transit.”

“Encouraging non-car traffic in a fair way, encouraging responsible density, 24 hour neighborhoods with services and retail to promote community and limit traffic”

“It tackles a very difficult problem which is how to we start to make good urbanism for people out of autocentric, dangerous development from the 20th c. This is a great framework to begin with.”

“The multi use concept for the area which increases the number of people living near employment opportunities and transit”

“I like the emphasis in verbiage about moving away from SOV dependence. Let’s double down on that.”

“Bothell is already a great neighborhood and these changes put the city in a great place to grow intelligently and not only support the future growth but to drive the growth.”

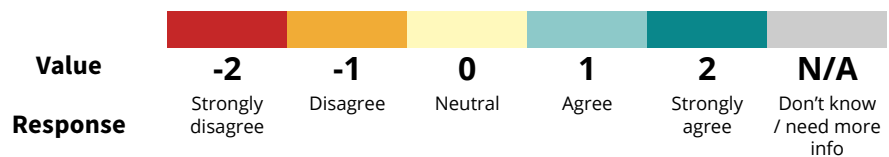
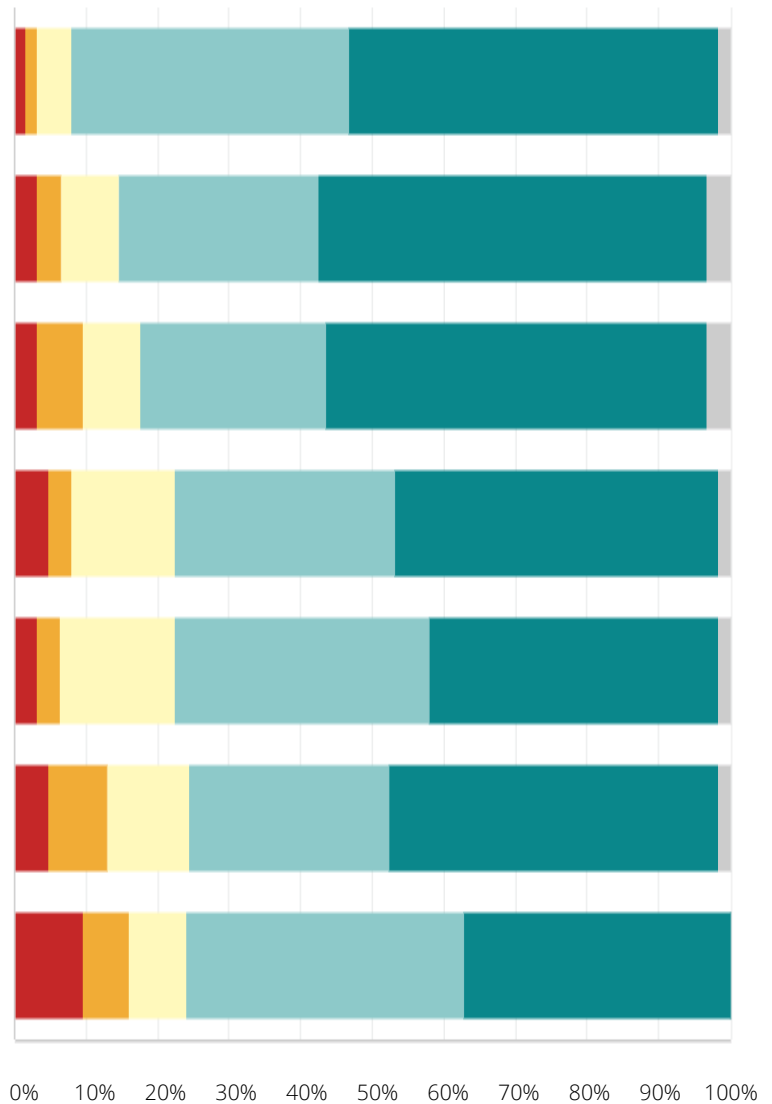
Full Results

Create places enjoyable for people

1a. How strongly do you agree/disagree with the following recommendations?

63 responses

| Recommendation | Average Score |
|--|---------------|
| Maintain tree-lined streets with buffered sidewalks to keep the park-like character. | 1.39 |
| Connect to and make use of North Creek and associated trails. | 1.31 |
| Encourage private and public social gathering places with redevelopment like plazas, restaurants, cafes, bars, and gyms. | 1.23 |
| Increase opportunities for people to live and work near transit. | 1.1 |
| Implement design standards so that neighborhood centers develop with a unique identity and a vibrancy that attracts people. | 1.08 |
| Limit uses closest to I-405 to office/commercial to avoid air quality impacts on residences. | 1.03 |
| Facilitate a mix of residential, employment, and retail/service/enjoyment/exercise uses to develop around the clock neighborhoods. | 0.87 |



Create places enjoyable for people

1b. What suggestions do you have for improving these recommendations?

24 responses

- When creating this new neighborhood, consider the established neighborhoods surrounding the redevelopment zones. In the presentation you specifically stated that the primary focus right now is around the 405 corridor. There are established SFR neighborhoods to the south and west of this area. These neighborhoods have seen an increase in nuisance issues (theft, graffiti, biohazard trash, etc.) What will be done to conserve and protect these neighborhoods?
- What about schools? The plans indicate that over 6000 new residents are expected to live in this area. What plans are there for the several hundred new students this will bring? Our schools are already overcrowded.
- We would like to see more sidewalks for children. Also, or dog friendly parks.
- This area is so congested right now- please do something to alleviate traffic. Additionally, it'd be great to have small businesses in this area instead of big box stores. Let's keep Bothell unique.
- There needs to be improvement to the traffic patterns and signal timings. It is already bad heading towards 405 in the morning, the traffic backs up on 228th. More people equal more traffic issues. The infrastructure needs serious upgrades before more people move here.
- There is no mention of middle to low income housing. You are bent on destroying natural reserves. I don't want more people in the area.
- The city's Comprehensive Plan should not compromise economic development and Life Science opportunity in Canyon Park Business Center for the purpose of residential development. CPBC is a vibrant center of economic activity and should be kept that way. There is no zoning available south of Everett that has the impact of the zoned and improved 325 acres of CPBC. The Business Center is anticipated to realize great redevelopment opportunity as more companies move north of Seattle CBD and the Bellevue CBD. There is a great continuing opportunity in CPBC that should not be compromised by the simplistic desire for Mixed Use of the proposed Comprehensive Plan. Furthermore, there is a restriction against residential in the Conditions, Covenants, and Restrictions (CCRs) in the entire area south of 220th Street SE. There is only one undeveloped property remaining in the area north of 220th Street. That property is greatly restricted in its' development by size and conditions of storm water and the new provisions of storm water that will go into effect January 1, 2022.
- Take into account the number of new students being added to the area so schools can be improved and kids have safe ways to get to and from school. 6k new residences is going to add around 1k new students to schools.
- Stop cutting down trees in Bothell to put in too expensive housing!!! Especially without creating more wildlife protection areas!!!
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Residential next to transit is essential.
- Provide flood risk mitigation for properties impacted by new development.
- Protected bike/ped facilities instead of buffered would be far preferable. Paint doesn't stop cars.
- Please add additional parking at the park and rides! If you can't park there in the morning, you can't use transit! you can't
- North Creek trail is in need of repaving. It also has a homeless population that resides in the forested area which sometimes makes me nervous about using the trail.
- Make sure that people can walk/ bike to from park and ride safely.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!

Create places enjoyable for people

1b. What suggestions do you have for improving these recommendations?

