

# MIDTOWN SUBAREA PLAN

**Public Hearing Draft November 2024**

## HOW TO READ THIS DRAFT

**Note:** This is the public hearing draft of the subarea plan—it may be revised further prior to adoption based on comments at the public hearing and final legislative review. The subarea name was revised from Red Barn in the first draft to Midtown based on public engagement in 2024. Revisions to the name are not tracked for simplicity.

Goals and policies which are new are preceded by the word “new” in brackets like this: [NEW].

Goals and policies which are based on those from the prior Country Village / Lake Pleasant / Bothell-Everett Highway Subarea Plan show the old goal or policy number in brackets like this: [NE-1].

Tracked changes show revisions made since the April public draft (except for the revised subarea name).

## INTRODUCTION

The Midtown Subarea Plan provides the framework for household and job growth in the Midtown Subarea and contains specific goals, policies, and strategies to support this area of the city. This Subarea Plan is a long-term strategy that supports and guides City actions, future investment decisions, and existing long-range planning, including the 2024 Imagine Bothell Comprehensive Plan Update.

The Midtown Subarea Plan includes:

- A summary of current conditions in the subarea, including the natural and built environments.
- Four goals for the subarea and recommended policies and actions to support the goals.
- An overview of planned future land use designations and how these support the goals and future vision for the subarea.

Four key goals were identified for the subarea based on initial community engagement, existing conditions, and conversations with the Bothell Planning Commission and City Council. These goals are:

- Engage Midtown to understand people's lived experiences and develop policies to ensure people can continue to live and work in Midtown.
- Midtown is a regional hub supported by investments in economic development, environmental conservation, and capacity-building opportunities.
- Increase social and economic opportunities for all through land use and transportation improvements in the Midtown Subarea, with Bothell-Everett Highway/Bothell Way NE as the mobility spine.
- Diverse affordable housing options for future Bothell generations are available in the subarea.

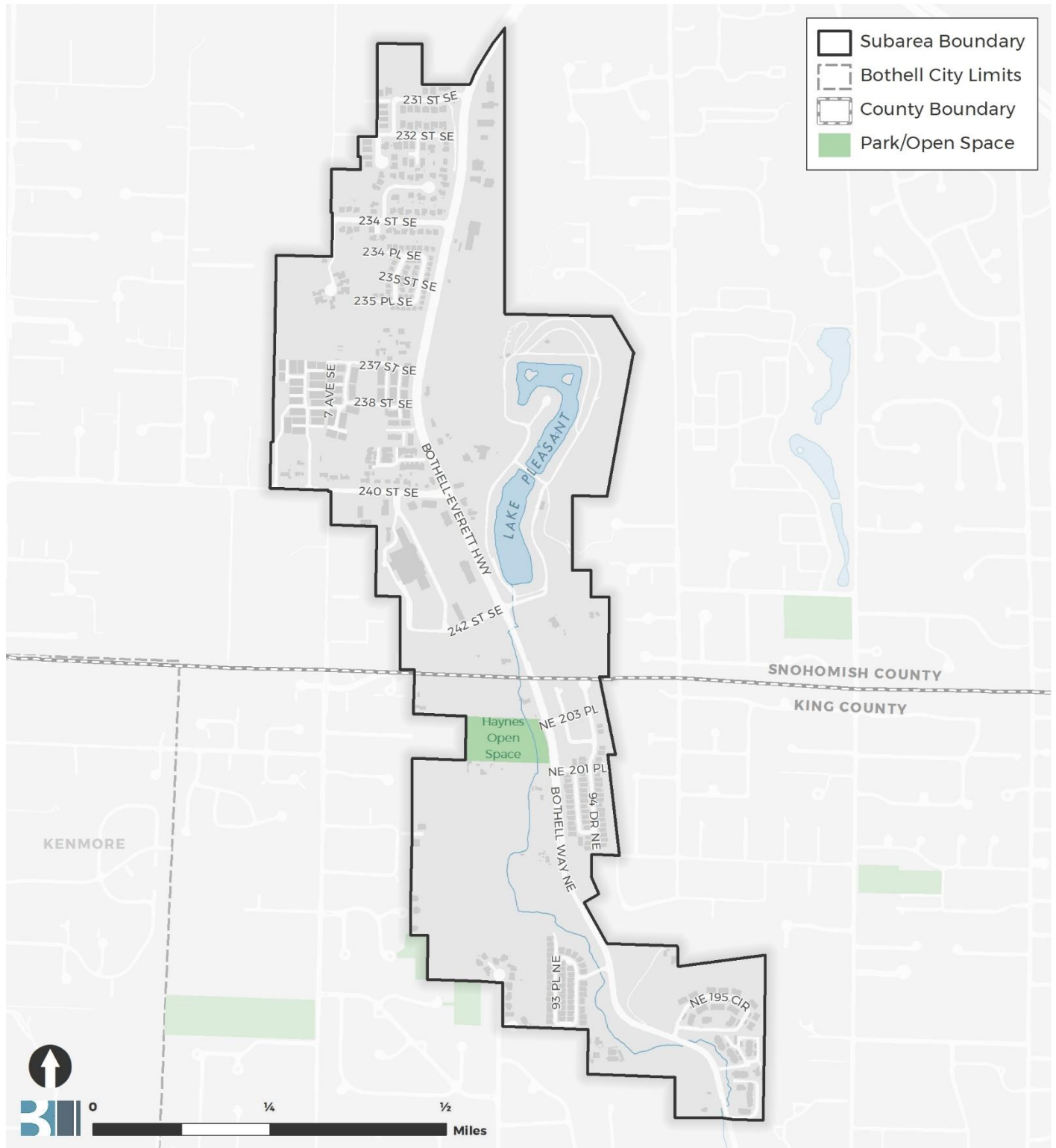
# SUBAREA PROFILE

## Location

The Midtown Subarea, as shown in **Exhibit 1**, straddles the Snohomish-King County boundary line along Bothell-Everett Highway/Bothell Way NE and connects the retail, employment, and service centers in Downtown and Canyon Park. The subarea's location along Bothell-Everett Highway/Bothell Way NE, a nine-mile highway that connects Bothell with Seattle, Mill Creek, and Everett, makes it an important area for focused growth. The Midtown subarea is close to many amenities, including parks, schools, commercial districts, and nodes in other subareas. Nearby parks include North Creek Forest and Cedar Grove Park. Nearby schools include Maywood Hills Elementary, Westhill Elementary School, and Innovation Lab High School. Nearby neighborhoods and commercial districts include Downtown and Canyon Park.