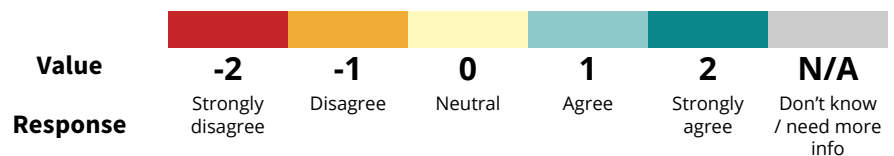
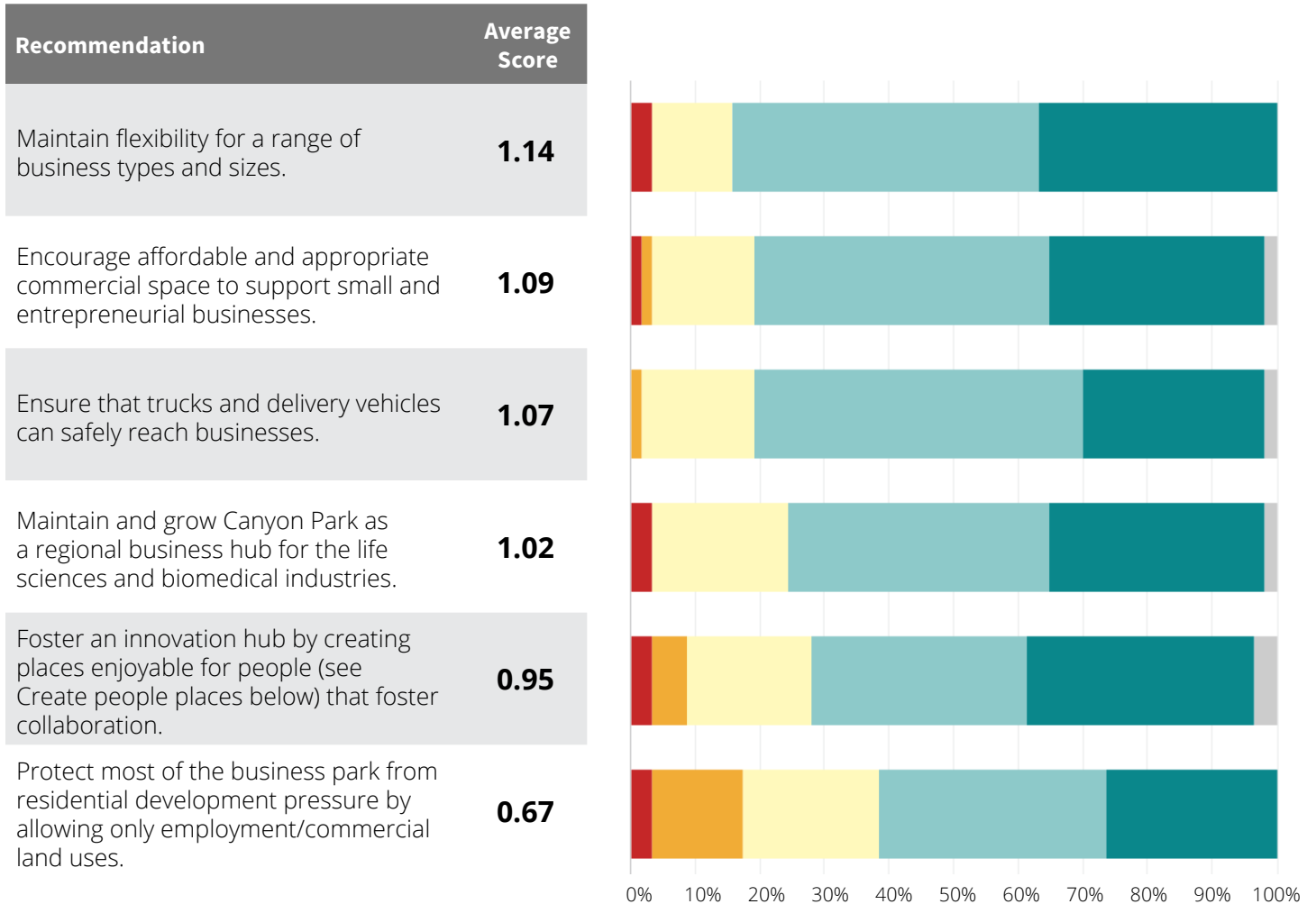
(continued)

- Look at Italy and the concept of the piazza with fountains (splash pad) restaurants cafes ice cream shops, retail as a meeting place in the evening for family and friends. Incorporate pedestrian mall(downtown bothell fails) with open air dining in a park like setting. Unique dining and retail(farmers market) will attract people.
- Limit residential and business development currently planned right along North Creek. Maintain creek corridor as a nature trail and park areas for pedestrians and cyclists to utilize for alternate transportation and relaxation/ play.
- I would like to see more emphasis on walkability. This includes more sidewalks and crosswalks. It's nice to be able to park in one location, and move around from shops to restaurants etc.
- Evolution is the key to accommodating people and maintaining housing and business. Canyon Park is a sandwich problem: more people on the same amount of land.
- Eliminate or hugely reduce required on-site parking. Surface lots kill community and walkability. It's well documented now. Allow for small parcels of land to be developed into viable buildings and allow them to NOT have required parking, or to buy into a nearby parking lot owned by someone else, a municipal lot, leased spaces in a shared lot, etc. This is critical for creating a vibrant business district over time.
- Don't forget to allow for park amenities. Locations along 228th where the North Creek Trail passes would be close to the trail and business park and residential areas.
- A true community gathering space, like Third Place Commons in Lake Forest Park, is a vibrant vital addition to commercial spaces. Please ensure that everyday retail, especially grocery shopping, remains available. When increasing residential density and at the same time restricting parking, essential services must be within walking distance. Don't emulate downtown Bothell, where hundreds of residential units were added, parking was eliminated, and the one central grocery store moved away from downtown. Encouraging use of mass transit is not useful if people still need cars to do daily shopping.

Foster businesses.

2a. How strongly do you agree/disagree with the following recommendations?

57 responses



Foster businesses.

2b. What suggestions do you have for improving these recommendations?

18 responses

- All of these recommendations are great. Bothell is already a great neighborhood and these changes put the city in a great place to grow intelligently and not only support the future growth but to drive the growth.
- Attract big tech to open offices.
- Do not develop the area.
- I like the model that is popular with retail in the bottom floor and office residential on the upper 4 or 5 floors. Residential walk ability is highly desirable, example, Juanita in Kirkland
- I think limiting the business park area to just commercial, is short sighted.
- I used to work for Recology in Canyon Park and I would like to see their Waste Zero team (waste consulting) be utilized during the planning period to make sure all businesses are utilizing optimal sustainable waste practices. This could save money for the property owners and businesses as well! I'm sure there's also some grants available to help establish education as well as infrastructure to meet some LEED goals in waste management.
- It seems like being able to rate all of these things as most important might not generate a whole lot of actionable feedback, but I hope I'm wrong.
- It would be interesting to see some data on who works at the local big companies vs. small businesses (is one the source of more traffic because more non-residents are coming in?) and the tax benefit to the city that the different types of land use provide.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of Bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!
- No housing in the Business Park.
- Omit the requirement of mixed use/residential from the Comp Plan
- Provide roads that can accommodate larger vehicles. Also, provide trails to bike ride to Transportation hubs.
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Special times and access ways for the larger trucks to make deliveries; setup area near 405 for transfers from large trucks to smaller trucks and vans.
- There are too many undefined terms in this survey.
- Think about the traffic and the impacts on those of us living nearby.
- Trucks go in back.
- Try to plan and dictate land use as little as possible so that the area can grow and change organically. Our favorite places to vacation are towns and cities that grew organically with no (or little) zoning code involved. Let's get as close to that as we can and let it evolve without micro-managing all of it.

Foster businesses.