The Snohomish County portion of the subarea is currently listed as a Candidate Countywide Growth Center in the Snohomish County Countywide Planning Policies (CPPs). Countywide growth centers are intended to serve important roles for equitably concentrating jobs, housing, shopping, and recreational opportunities. They are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Exhibit 1. Midtown Subarea



Sources: City of Bothell, 2024; BERK, 2024.

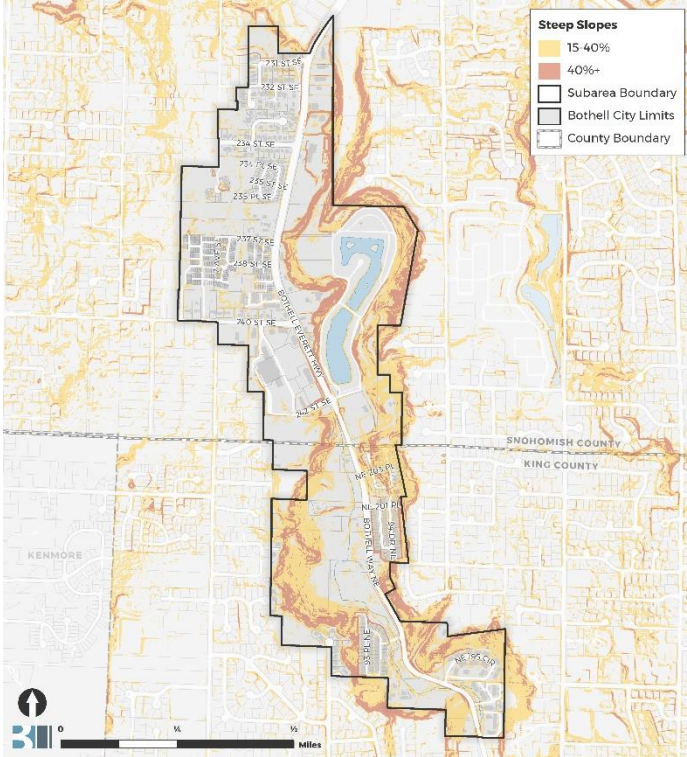
## **Natural Environment**

Lake Pleasant and Horse Creek are within the Midtown Subarea. Both the lake and stream are within a broad north-south ravine. The slopes of the ravine are identified as areas with very severe erosion hazard and landslide hazard areas. Lake Pleasant and the surrounding low-lying areas are mapped as a liquefaction hazard. Policies in this subarea plan aim to address soil erosion and mitigate landslide and liquefaction risk. A small amount of moderate flooding risk is also mapped along Horse Creek. See **Exhibit 2**.

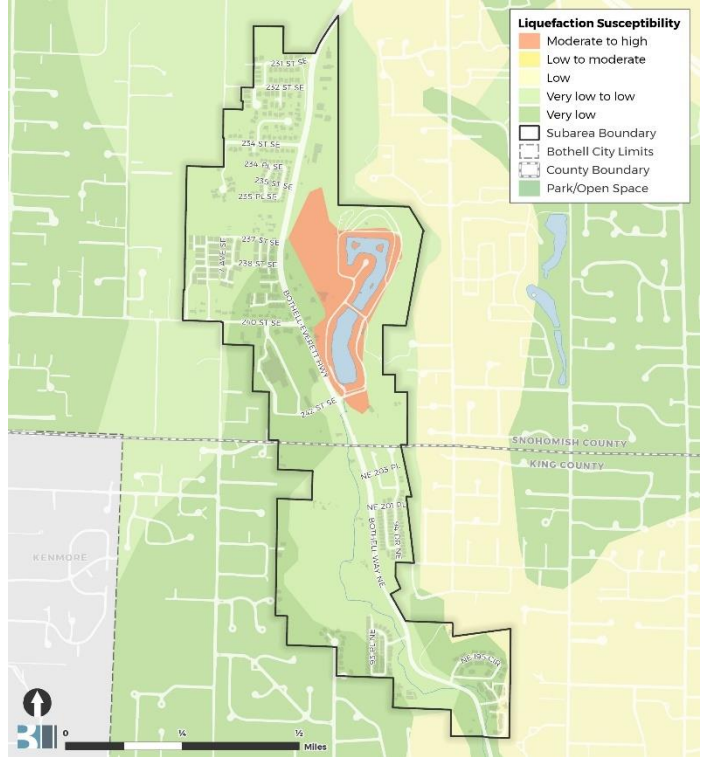
The subarea also contains habitat patches consisting of wetlands, streams, and open spaces that provide a wildlife habitat corridor despite urban fragmentation. See **Exhibit 3**. No fish species listed under the Endangered Species Act (ESA) are documented in Horse Creek or Lake Pleasant. Recent and future stream improvements are expected to implement Washington State Department of Fish and Wildlife (WDFW) fish passage design requirements and increase accessible stream reaches and tributaries. This may change the mapped salmonid fish distribution relative to Horse Creek and Lake Pleasant.

### Exhibit 2. Critical Areas in the Midtown Subarea

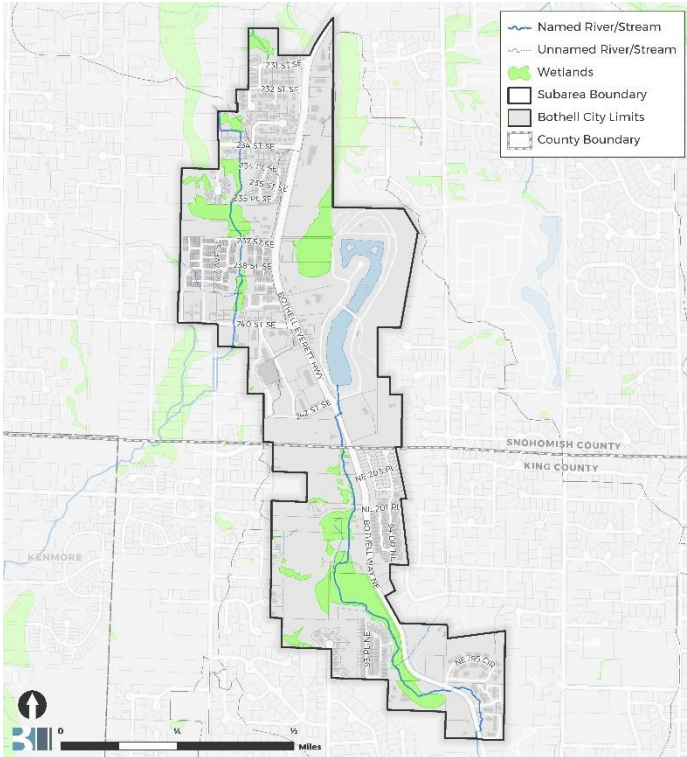
#### Steep Slopes



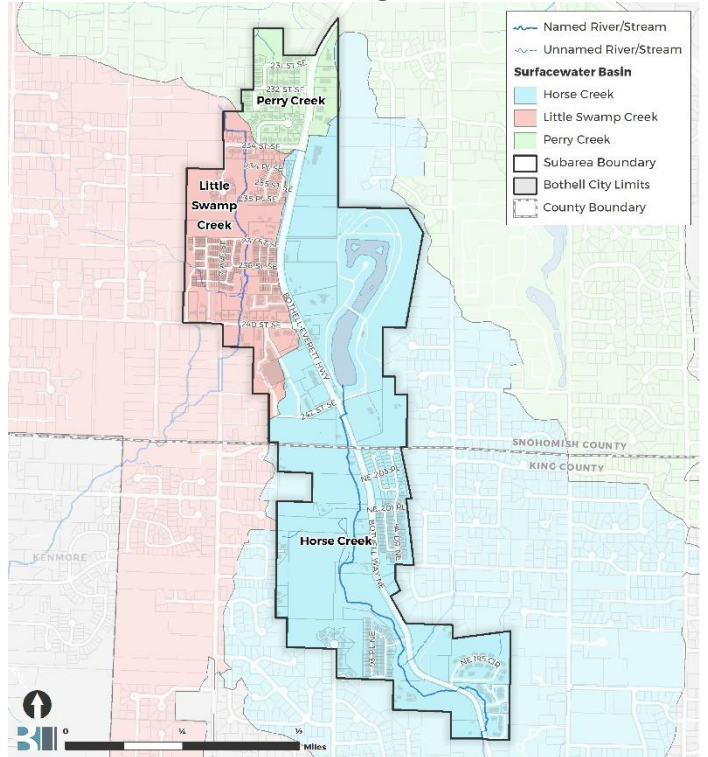
#### Liquefaction Areas



#### Wetlands and Streams

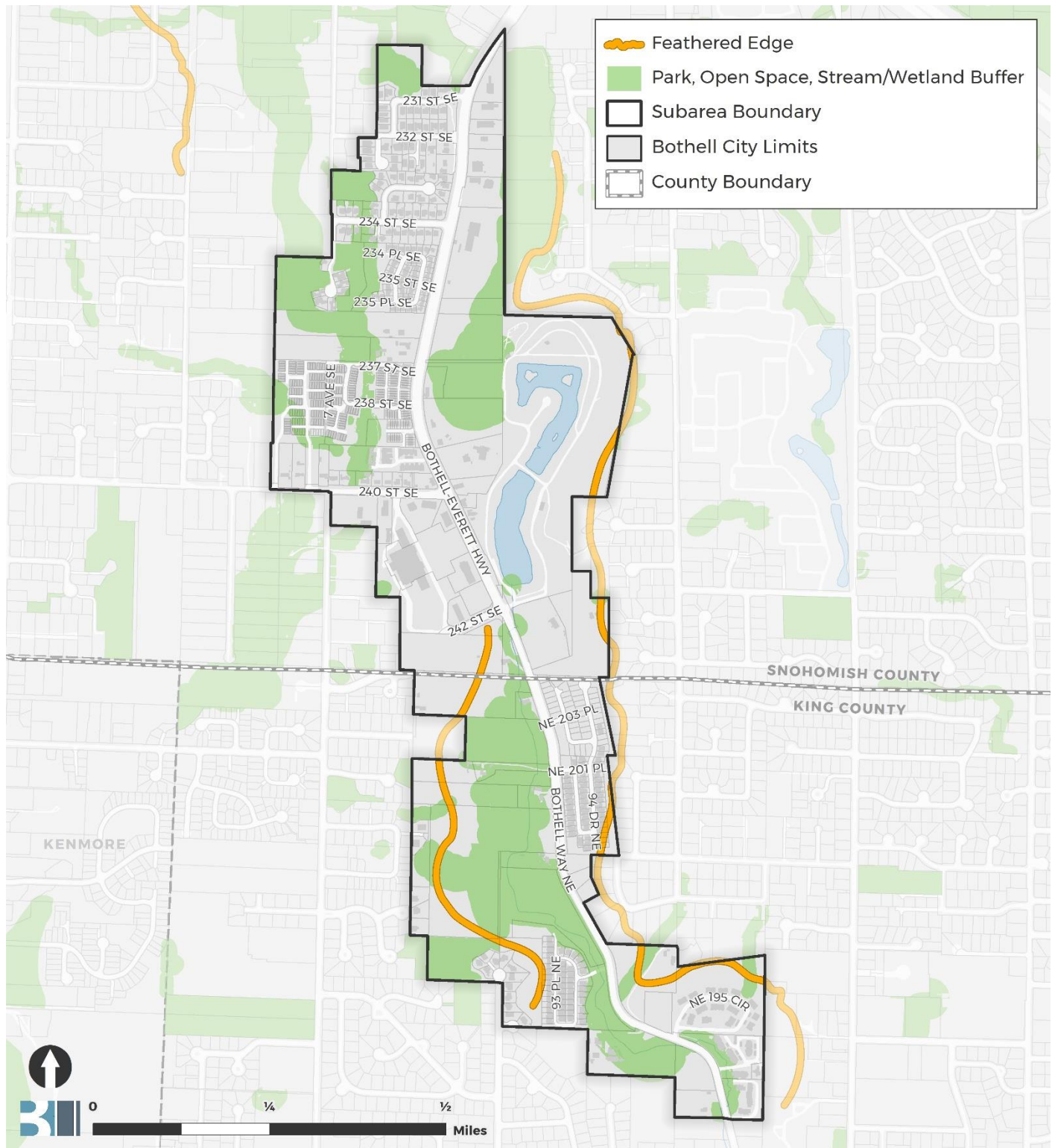


#### Streams and Natural Drainage Basins



Sources: City of Bothell, 2024; DNR, 2024; BERK, 2024.

**Exhibit 3. Parks, Open Spaces, and Critical Area Buffers in the Midtown Subarea**



Note: Buffer widths vary with stream/wetland classifications. Buffers are approximate and require field verification.  
 Sources: City of Bothell, 2024; BERK, 2024.

## Built Environment

### Current Uses

**Residential Development:** Residential development in the subarea consists almost exclusively of a mix of single-family detached homes and townhomes, duplexes, and other attached housing unit typologies. The Lake Pleasant RV Park also provides for short-term and seasonal stays but is not used for full time year-round residence.