3. How can Bothell best support small businesses as the area grows and changes?

22 responses

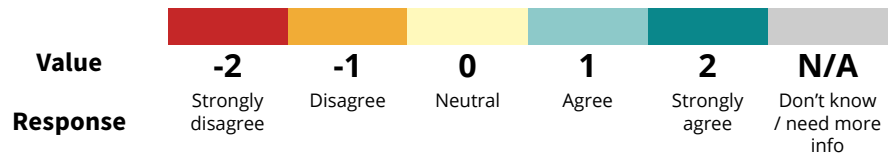
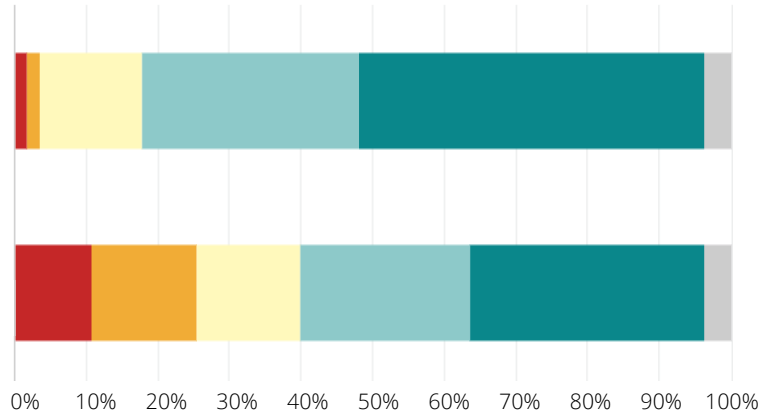
- Designate land , building as incubators for entrepreneurs; offer community grants.
- Affordable leases for business spaces, small business hubs/incubators, studio spaces, commercial kitchen spaces for rental
- Allow for small parcels to be created without parking so that someone can buy a 2,000 sf lot, for example, put a building on it and start a business doing whatever. Let's encourage this and not discourage it as our current codes do with required landscape, parking, buffers, etc. that don't necessarily make a place that people love.
- As suggested above: supporting affordable commercial space as well as affordable housing helps bring innovators to Bothell.
- Brick and mortar businesses may be less desirable for Bothell. Large tech companies maybe the future.
- By making spaces that are friendly for people to be in and making sure that all retail spaces aren't enormous. Encourage people to gather and it's good for small business. Wider sidewalks instead of street parking, narrower lanes and protected bike lanes to slow cars, street trees to shade and cool the area, etc. Make it a place people want to be and people will go there.
- Creating an outdoor farmers market and giving small businesses the opportunity for free space to sell. Creating a fund to help establish small businesses so they can initially compete for a spot before large chains move in. It's pretty sad how canyon park is currently mostly nationwide chains.
- Dont change
- Flexible retail square foot commercial spaces
- Good infrastructure across the board.
- Have monthly innovation gatherings for small businesses- prioritize their opinions over big box companies.
- Improve the pedestrian areas in downtown and parking. Would love to see main street stay closed to car traffic and just allow pedestrians
- Improve traffic flow
- Introduce a small business grant program, with a preference for historically under-represented populations
- Keep costs & fees down for startups, build incubator spaces, allow flexibility in development, and stop requiring so much parking, especially near transit.
- Keep it out of residential areas!!!
- Leave that to the private sector and owners within Canyon Park Business Center.
- Need a ace hardware store in canyon park
- Reduce change of use fees. More affordable space (a 5 year lease with personal guarantee of \$35-\$45/sq ft is pretty hard to swing as a new small business). Could there be a larger group space with smaller pop-up/incubator businesses getting experience?
- Shared space / WeWork type spaces.
- Unsure unless Bothell is willing to assist in low interest business loans as incentives for small business owners.
- We're not gonna be Bellevue and we shouldn't try to Bellevue, there's not enough space. We can pull off Kirkland though, and I'm tired of being another Kenmore.

Be patient.

4a. How strongly do you agree/disagree with the following recommendations?

56 responses

| Recommendation | Average Score |
|---|---------------|
| Make decisions based on the long-range vision and not short-term market or other trends (e.g., residential development feasibility) with quicker results. | 1.26 |
| Allow transit improvements to take root before reconsidering the vision outlined in this plan. | 0.55 |



Be patient.

4b. What suggestions do you have for improving these recommendations?

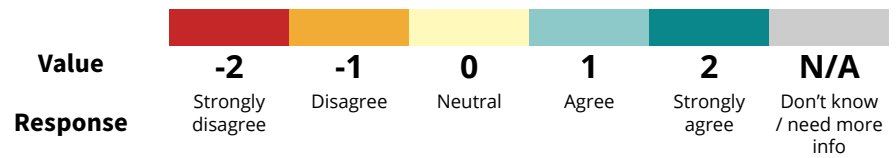
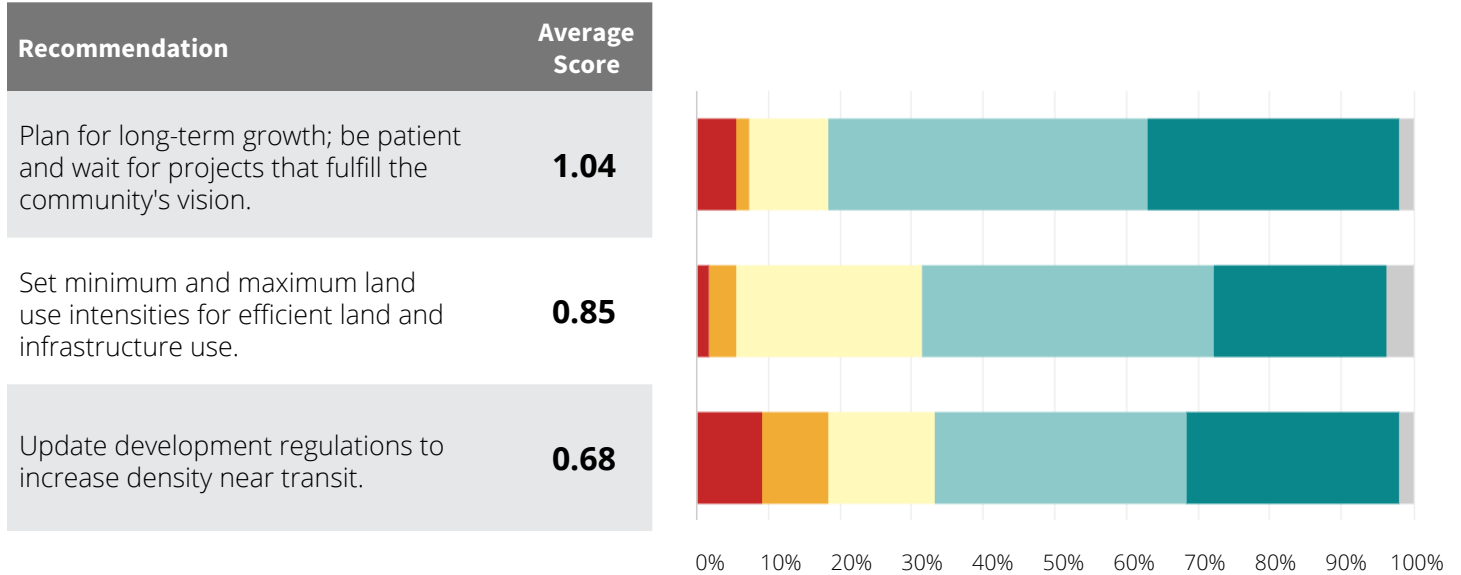
22 responses

- Before transit 405 construction. Build out Kirkland like village with shops and restaurants. That's more fun and will excite the community
- Fix the existing traffic issues and add sidewalks before you lay 1 brick for any of this redevelopment!!!!!!
- How will the park and ride lot be improved? It is currently inadequate.
- If we wait for transit improvements in order to make land use decisions, we're going to affect the transit decisions that are made because on the other side they will wait for land use decisions before they decide on transit improvements. Let's create the demand for more transit. It will get filled. We need to focus on a built environment that will be appropriate for 2050-2150. We **must** be forward-looking and we **must** let go of preconceptions from the 20th century around the built environment and transportation. This development is vital for Bothell's future, and we should be far more concerned with the affect it will have on our grandchildren than it will have on us.
- Let's get started on building the connectivity and allowing for fine grained development immediately. Don't wait for perfect. If we make a place worth visiting and loving, then people will flock there whether we have ample parking or not, and even if they have to walk, ride, or take a bus. Let's get out of the way and let people start to build lovable places, like the urban places in Japan that allow cool, tiny little infill businesses on the smallest slivers of land. People love that!
- Look at the implications of development on the entire neighborhood not just the small bubble of the identified area. Traffic from all the surrounding areas will be impacted by development.
- Regarding the item related to allowing transit improvements to take root: Does this mean to hold off on implementing this plan until transit takes effect or to go forward with it and then reevaluate? I think waiting until the transit improvements take root to form a vision and a plan will put the city behind the curve. This vision is proactive and I think it stands a strong chance to not only leverage the growth but to also drive the growth.
- Residential development should not be a part of the Comprehensive Plan for CPBC. The delay in the plan will not allow the vision of the plan. It will be just a delay.
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Should balance on both serving a long term vision and some bias for action to make visible progress. The vision could and should evolve over time, and we can't wait until everything perfectly aligned with the vision before making any changes. Prioritize changes that aligns with the vision, allow changes that addresses immediate needs even if it doesn't fit long term. Limit big investment that doesn't align with long-term vision. Transit deserves to be improved regardless, and should have positive impact across the board and help with any vision that need people, residents or employees.
- Take a moment and breathe- Bothell has had incredible growth in the last five years and to make sure our development is well done and sustainable, we should take a year off from building to allow the infrastructure to recover and really think about what we want Bothell to be.
- The traffic congestion in the Canyon Park area is already unbearable. Do something now, keeping in mind that in 30,40, 50 years the increase in population and build the area for that population not for what you expect in 20 years.
- We are mature and have enough people sense to build infrastructure and let it season before trying new visions!!!!!!

Accommodate expected growth.