A little over half of current uses in the subarea are residential and include a variety of housing types. Midtown has a larger share of manufactured homes or manufactured home parks, condos, townhomes, and group quarter style housing than the city overall and a smaller share of single-family houses than the city overall.

**Commercial Development:** There are two main commercial areas within Midtown. The first is the Safeway development along Bothell-Everett Highway at 240th Street SE, which is anchored by Safeway and contains several other restaurants and retail stores. The second is a series of small businesses along Bothell-Everett Highway south of 228<sup>th</sup> Street SE through 237<sup>th</sup> Street SE, which includes a portion of the shopping center anchored by QFC<sup>1</sup> as well as restaurants, banks, and medical uses.

**Schools:** There are no schools within the Midtown Subarea boundary. The closest public school is Westhill Elementary School. Children in Midtown generally attend Shelton View, Westhill, or Maywood Hills elementary schools, Canyon Park Middle School, and Bothell High School.

**Parks & Open Space:** Lake Pleasant provides recreational outdoor activities for visitors and residents with mobile homes. The Haynes Open Space is an outdoor open green space identified as a key asset within the subarea. Additional parks and open space mostly consist of smaller open spaces associated with new developments.

**Other Development & Landmarks:** Notable landmarks within the Midtown Subarea include:

- The Bothell Rental Hall
- Sons of Norway Bothell Lodge
- Lake Pleasant RV Park

There is one listed historic resource in Midtown: the August Bartelson House, which is an 1884 western farmhouse style house and one of the oldest homes constructed in the area. Future projects conducted in Midtown are less likely to encounter documented or undocumented archaeological resources than areas of Bothell along the Sammamish River and North Creek,<sup>2</sup> but all future development would be subject to state and local standards for reporting resources encountered during construction.

### Utilities

Water service in the Snohomish County portion of the subarea is provided by Alderwood Water and Wastewater District (AWWD). Much of the King County portion of the subarea is served by private wells,

<sup>1</sup> QFC itself is outside of the subarea boundary.

<sup>2</sup> Nearly all of the subarea is classified in the Washington State Department of Archaeology and Historic Preservation's (DAHP) predictive model as moderately low- ("survey contingent upon project parameters) to moderate-risk ("survey recommended"). Small pockets of high-risk areas ("survey highly advised") are generally surrounding Lake Pleasant or near Horse Creek.

except the multi-family developments at the south end of the subarea served by the City of Bothell. Sanitary sewer service is currently extended to three portions of the subarea: the city serves the two multi-family complexes at the southern end of the subarea, and AWWD serves the area from Canyon Heights to the north and the middle portion of the subarea, including the Lake Pleasant RV Park.

The City of Bothell Storm Water Utility is responsible for the operation of the city's storm drainage system. The Midtown Subarea is generally within the city's Horse Creek and Little Swamp Creek stormwater management areas which ultimately drain to the Sammamish River.

Other utilities available in Midtown include natural gas, telephone, wireless telephone, electricity, cable television, and solid waste. A 115-kilovolt transmission line corridor is located along the 195<sup>th</sup> Street alignment in the south end of the subarea.

## Transportation System

### Streets

The north-south Bothell-Everett Highway/Bothell Way NE—a nine-mile highway that connects Bothell with Seattle, Mill Creek, and Everett—is the main travel route through the subarea. The route is considered as one of Bothell's critical lifeline connections to the regional transportation system network from a Transportation System Resiliency point of view. The Bothell Way NE Multimodal project currently in design will widen Bothell Way NE from 240<sup>th</sup> Street SE to Reder Way (south of the study area), including bike, pedestrian, and transit improvements. There are limited east-west roadway connections and only 240<sup>th</sup> Street SE provides a through connection to the west part of the city. As one of Bothell's commercial nodes, Midtown generates significant activity, but most access currently occurs by vehicles. NE 204<sup>th</sup> Street is currently being extended between Bothell Way NE and 88<sup>th</sup> Ave NE, with a planned opening in 2025, which will provide a second east-west roadway connection to Midtown.

The City also designates boulevards citywide. These are intended to be a future system of roads that visually integrate and connect the Bothell community, while providing a pleasant traveling experience. Bothell-Everett Highway/Bothell Way NE is the only designated boulevard in Midtown.

### Bicycle Facilities

Bike lanes currently exist on Bothell-Everett Highway north of 240<sup>th</sup> Street SE. As a five-lane corridor, however, this can create a high-stress biking environment. The City's 2023 Citywide Bike Plan identifies a future protected bike facility on this corridor and along 240<sup>th</sup> Street SE, 7<sup>th</sup> Avenue SE, and 242<sup>nd</sup> Street SE. The Bothell Way NE Multimodal project currently in design will likely include protected bike lane facilities.

### Pedestrian Facilities

Sidewalks currently exist along Bothell-Everett Highway/Bothell Way NE but are missing south of 240<sup>th</sup> Street SE. The Bothell Way NE Multimodal project currently in design will likely include sidewalks on both sides of the street with safe crossings across the corridor throughout. With limited east-west roadways, it can still be difficult to access the area by walking. Aside from Bothell-Everett Highway and the planned Bothell Way NE improvements, sidewalks exist on the block faces of the commercial area (west side of Bothell-Everett Highway/Bothell Way NE and south side of 240<sup>th</sup> Street SE) but the sidewalk system is generally incomplete elsewhere.

## Transit

Transit is available north-south along Bothell-Everett Highway/Bothell Way NE and generally provides northerly connections to the Canyon Park Regional Growth Center (RGC) and southerly connections to Downtown Bothell and the UW Bothell / Cascadia College campus. Transit service is provided by Community Transit. Community Transit is planning transit changes that will improve bus service and frequency in Midtown, including the possibility of bus rapid transit (BRT) with the extension of the Swift network. SR 527 is identified as a “Core Route” through Midtown in Community Transit’s 2023-2028 Transit Development Plan and identified for possible Swift Green Line (BRT) extension in 2028-2031 in the agency’s long range plan.<sup>3</sup>

## Climate Change

The City of Bothell is planning for climate change mitigation and adaptation citywide to proactively reduce the drivers of climate change and protect its most vulnerable people and places. In Bothell and the greater Puget Sound Region, people, ecosystems, and infrastructure could be exposed to climate impacts, such as extreme heat, wildfire smoke, extreme precipitation, flooding, stream low-flow due to decreased mountain snowpack, drought, and low soil moisture. Some places in Bothell and Midtown are more vulnerable to potential climate hazards, such as paved areas that magnify heat, areas with less tree canopy, or homes and businesses in low-lying flood hazard areas. Very young people and older people, people with health conditions, and overburdened communities with fewer resources can be at risk due to extreme heat and smoke.

Vulnerabilities to climate change in the Midtown Subarea do not exceed the community median. The Washington State Department of Health (DOH) produces an Environmental Health Disparities Map to evaluate environmental health risk factors in communities across Washington.<sup>4</sup> The Environmental Health Disparities Map is an index of environmental exposures (e.g., diesel emissions and proximity to traffic and hazardous waste sites) and socioeconomic and health factors (e.g., poverty and cardiovascular disease). Environmental health disparities in Midtown are relatively low, ranking 2 out of 10 in King County and 6 out of 10 in Snohomish County on the Environmental Health Disparities Map. These health disparities generally rank higher in the Snohomish County side of the subarea than the King County side.

The average land surface temperature in Midtown is slightly lower than Bothell overall. The highest land temperatures are concentrated around Bothell-Everett Highway/Bothell Way NE near commercial development and the lowest temperatures are located at Lake Pleasant and the surrounding RV Park. Land temperatures are overall higher in the Snohomish County portion of the subarea than the King County portion. See [Exhibit 4](#).

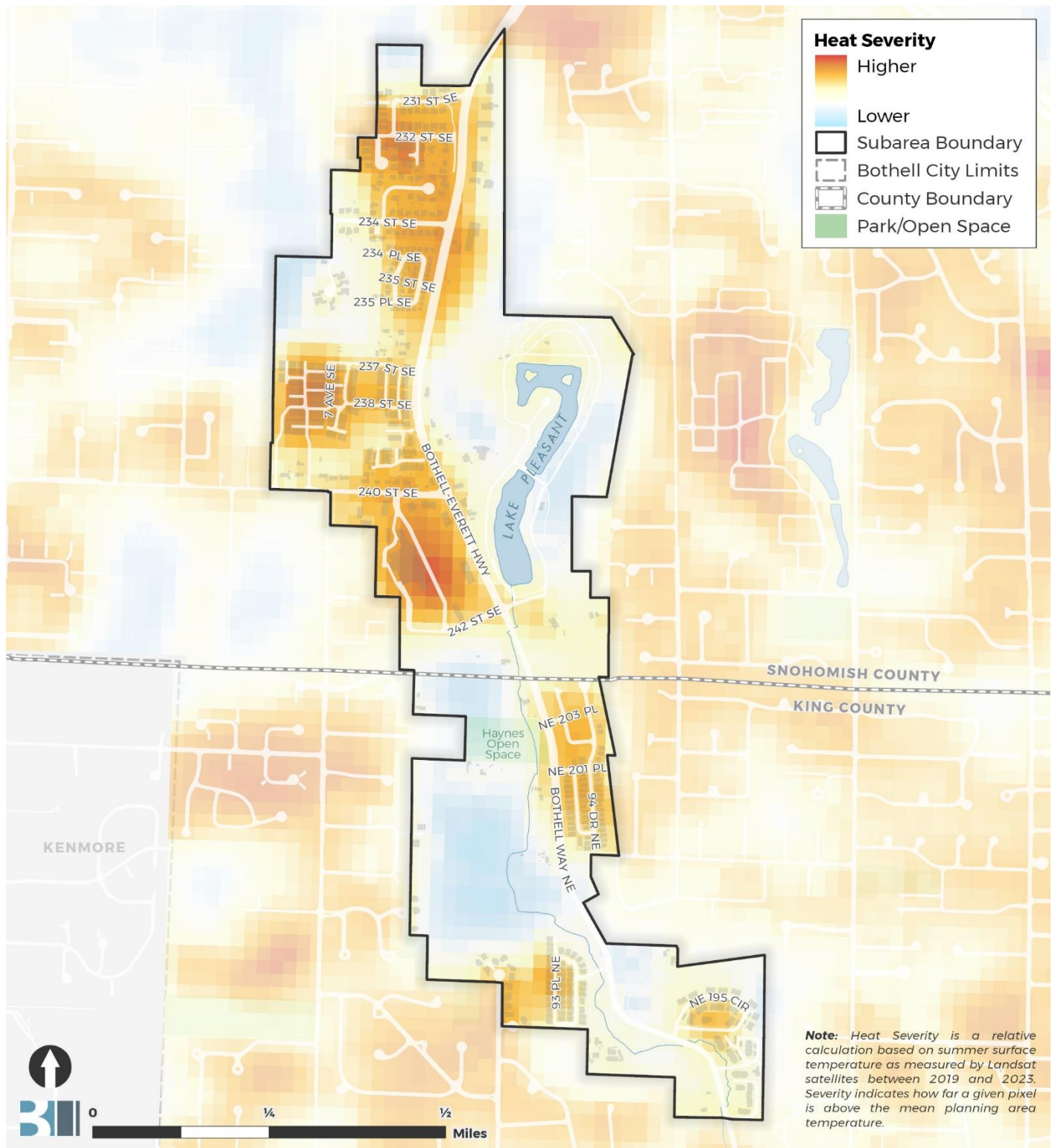
### **URBAN HEAT**

Urban heat occurs when concentrations of pavement, buildings, and other surfaces that absorb and retain heat replace natural land cover. These structures absorb and re-emit the sun’s heat more than natural landscapes, such as forests and water bodies. Landsat mapping, which provides repetitive images of the planet over time to track natural and built changes to the environment, can highlight areas where the land surface temperature is above the mean summer temperature. It can also provide a means to track pollution within Bothell.

<sup>3</sup> Journey 2050: Community Transit Long Range Plan, 2023

<sup>4</sup> [Washington Health Disparities Map](#), Version 2.0, July 2022

**Exhibit 4. Urban Heat Islands in the Midtown Subarea**



Sources: Landsat, 2019-2023; City of Bothell, 2024; BERK, 2024.