5a. How strongly do you agree/disagree with the following recommendations?

54 responses



Accommodate expected growth.

5b. What suggestions do you have for improving these recommendations?

22 responses

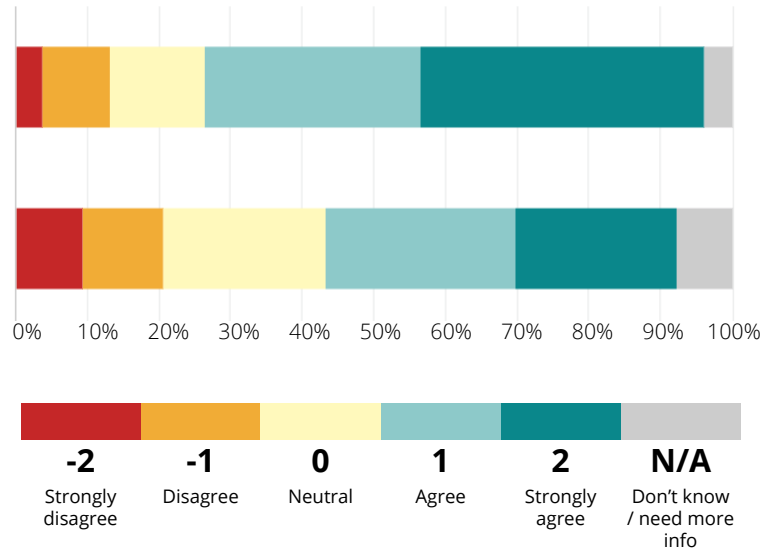
- Again, please look at the traffic patterns and infrastructure currently in place. Traffic is already bad. This needs to be improved before more people move here.
- Consider the residence that already live in the area. If you change the land use in the area south of 405 you will force people that live nearby to get in their cars to get services they get now by walking (groceries, drugstore, banking, restaurants) Increasing the already difficult traffic issues.
- Eliminate required parking minimums and instead having parking maximums. Developers know exactly how much parking their projects need to thrive and they will build what they need and no more. Leave it to them. More and more cities are realizing how bad an idea it was to dictate parking minimums and how they make projects infeasible and destroy community. Manage public parking, don't mandate it, and let the market take care of those who need to drive cars; allowing them to pay the costs as well. We should not be subsidizing climate change via parking and extra roadways. It's time to stop. Now. And let those who drive pay for the true costs of driving.
- I'm not a big fan of maximum land use intensities. If someone wants to build in a way that brings us more activity units, more tax revenue, and more vibrancy I think they should be able to. But I do absolutely think that we should prioritize efficient land use and that parking is not efficient and parking also drives transportation mode choice. I don't think we should require any parking for businesses in CP and also think we should have parking maximums. If there's anything people will hop on a bus for it's getting to their bio-tech job. People hate the traffic that is there already, why would we force developers to build something they don't want to build that brings even more cars into the subarea?
- I'm not afraid of density; police and mass transit are necessary infrastructure.
- Include green space for people.
- Leave natural reserves alone.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!
- Needs careful coordination of business development and high density regulations. Doesn't make sense to build skyscrapers before there're decent business opportunities that could attract people to fill the density. But also can't let low density development use up all the lands before business development brings more people.
- No significant changes needed here.
- Plan on building a walkable community. Boulder Colorado is a good example
- Planning for schools and education needs looks to be missing in the planning.
- Please do not remove parks, trees, and sidewalks for high density housing. Many sidewalks in downtown Bothell near the Bothell library are very difficult to traverse because of lack of parking. People park on the street and children don't have sidewalks to go to the library. Poor planning. We need to provide safe roads!
- Please make sure we aren't growing too quickly that our infrastructure falls apart. I know the money big companies can bring to Bothell is alluring but let's not lose our charm.
- set goals, measure results, and make incremental tweaks throughout as well
- This would mean that the City would determine those projects that fulfill the community's vision, or a committee thereof, which would impose an impasse on decision making. Only a definitive zoning code has predictability and responds to the market.

Make sure expected development is financially feasible.

6a. How strongly do you agree/disagree with the following recommendations?

53 responses

| Recommendation | Average Score |
|--|---------------|
| Leverage public investment in critical infrastructure, gathering places, and trails to attract private investment. | 0.96 |
| Use parking reductions, height increases, and other tools to make development and redevelopment more feasible. | 0.45 |



6b. What suggestions do you have for improving these recommendations?

53 responses

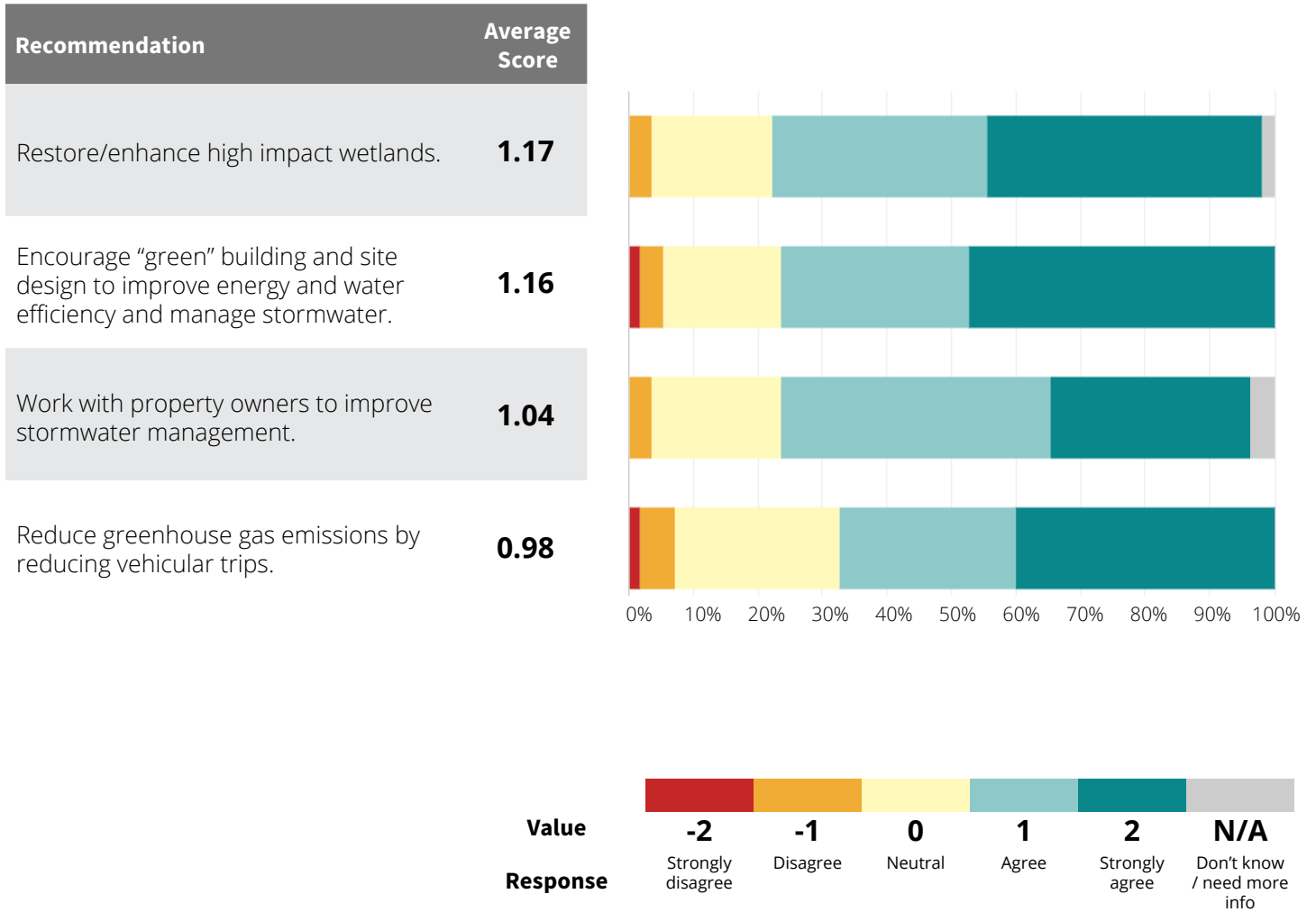
- Along with density comes higher taxes to support infrastructure. I'm willing to pay my share!!!!
- As an example, 20th Street SE should be extended to Maltby Road with participation by the Transportation Improvement Board, Canyon Park property owners and the City of Bothell.
- As I said previously, just eliminate required parking minimums for projects. They are destructive. Make parking maximums and leave it to developers to decide how much parking they need. Do create lovable public places where people can gather together. Allow restaurants to spill into plazas and sidewalks and rent that space to them.
- As Seattle and other major cities have experienced, decreasing parking in high density housing aggravates residential streets as apartment dwellers park in neighborhoods and walk to their apartments. It is absolutely idiotic to reduce parking in any high density development! Bothell has been a suburban paradise, and poorly planned and badly developed high density population centers will ruin the character of the city and perpetuate urban blight.