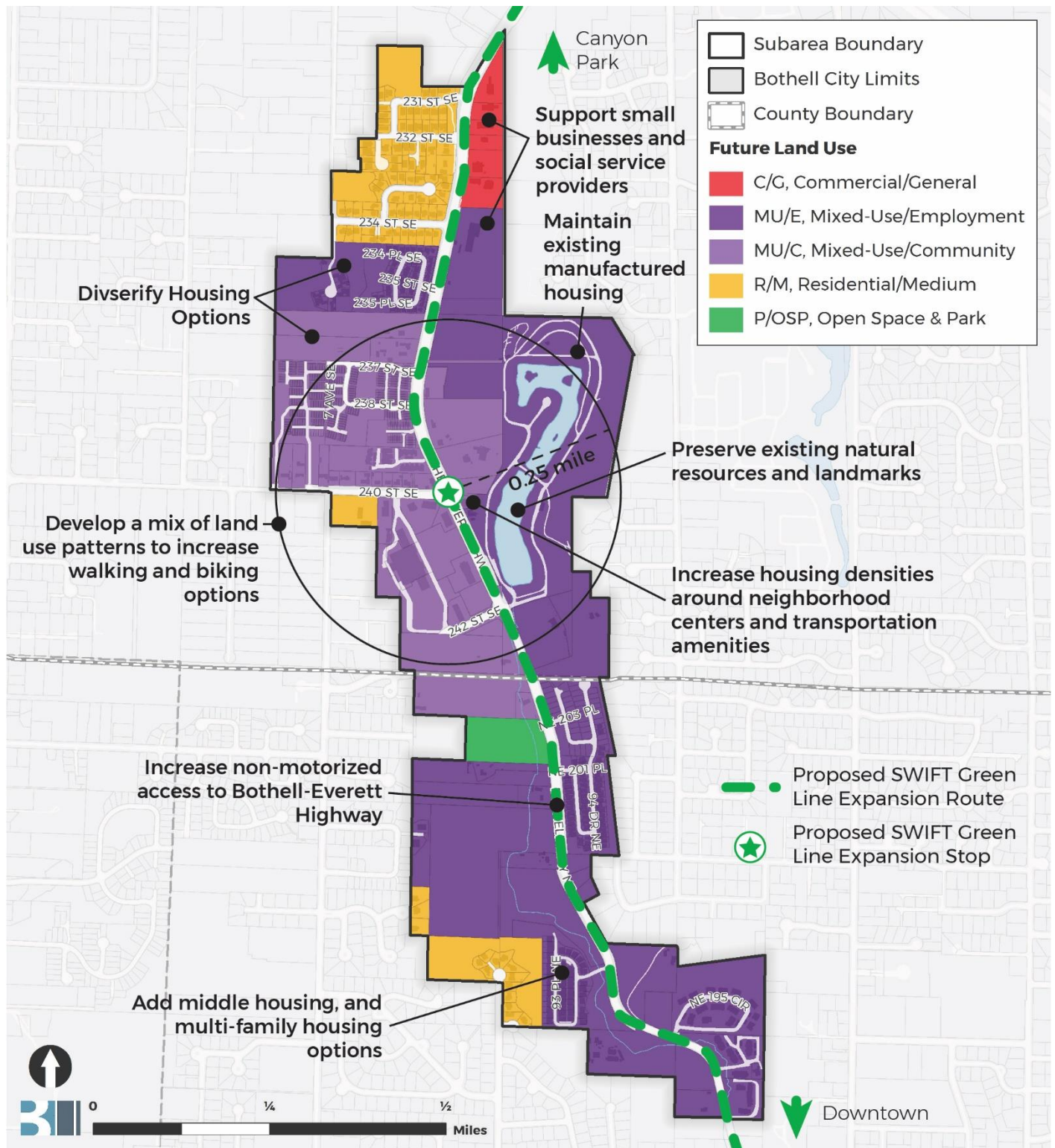
## GOALS & POLICIES

This section identifies four goals for the Midtown Subarea based on the focus areas identified during initial community engagement, review of existing conditions, and conversations with the Planning Commission and City Council. Policies were developed from an audit of the previous Country Village/Lake Pleasant/Bothell-Everett Highway Subarea Plan and community feedback collected as part of the subarea planning process. New policies were also developed to meet new growth requirements from the State and King and Snohomish counties.

**Exhibit 5** maps a framework of planning recommendations for ~~the subarea~~ [Midtown](#) consistent with the subarea goals and policies and proposed future land use designations. The map locates policy recommendations and implementation strategies within ~~the Midtown subarea~~ and identifies a long-term vision for the built environment in the subarea.

The City of Bothell also intends to apply for consideration of the Snohomish County portion of the Midtown Subarea as a countywide growth center soon after adoption of the 2024 Imagine Bothell Comprehensive Plan. Midtown is an important area within the city because of its convenient access to Bothell-Everett Highway/Bothell Way NE (and future HCT), I-405, Downtown, and the Canyon Park RGC. The policies in this plan are intended to help support and guide growth equitably in the subarea. **Exhibit 5** ~~depicts~~ [maps](#) planned future land use designations in [Midtown](#) ~~the subarea~~ and relates these to how they can support the subarea's transition to a denser mixed use center in the future.

**Exhibit 5. Midtown Planning Framework and Future Land Use**



Source: City of Bothell, 2024; BERK, 2024.

**Goal 1. Understand people’s lived experiences to ensure current and future residents and workers thrive in Midtown.**

The Midtown Subarea Plan incorporates anti-displacement strategies informed by the lived experiences of people who live and work in Midtown. The subarea has a large population of children between the ages of five and nine and adults between 40 and 44 years old. Planning and policy recommendations should ensure that these demographics can continue to afford living within Midtown long-term, if desired.

Future community engagement and monitoring existing conditions will inform what anti-displacement can look like in Midtown, thus increasing new social and economic opportunities in the city. Land use patterns should support existing and new nodes the function as social and economic hubs for people to congregate, and should support multimodal transportation access to regional and local employment centers. Open and green spaces should be accessible without a car and should support fish and wildlife habitat.

Bothell should invest in public gathering spaces and support placemaking and placemaking strategies to support social connections and build community in the subarea.

Policies under this goal include:

- Policy 1-1 [NEW] Partner with community-based organizations to increase homeownership opportunities for first-time buyers.
- Policy 1-2 [NEW] Engage with residents, cultural organizations, and social service providers on planning and capital projects.
- Policy 1-3 [NEW] Support community events, planning processes, placemaking, and projects in the subarea.
- Policy 1-4 [NEW] Partner with community-based organizations on providing social services within proximity of permanent supportive housing options.
- Policy 1-5 [NEW] Prioritize equitable engagement to residents, businesses, and other stakeholders to understand opportunities and challenges in the subarea and involve the community in planning processes and decisions.
- Policy 1-6 [NEW] Support the formation of volunteer groups to help maintain parks, open space, and other public spaces in the subarea.
- Policy 1-7 [NEW] Work with the community to make small-scale enhancements to public spaces.

**Goal 2. Midtown is a regional hub supported by investments in economic development, environmental conservation, and capacity-building opportunities.**

The Midtown Subarea Plan should incorporate economic development and capacity-building strategies to strengthen Midtown’s visibility in the city. Due to the closure of Country Village in 2019, which was an important anchor in the subarea, ~~and the loss of the namesake red barn structure’s historic use,~~ there is ample opportunity to build Midtown’s visibility and identity.