- Concert space/ amphitheater, water features/ fountains in public spaces m, improve bike paths and trails to Canyon Park from downtown
- I may not have a strong enough understanding of the planned transit changes, but I am concerned with reducing parking, as the bus route infrastructure does not facilitate easy transit from some nearby neighborhoods.
- I see I talked about parking perhaps a question too early. Yes. Make redevelopment easier, reduce traffic in the subarea, help us hit our climate goals, increase the tax revenue that can be realized from redevelopment, reduce the cost to build housing, do all of those things by allowing more development and requiring less (zero would be preferable) parking
- No more tax raises. Bring in private investment you want houses. Have a builder build them
- PLEASE DO NOT make us a city full of tall buildings. We're not Seattle or Bellevue. Let's keep our buildings short. We all live in Bothell for a reason- we don't want to live in the city.
- Please provide safe places for children to play. For example, children enjoy playing basketball. Why not install a few basketball hoops and benches for them to play?

Maintain a high quality natural environment.

7a. How strongly do you agree/disagree with the following recommendations?

55 responses



Maintain a high quality natural environment.

7b. What suggestions do you have for improving these recommendations?

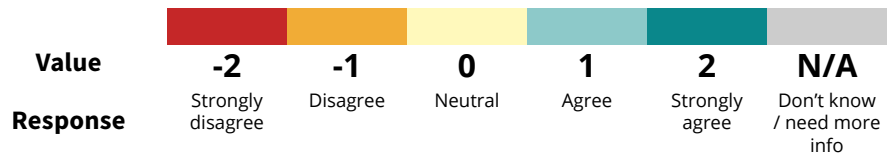
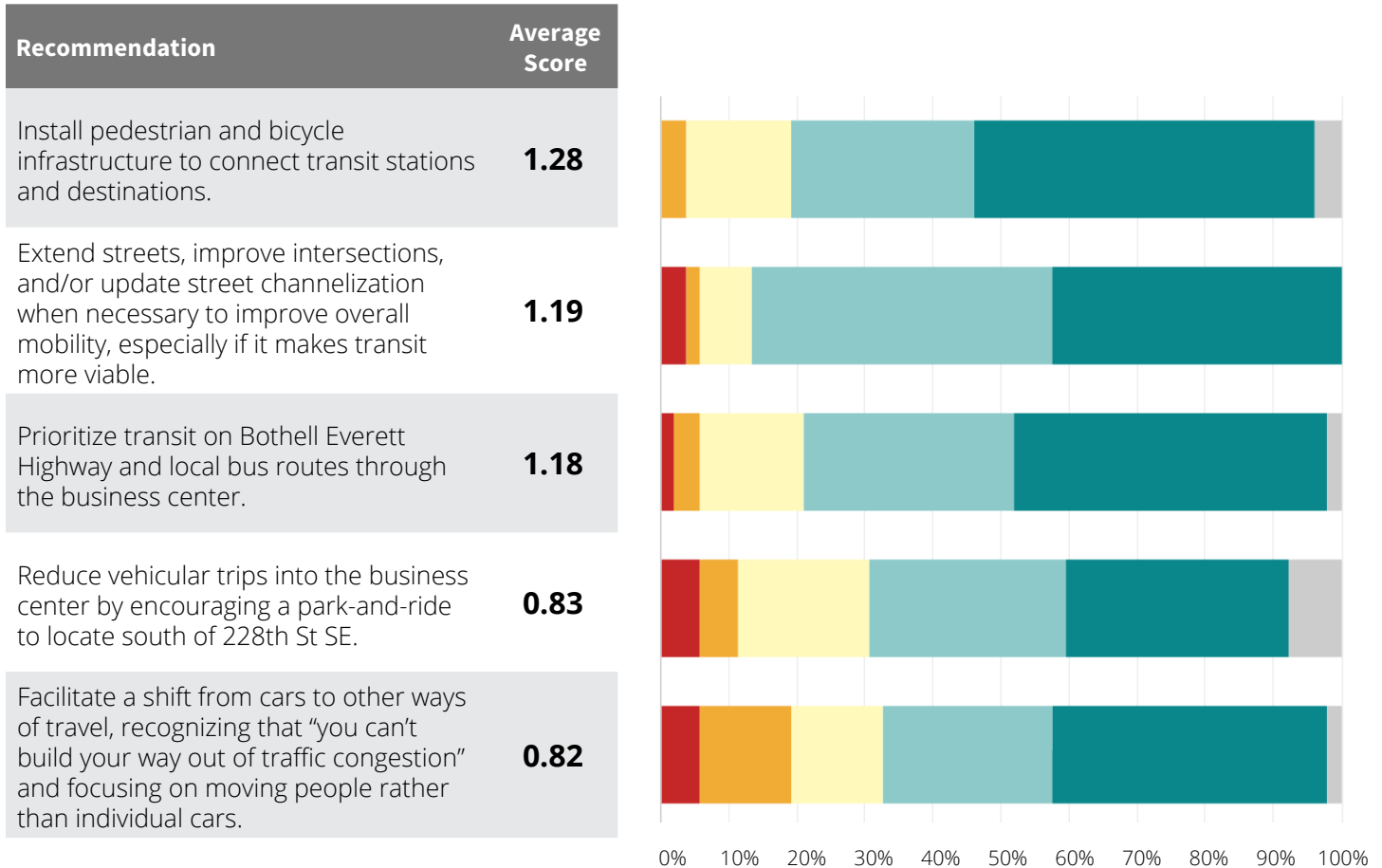
8 responses

- I like the idea of verifying “green” building performance. The Seattle Benchmarking program is a great example of making data more visible and providing incentives to make buildings perform at their peak efficiency. Since the bulk of our buildings are existing (versus new construction), there’s a substantial payoff to be gained from fine tuning and maintaining systems.
- Lower the density of housing south of 228th!!! Your traffic impact estimates are already lower than the actual traffic in these areas!!! High density housing on the 228th/15th street corridor will create traffic nightmares for all residents of Bothell!!! Vacate the residential easements and close the nuisance walkways and alleys where drug activity and graffiti are major issues in this area!
- Provide as much open/green space as possible. As more people are crowded into less space they need opportunities to engage with nature and have access to open public spaces. Miner’s Park, just outside Bothell, is an excellent example of this concept. It was built at the same time as many housing units went in nearby and it has been highly utilized since its opening. Obviously, it was needed.
- Push for all infrastructure and building improvements to be environmentally Friendly; solar on roofs, electric vehicle charging stations, safe trails and sidewalks for pedestrians, bikes, and scooters.
- Support the enhancement of the property bordering 228th Street adjacent to the CP Detention Pond.
- Use landscaping to drain storm water and filter run off
- We are a region that needs to solve stormwater. As a city, we can model tight control to contain large effects. Some of the management needs to be legislative decisions for public safety that override property rights.
- You want to reduce vehicular trips yet want to start building the 405 overpass HOT route. That’s hypocritical. That’s a ton of vehicles to build that. Course you won’t listen

Provide a functional transportation system.

8a. How strongly do you agree/disagree with the following recommendations?

52 responses



Provide a functional transportation system.

8b. What suggestions do you have for improving these recommendations?