Employment opportunities in Midtown are currently heavily dominated by Retail Trade and Accommodation/Food Services, whereas the sectors in which Midtown residents are employed are more varied (including retail trade, information, professional, scientific, and technical services, health care and social assistance, and manufacturing). To foster Midtown as a live/work mixed-use neighborhood with live/work opportunities, small business technical assistance and land use regulations that drive more varied commercial growth should be supported.

Outreach to community members revealed that community members value Midtown for its location, including convenient access to I-405, Bothell-Everett Highway/Bothell Way NE, Downtown, and shopping areas. Midtown can build on this and function as an important economic and cultural hub within the city. The City should also continue to bolster its relationships with residents, businesses, and other stakeholders and respond to neighborhood concerns.

Outreach also revealed that community members greatly value the existing parks, green space, and trees and would like to see these preserved alongside new parks and green space added in the subarea. The Midtown Subarea Plan includes strategies to support parks and open space in the subarea. Some parts of the subarea include mapped severe erosion, landslide, and liquefaction hazards, as well as habitat patches. Policies here minimize risk associated with these areas and support environmental conservation and climate resiliency.

Policies under this goal include:

- Policy 2-1 [NEW] Prioritize mixed-use and commercial development along boulevards, arterials, and along frequent transit routes.
- Policy 2-2 [NE-1] Protect and preserve the steep and heavily treed hillsides that extend the length of the subarea. These natural open spaces help define Bothell’s landmarks and provide valuable erosion control, potential wildlife habitat, and visual relief from the built environment.
- Policy 2-3 [NE-2] Protect and preserve wetlands within the subarea, particularly the wetland systems and adjoining wildlife habitats that cross into the adjoining Shelton View and Queensborough subareas.
- Policy 2-4 [NE-3] Promote the extension of sanitary sewers to un-served portions of the subarea to better protect ground- and surface water quality.
- Policy 2-5 [NEW] Continue to provide small business technical assistance resources, emphasizing engagement to women- and minority-owned small businesses.

- Policy 2-6 [PROS-1] Pursue acquisition and development of park, open space, and other shared community gathering sites and spaces to serve the subarea based on the City's overall adopted level of service standard. It is recognized that such spaces, while serving the subarea, may or may not be located within the subarea.
- Policy 2-7 [PROS-2] Preserve wetland systems in open space areas in the subarea through regulation ~~and/or~~ acquisition when and where opportunities arise.
- Policy 2-8 [HP-1] Investigate and implement appropriate mitigation measures for structures or properties listed on the City's historic inventory or register, consistent with the policies and actions of the Cultural and Historic Preservation Element and any implementing regulations.
- Policy 2-9 [UD-3] Ensure ~~that development~~ in the subarea ~~is designed with sensitivity to the steep slopes, and wetlands, and other critical areas~~ within the subarea.
- Policy 2-10 [NEW] Establish commercial districts in Snohomish County as local and regional centers for social and economic opportunities and to support the area's potential Countywide Growth Center designation. Commercial districts should include multimodal access, moderate and higher residential development, and public spaces for gathering.
- Policy 2-11 [U-1] Future replacement towers for the transmission lines along 228th should be designed to minimize aesthetic impacts on the neighborhood.
- Policy 2-12 [NEW] Increase tree canopy coverage in the subarea to offer shade, provide wildlife habitat, improve air quality, and increase climate resiliency.
- Policy 2-13 [NEW] Encourage park design and adaptation for resiliency to climate impacts, such as extreme heat and extreme precipitation.
- Policy 2-14 [NEW] Implement measures to address soil erosion along steep slopes within Midtown, especially in the area around Lake Pleasant with very severely erosive soils.
- Policy 2-15 [NEW] Mitigate landslide and liquefaction risk along the identified risk area west of Lake Pleasant.

**Goal 3.** Increased social and economic opportunities for all through land use and transportation improvements in the Midtown Subarea, with Bothell-Everett Highway/Bothell Way NE as the mobility spine.

Bothell-Everett Highway/Bothell Way NE serves as the primary travel route through Midtown and is a significant regional connector, connecting Bothell with Seattle, Mill Creek, and Everett. Community Transit is planning changes to improve bus service and frequency in Midtown. Notably, regional build-out of the SWIFT network could serve Midtown with BRT. While infrastructure for active transportation exists along Bothell-Everett Highway/Bothell Way NE, there are gaps in the network and improvements can be made to encourage and provide safer opportunities for nonmotorized forms of transportation and reduce car dependency in the subarea.

The City should pursue land use planning strategies to increase mixed-uses in the subarea, provide convenient access to transportation, employment, services, and amenities for residents, help improve traffic flow, and reduce car dependency as a primary form of transportation. Land use and transportation decisions in the subarea should support a variety of multimodal transportation options.

Policies under this goal include:

- Policy 3-1 [LU-1] Prioritize appropriate land uses within the subarea, including a mix of low- to moderate-density residential development, townhouse, multifamily, office-professional, community business and general commercial uses of moderate intensity, to ensure residents are in proximity to housing, employment, and services and amenities given topographic limitations to future additional east-west access roads.
- Policy 3-2 [NEW] Support multifamily, higher-density residential development along key arterial intersections, transit stops, and commercial districts within Midtown. This includes, but is not limited to, SWIFT transit stops and the intersection of Bothell-Everett Highway and 240th Street SE.
- Policy 3-3 [NEW] Adhere to development regulations within the subarea to ensure human-scale development.
- Policy 3-4 [UD-2] Ensure that improvements to ~~the~~ Bothell-Everett Highway/Bothell Way NE adhere to policies in the Urban Design and Transportation Elements.
- Policy 3-5 [NEW] Increase pedestrian and bicycle facilities and street furniture along Bothell-Everett Highway/Bothell Way NE, bike paths, and arterial streets.
- Policy 3-6 [T-4] Sign existing bicycle routes as soon as possible to meet Shared Roadway standards.
- Policy 3-7 [NEW] Invest in active transportation infrastructure to fill gaps in the network, especially in underserved areas, and to support connections between residential areas, commercial areas, services, parks, and other amenities.
- Policy 3-8 [NEW] Partner with local and regional transit agencies, developers, and communities to provide reliable multimodal transit service and mobility services to increase access to social and economic opportunity.

**Goal 4.** A variety of affordable housing options for future generations of Bothell residents are available in the subarea.

The Snohomish County portion of the Midtown Subarea is currently designated as a Candidate Countywide Growth Center in the Snohomish County CPPs. At the first Open House for the Comprehensive Plan update, many people noted a key aspect of what they love about the area is its location, including proximity to transportation hubs and employment centers.