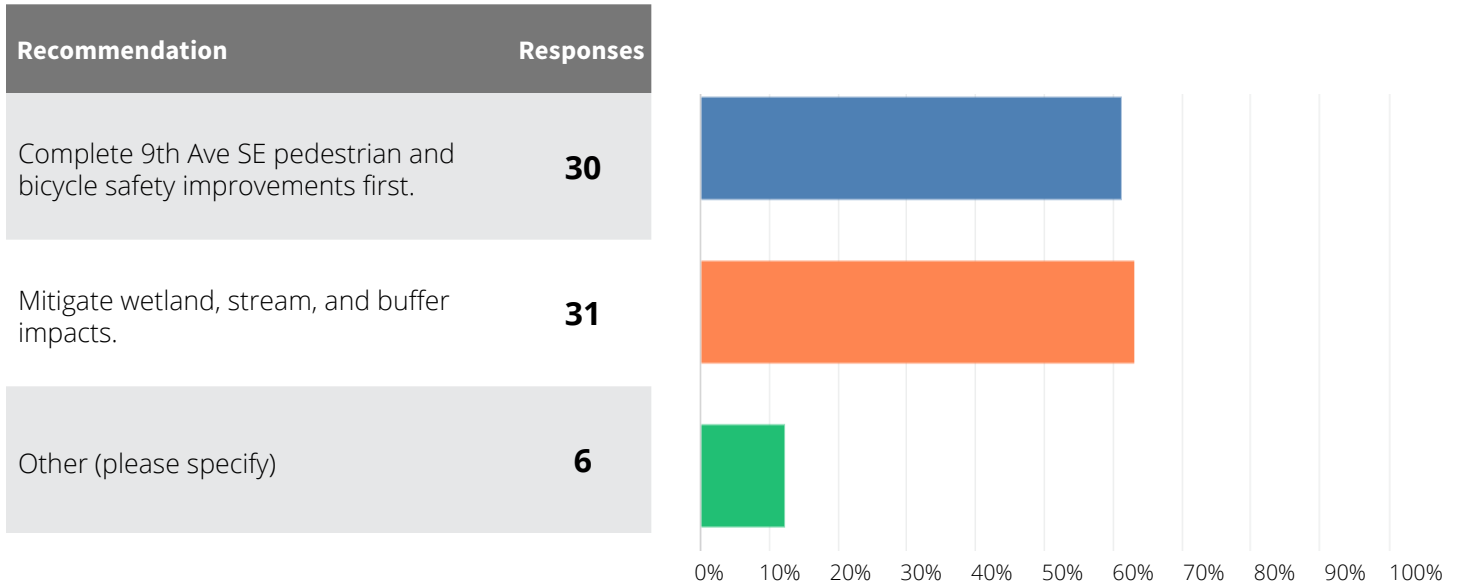
14 responses

- Also encourage the buildings--through design recommendations?-- to be more accessible to those who aren't travelling by car. For instance, arriving in Canyon Park on foot you need to go through large parking lots to get to many of the businesses.
- Do NOT extend 214th through to 9th S.E.
- Don't build bike paths no one will use!
- -Extension of 20th Street SE to Maltby Road with participation with the Transportation Improvement Board grants, forming of an LID with the owners of CPBC and participation and cooperation with the City of Bothell. -Extend 214th Ave SE to 9th Street.
- I particularly like this section as I understand the problem of more people on the same amount of land. Walking in the Business Park is a favorite activity.
- improve traffic/transit BEFORE adding more residents
- It seems that on one hand we say that we can't build our way out of congestion and then we suggest building new roads to alleviate congestion. Which one is it? We should sell out for bikes/ped/transit in the subarea. There's no way we can "fix" traffic so why spend significant sums of money trying? Any lane capacity additions should be bus/bike/ped only.
- Park and ride could be underground
- Please don't only think that everyone can carpool. We moved here over 20years ago because it was what we could afford. I do not work here and that isn't an option. I don't want to be "punished" for not carpooling. I did when I was able. That is no longer possible.
- Please improve the parking at the local library, in Bothell. Many people park in this lot that are not at the library. They live in the housing nearby.
- Reduce vehicular trips into the business center by encouraging a park-and-ride to locate south of 228th St SE. Just want to make sure this should be a voluntary and natural shift instead of forced regulatory actions.
- Stop with more busses. Connect PCC with the other side of 405.
- Use of more individual means of transport, such as Lime scooters, can lead to more congestion and dangerous situations on sidewalks and trails. Consider adding such vehicles with caution.
- A park and ride south of 228th is absolutely useless and alarmingly foolish, as it will exacerbate all of the already existing traffic issues, and result in an increase in criminal activity in the nearby neighborhoods. Fix the streets!!! Add sidewalks to every street!! Tax developers to increase traffic capacity for the entire corridor that they build on!!

Provide a functional transportation system

9. If Bothell needs to extend 214th St SE westward to 9th Ave SE, what are the most important considerations? (Select all that apply.)

49 responses



Other considerations:

- Consider a roundabout at the future intersection of 9th and 214th to mitigate traffic flow through that area near the school.
- Consider the added impact it could have on 228th.
- Do not extend 214th S.E. westward to 9th Ave. SE
- Ensure a trail is made first
- Ensure that the street is built at least 80 feet wide
- Leave the wetlands alone.

Provide a functional transportation system

10. What did we miss in this approach to transit? How would you improve it?

12 responses

Responses:

- Connect these lanes to downtown Bothell.
- Connecting Canyon Park with downtown via transit is not addressed in detail in this plan but I believe is a necessary part of integrating a reimagine Canyon Park into Bothell, otherwise it will be a destination that is difficult to access for anyone who does not live in and around the Subarea
- Extend to the south to 228th Street SE
- looks fine
- Rapid transit on Bothell Everett Highway is a great concept but it only goes as far south as the Canyon Park Park and Ride, which is not a center for anything. It should be continued south to downtown Bothell and Highway 522.
- Residence and Bothell should have a reduced fee for the use of these lanes? Sadly, we are not able to avoid the tolls because of our location. Bothell residents should receive a discount.
- Stop removing lanes for busses. It's unfair to people that cannot take the buss due to odd work hours
- Support the Business Parks with the transit to move people.
- there's no transit from highway 9 down either maltby or down 228th. a large portion of the business park comes from this area, they would still drive in order to get to the park and ride so it's not reducing the traffic flow in that area
- This is a horribly stupid idea!!! It will make the traffic even worse!!! It currently takes 25-35 minutes to move 4 miles up this corridor during rush hours!!!! Buses should use alternate routes to keep pedestrians off of this thoroughfare!!!!
- Transit should be prioritized massively over single-occupancy vehicle travel. Would there be cameras for enforcement?
- Transit should loop to 524 and 9th; transit should run on 9th

Provide a functional transportation system

11. Which projects should be the highest priority? (Rank your top 5.)

49 responses

| Recommendation | Average score |
|--|---------------|
| M-1. Sidewalk/bike route on 214th St SE (if extending). | 2.21 |
| O-1. Sidewalk/bike trail on 220th St SE. | 1.79 |
| M-2. Sidewalk/bike route and crossings with 20th Ave SE extension to Maltby Rd. | 1.53 |
| C-1. Protected bike lanes and buffered sidewalks on both sides of 9th Ave SE from 228th St SE to 208th St SE (SR 524). | 1.42 |
| O-6. Work with WSDOT to improve the pedestrian/bike experience on 228th St SE under I-405 (e.g., bollards protecting bike lanes and/or path added behind columns). | 1.32 |
| O-2. Sharrows (shared bike/vehicular lane markings) or 20th Ave SE (between 220th and 222nd), 222nd St SE, and 223rd St SE. | 0.95 |
| C-3. Pedestrian/bicycle crossing with Rectangular Rapid Flashing Beacons (RRFB) on 220th St SE for the North Creek Trail. Extend the existing north side trail westward to 17th Ave SE to complete a missing link. | 0.74 |
| C-2. Work with WSDOT to complete the east side cycle track, sidewalks, and safe pedestrian/bike crossings on 17th Ave SE as part of WSDOT's 17th Ave SE Express Toll Lane (ETL) improvements project. | 0.74 |
| O-3. Buffered bike lanes on 23rd Dr SE, 224th St SE, and 20th Ave SE south of 222nd St SE as marked on Figure 2. | 0.61 |
| O-4. Buffered bike lanes on 26th/29th Ave SE between 220th St SE and 228th St SE. | 0.53 |
| O-5. Uphill climbing lanes on the east side of 26th Pl SE, 30th Dr SE, and 223rd St SE between 30th Dr SE and 29th Dr SE | 0.13 |

12. Other priorities:

- Connect Burke Gilman Trail to the north Creek trail
- Extend second lanes on 228th from 19th to highway 9