In the future, diverse housing options should be increased in Midtown to help ensure future Bothell residents' access to social and economic opportunity. Increasing housing supply is a core long-term anti-displacement strategy. Midtown has a higher percentage of children between the ages of five and nine and adults between 40 and 44 than the city overall so future housing growth should consider young adults and older adults to allow these populations to stay in the subarea as they age.

Policies under this goal include:

- Policy 4-1 [HU-1] Allow for a range of housing options within the subarea for persons of varying incomes and lifestyles.
- Policy 4-2 [NEW] Maintain and preserve existing land uses for mobile and manufactured homes as naturally-occurring affordable housing options.
- Policy 4-3 [NEW] Identify potential sites for permanent supportive housing to meet housing affordability targets.
- Policy 4-4 [NEW] Support senior housing and accessible options to increase accessibility for future Bothell generations.
- Policy 4-5 [NEW] Partner with community-based organizations and regional housing advocates in the development and management of permanent supportive, senior, and accessing housing options.
- Policy 4-6 [NEW] Update development regulations to accommodate middle housing and multifamily housing. Establish transitions between housing units to address any risk from light, glare, and views.
- Policy 4-7 [NEW] Incentivize home weatherization and maintenance projects to preserve existing housing stock.
- Policy 4-8 [NEW] Plan for commercial- and mixed-use development to support local businesses, promote a sense of community, encourage active transportation, and reduce vehicle miles traveled.
- Policy 4-9 [NEW] Support commercial and higher residential density land uses around future transit stops.

# IMPLEMENTATION STRATEGIES MATRIX

**Exhibit 6** summarizes implementation strategies the City may take to achieve the goals and policies outlined above, including likely leads, anticipated timeline, and potential funding sources. High-priority strategies are noted in bolded text. High-priority strategies indicate key steps Bothell can take to ensure the goals in the subarea plan are met. [These may change over time as development occurs and new priorities emerge.](#)

## Exhibit 6. Midtown Subarea Implementation Strategies

Implementation Strategies		Related Topics	Lead(s) / Major Partner(s)	Anticipated Timeline
<b>A</b>	<b>Partner with health and service objectives of local social service providers and cultural organizations on community-led planning initiatives and programs.</b>	<b>Housing, Human Services</b>	<b>Community Development, Human Services</b>	<b>Short-term (ongoing)</b>
<b>B</b>	<b>Develop and implement public participation plans and strategies with Midtown residents and workers on future planning processes and capital projects.</b>	<b>Land Use, Capital Facilities</b>	<b>Community Development</b>	<b>Long-term (ongoing)</b>
<b>C</b>	<b>Develop and implement strategies to connect with women- and minority-owned businesses in the subarea that could benefit from small business technical assistance resources.</b>	<b>Economic Development</b>	<b>Community Development</b>	<b>Short-term (ongoing)</b>
<b>D</b>	<b>Support Bothell’s streets and open spaces as outdoor hubs through recreational activities, programming and events with local partners.</b>	<b>Parks, Recreation, &amp; Open Space</b>	<b>Community Development, Human Services</b>	<b>Medium-term (ongoing)</b>
<b>E</b>	<b>Conduct outreach with subarea residents to better understand mobility challenges and barriers and prioritize future improvement projects.</b>	<b>Transportation, Land Use</b>	<b>Public Works, Community Development</b>	<b>Short-term (ongoing)</b>
<b>F</b>	<b>Explore feasibility of connecting Haynes Open Space with other parks, trails, and open space in and around the subarea to increase habitat corridors and recreation opportunities.</b>	<b>Parks, Recreation &amp; Open Space, Natural Environment</b>	<b>Parks</b>	<b>Long-term (ongoing)</b>
<b>G</b>	<b>Increase housing densities around transportation centers and neighborhood amenities for moderate to high density residential uses</b>	<b>Housing, Land Use, Economic Development, Transportation</b>	<b>Community Development</b>	<b>Long-term</b>
H	Collaborate with environmental advocacy groups in the education, preservation of natural spaces as landmarks for the welfare of fish and wildlife within Midtown.	Natural Environment, Climate	Community Development	Long-term (ongoing)
I	Develop home maintenance and weatherization programs with local organizations to preserve existing naturally occurring affordable housing.	Housing	Community Development	Long-term
J	When feasible, provide translation and interpretation services for small business technical assistance resources.	Economic Development	Community Development	Short-term (ongoing)
K	Explore feasibility of developing a tree planting program.	Parks, Recreation & Open Space, Natural Environment, Climate	Community Development, Parks	Short-term
L	Work with residents of the Heron Hills neighborhood and other neighborhoods to verify the presence of herons in this vicinity and map their habitat area.	Natural Environment	Community Development	Short-term

Implementation Strategies		Related Topics	Lead(s) / Major Partner(s)	Anticipated Timeline
M	Monitor the above-described areas for any environmental degradation and take remedial action where appropriate.	Natural Environment	Community Development, Public Works	Long-term (ongoing)
N	Update development standards to support multifamily development along arterial streets, and key transit stops.	Land Use, Transportation	Community Development, Public Works	Long-term (ongoing)
O	Pursue grant funding for pedestrian and bicycle infrastructure projects.	Land Use, Transportation	Public Works, Community Development	Short-term (ongoing)
P	Work with Community Transit, Sound Transit, and other regional transportation partners to develop transit, bike, and other facilities along Bothell-Everett Highway/Bothell Way NE.	Land Use, Transportation	Public Works, Community Development	Long-term (ongoing)
Q	Explore the feasibility of installing a pedestrian/bicycle path along the valley floor between Lake Pleasant and the Canyon Park Place shopping center.	Land Use, Transportation	Parks	Long-term
R	Develop a landscaping theme for frontage improvements along Bothell-Everett Highway/Bothell Way NE, identified in the Urban Design Element as a boulevard, in consistency with the Bothell Everett Highway widening project.	Land Use, Transportation, Urban Design	Community Development	Mid-term
S	Partner with affordable housing developers in identifying sites for the development and management of Permanent Supportive Housing, and Senior Housing options	Housing, Human Services	Community Development	Long-term
T	Work with Community Transit, Sound Transit, and other regional partners in coordinating street right of way improvements for multimodal transportation as new development comes in.	Land Use, Transportation	Community Development, Public works	Long-term (ongoing)

Note: Short-term = 0-5 years; Medium-term = 5-10 years; Long-term = 10+ years. Anticipated leads, major partners, and timeline subject to change.

Sources: City of Bothell 2024; BERK, 2024.