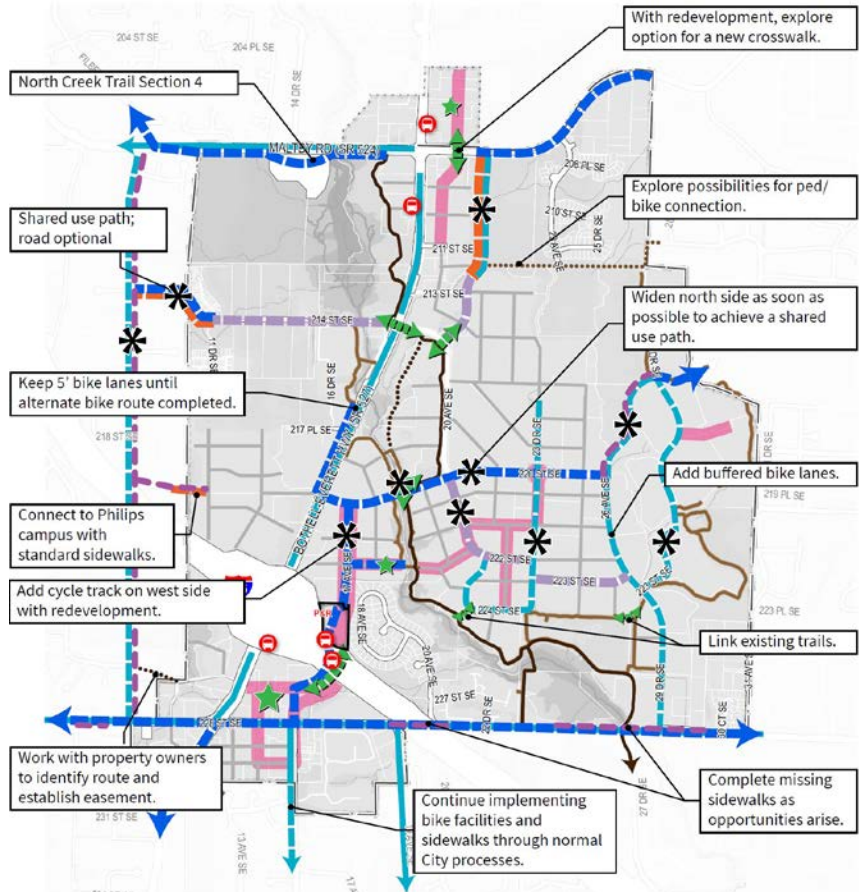
Provide a functional transportation system

13. What projects are missing from this map?

12 responses

Responses:

- A bike/pedestrian trail connecting the Burke Gilman to the North Creek Trail
- Extend second lanes on 228th from 19th to highway 9. This would make highway 9 more accessible and feasible as an alternative route
- Please add additional lighting and sidewalks At the Bothell Landing Park.
- Add bike lanes/enhancements. Try to not take away from motor vehicle lanes and try to keep lanes as simple (not confusing) as possible.
- Bike and pedestrian path connection to 31st Ave SE to the North Creek Trail
- Bike Lane of 31st Ave SE that could link into the open space or Park between the T-Mobile building and 31st Ave as part of that area being a a park
- I'd be curious to see statistics on how many walkers and bikers are using this area right now. It would influence my ideas on how important investing many millions of dollars in improvements are.
- I'm not interested in bikes.
- Improvements at BEH & 228th. Pedestrian improvements to get to the transit station from South of 228th
- North creek trail section 4

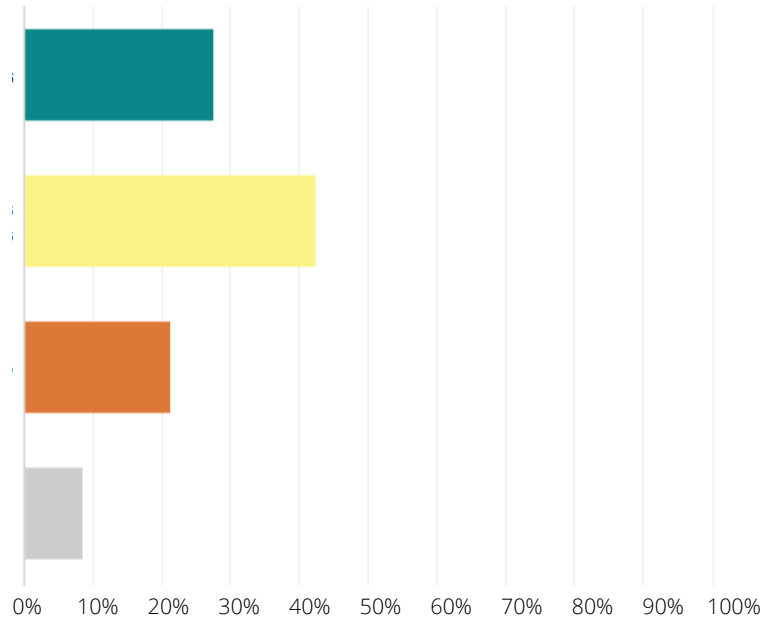


Review

14. Does the Draft Canyon Park Subarea Plan capture your vision for Canyon Park?

47 responses

| Recommendation | Responses |
|--------------------------------|-----------|
| Yes | 13 |
| Mostly/needs some updates | 20 |
| No | 10 |
| Not sure/need more information | 4 |



Review

15. What did we miss?

20 responses

- You exclude the impacts it will have to the area that are not considered Canyon Park but border with the area.
- Too much high density along North Creek, not enough open recreational space, parks.
- Thinking about integrating the residences north of 524 and west of 527. These areas lie just north of canyon park. Revisiting transit. This is something that may not be as big as we thought, given COVID-19 risk reduction
- Thinking about added kids and families moving into the area and it's impact on schooling needs.
- There isn't a whole lot of information about how things will be improved for people who are driving cars. Unfortunately, that is nearly everyone. I appreciate and hope for a future where this is not the case so I'm glad you are planning to make it easier and safer, but I also am cognizant of the fact that wanting people to change their habits doesn't always mean they will.
- The reconciliation of the Plan and traffic and storm water requirements with CPBC. The Plan will not be operable since these issues cannot be satisfied without changes in the Bothell Code for peak hour traffic (LOS) and satisfying the new requirement of storm water.
- The impact on surrounding neighborhoods
- Schools? Including bus, biking, and walking routes as necessary
- Roads within Canyon Park Business Center are private and need to be addressed before anything should move forward. The current infrastructure will not accommodate the growth potential
- Rid from PCC to the transit park and ride instead of Bothell-Everett Highway route
- Parks
- My main concern is damage to wetlands & North Creek, & increased flooding that usually comes with increased development. The existing park & ride has already caused increased flooding in our neighborhood, so I'm especially concerned that further development will not add to increased storm water run-off into the creek. Also, I missed the plans for improved/added parks?
- Integrating a reimagined Canyon Park into the City of Bothell and connecting it to downtown via transit, bike and pedestrians options
- I like your attempt to support the Business Park and transportation.
- I have concerns about real public spaces within all the commercial space.
- I am still concerned about the current traffic struggles. These need fixing before more people come here.
- High density apartment development south of 228th is too close to neighborhoods and will destroy the character of them and decrease their value
- Fails to address current and future traffic congestion within & surrounding the Park. The City must take ownership of the roads.
- Eliminate all parking minimums for new projects and make parking maximums instead.
- Difficult to read and respond to the bike plan on this survey

Review

16. What do you like about the draft plan?

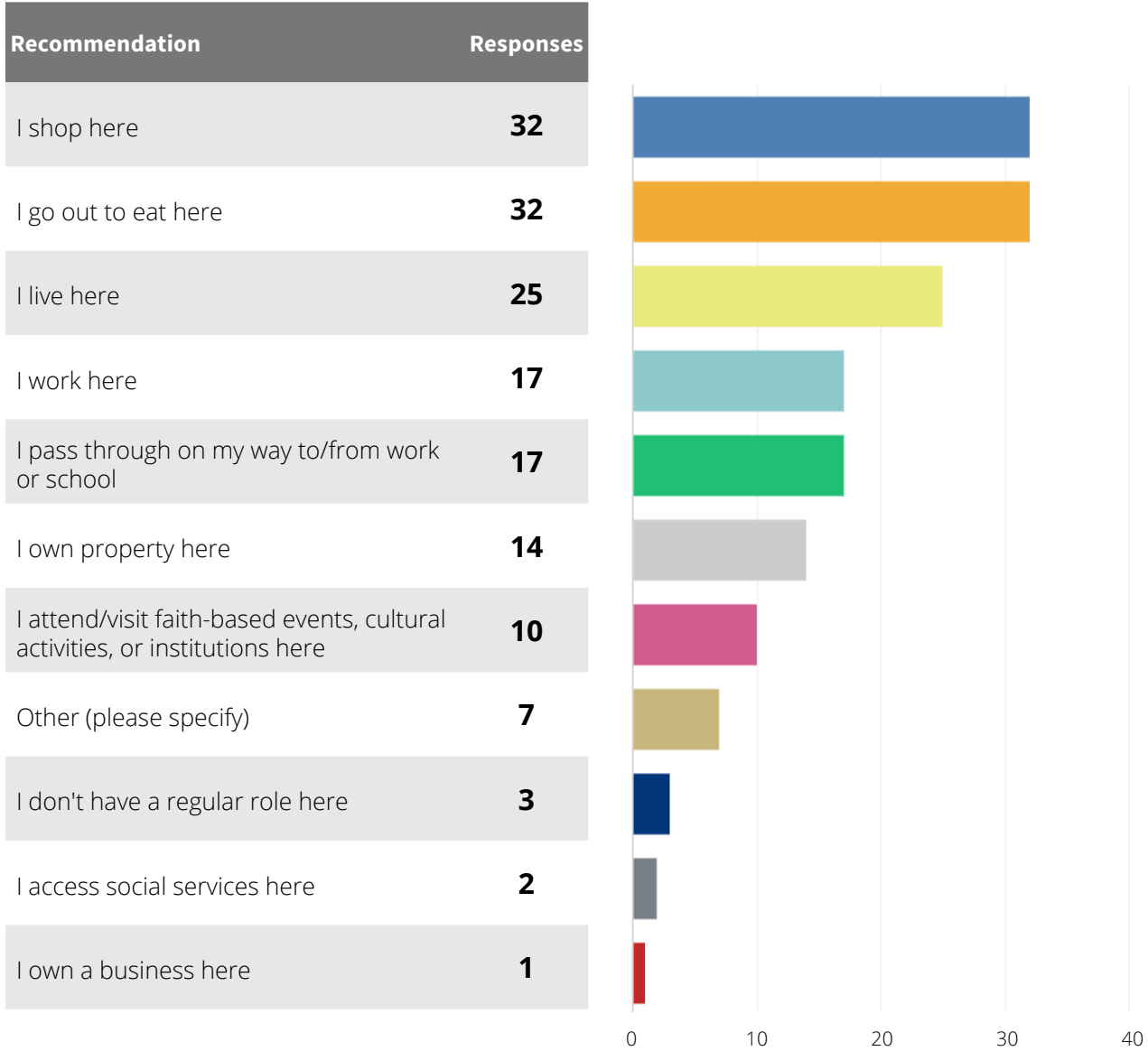
20 responses

- A good vision of the future.
- Adding capacity to the business parks north of 405
- Bike and waking trail plans
- Concentrating growth around transportation hubs. Encouraging bio/tech companies at Canyon Park. Emphasis on green space.
- Emphasis on transit.
- Encouraging non-car traffic in a fair way, encouraging responsible density, 24 hour neighborhoods with services and retail to promote community and limit traffic
- Everything else
- Expanding bus/rapid transit options for those who work in the area.
- Focus on safety improvements so people feel comfortable using public spaces and transit
- I like the addition of sidewalks and bike lanes. Canyon Park is missing a lot of this!
- I like the emphasis in verbiage about moving away from SOV dependence. Let's double down on that.
- I love the addition of sidewalks, bike lanes, parks and better public transit.
- It tackles a very difficult problem which is how to we start to make good urbanism for people out of autocratic, dangerous development from the 20th c. This is a great framework to begin with. Great work!
- Looks like a lot of thought has gone into it, & if development is inevitable, it's better to have a plan.
- Opportunity to learn about new urban centers and planning
- The fact that we have a plan
- The multi use concept for the area which increases the number of people living near employment opportunities and transit
- The plans for improving pedestrian and bike traffic.
- very thorough.
- You are grappling with increased population early. We need the time to evolve.

Demographics

17. What is your role in Cayon Park? (select all that apply)

48 responses



Demographics

18. In what zip code do you live?

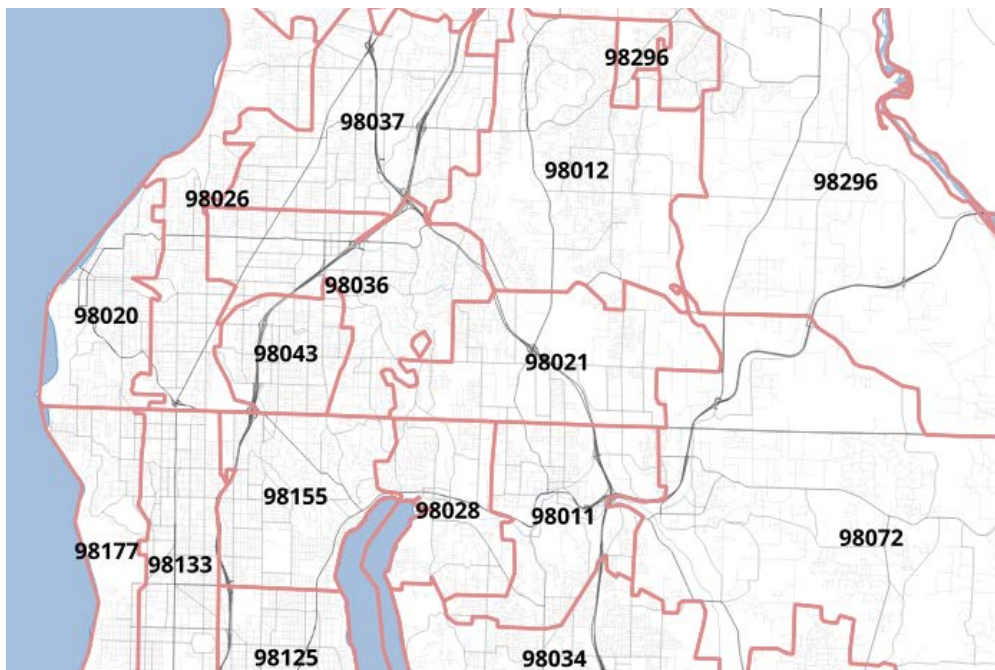
39 responses

| Zip code | Responses |
|----------|-----------|
| 98021 | 20 |
| 98011 | 8 |
| 98012 | 3 |
| 98296 | 2 |
| Other | 6 |

19. In what zip code do you work (or travel to most frequently)?

34 responses

| Zip code | Responses |
|----------|-----------|
| 98021 | 12 |
| 98011 | 8 |
| Other | 14 |



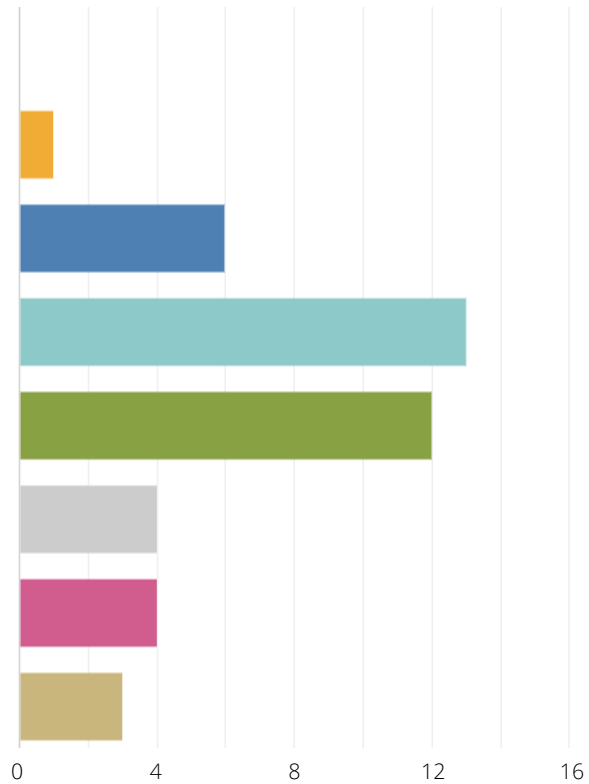
Zip code map

Demographics

20. What is your age?

43 responses

| Recommendation | Responses |
|----------------|-----------|
| Under 18 | 0 |
| 18 to 24 | 1 |
| 25 to 34 | 6 |
| 35 to 44 | 13 |
| 45 to 54 | 12 |
| 55 to 64 | 4 |
| 65 to 74 | 4 |
| 75 or older | 3 |



21. This question is optional and is used to help Bothell understand if its public engagement methods are reaching a representative population. Please self-describe your ethnicity/race/origin:

19 responses

| Zip code | Responses |
|---------------------|-----------|
| White/Caucasian | 16 |
| Mixed race/biracial | 2 |
| Asian | 1 |