



BOTHELL LANDING

Downtown's Future

Downtown Revitalization Fact Sheet

The City of Bothell spent four years developing, and is now implementing its Downtown Revitalization Plan. It is a smart growth, civic vision that provides for the community's continued and stable growth. This municipal directed and managed revitalization strips away decades of auto oriented retail and replaces it with new urbanism that capitalizes on the historic charm of the City's 100-year old Main Street.

- New development in downtown will include residential (townhomes, midrise apartments and condominiums), retail, office and residential mixed use development.
- An economic study by The Concord Group, produced in summer 2009, notes that the City can capture one million square feet of current projected 10 year (2010-2020) demand for new retail, office and residential development in the downtown district.
- Over the next two-years, the City will investing more than \$150 million in public infrastructure improvements, preparing for development and creating a great sense of arrival in the downtown neighborhood, now called Bothell Landing.
- Bothell's infrastructure improvements will create city-owned parcels available for sale and slated for development with a focus on mixed-use and retail.
- 25 acres of City-owned land will be offered as surplus for sale between 2010 and 2013.
- The City has completed an area-wide EIS to prepare for development. Developers will not be required to execute separate environmental studies if their project is in compliance with the Downtown Subarea Plan (available in the media room at www.futureofbothell.com).
- Retail, entertainment and restaurant development will be focused on historic Main Street and its intersection with SR 527, The Boulevard that includes several blocks north of Main Street along SR 527.
- New development along Main Street and SR 527, The Boulevard may be from 4 to 6 stories tall (65 feet) and will require mixed-use development with ground floor retail and office or residential above.
- The first civic project in the revitalization is the development of a civic campus, anchored by a new 50,000 square foot City Hall, designed to achieve LEED Silver or greater certification. The civic campus will include outdoor gathering areas for the community.
- The Park at Bothell Landing will be expanded and enhanced. This vibrant green space along the Sammamish River will include outdoor dining, a canoe and kayak launching area, an enlarged playground, a nature play area, bike and boat rentals and paths for exploring.
- Bothell Landing has an authentic character, representative of its diverse people and history.

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Crossroads Project Fact Sheet

The Crossroads Project will realign Highway SR 522 to eliminate heavy traffic congestion during peak hour traffic along a major commute corridor around Lake Washington. The project will result in the creation of two new blocks available for redevelopment. The project is one of the highest ranked economic development projects proposed by the State Community Economic Redevelopment Board; one of a few to be funded by state tax increment financing through a program called the LIFT (Local Infrastructure Financing Tool) Program.

Project Purpose

- SR 522 is a regional transportation corridor passing through downtown Bothell that currently experiences congestion during morning and afternoon peak periods
- The main source of congestion is a “chokepoint” created by the intersection of three major arterial roadways – SR 522, SR 527 and Main Street

Project Schedule

Demolition: April 2010 – July 2010

Roadway: July 2010 – October 2012

Project Description

The Bothell Crossroads Project is a \$62 million project that will shift the alignment of existing SR 522 from Hall Road to the 102nd Ave. NE Bridge, approximately one block in the southerly direction. This project will:

- Create streamlined intersections for SR 522 and Main Street with SR 527
- Construct a new signalized intersection at 98th Ave. NE
- Synchronize the intersections for more efficient traffic operations
- Add turning movements at the 101st Ave. NE intersection for park and Main Street access
- Construct new and improved pedestrian facilities including 8 foot sidewalks
- Install tree-lined landscaping along SR 522 and incorporate decorative urban design elements and lighting
- Create new land parcels for redevelopment and an improved street grid

Project Funding Sources

- \$27 million City of Bothell capital improvement funds
- Up to \$1 million a year (for 25 years) grant of authority from Community Economic Revitalization Board (CERB) for a Local Infrastructure Financing Tool (LIFT) Program
- \$6,980,000 capital programs grant from Washington State Community, Trade and Economic Development (CTED)
- \$650,000 King County Brightwater mitigation fund

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Project Design Efforts

Perteet, Inc. is the prime consultant with PB acting as the primary civil engineering consultant on the project. Other consultants include:

- Freedman Tung + Sasaki (Urban Design)
- HWA Geosciences (Geotechnical)
- Hough, Beck and Baird, Inc. (Landscaping)
- Horton Lees Brogden (Lighting)
- Med-Tox NW (Hazardous Material)
- EnviroIssues (Public Involvement)
- AMEC Earth + Environmental (Cultural Resources)

This is a City of Bothell project. However, from conception through design, many external agencies have collaborated on the project:

- Washington State Department of Transportation
- King County
- Snohomish County
- King County Metro
- Sound Transit
- Community Transit
- Washington State Department of Ecology
- Washington State Department of Fish + Wildlife
- Puget Sound Regional Council
- Cascade Bicycle Club

Contaminated Soil Remediation

- Along with the Crossroads roadway improvements, there will be a significant amount of soil remediation taking place.
- Key funding partners in this \$6.2 million endeavor are the Washington State Department of Ecology via a Remediation Action Grant and the Environmental Protection Agency (EPA) via a Brownfields Program grant.

Project Benefits

Regional and Local Traffic:

- Improves travel times and reliability along the corridor
- Provides early relief from impacts of SR 520 tolling and/or construction
- Improves safety while providing for local needs
- Streamlines intersection of SR 527 and SR 522 to reduce congestion for regional traffic, transit and freight
- Eliminates many problematic access points and better manages those that remain

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"Green" Benefits:

- Building demolition establishes a "50% by weight" goal to salvage, reuse and recycle to divert 1.5 million pounds of building material from entering local landfills
- Lowers vehicle emissions by eliminating a bottleneck
- Improves transit ridership locally and regionally
- Provides better pedestrian and bicycle access to the park and the Sammamish River/Burke-Gilman regional trail system
- Improves and protects our natural environment and groundwater.

Preservation of Local Heritage:

- Maintains the critical urban, historical nature of Bothell's downtown core
- Improves access to and maintains the special nature of the Park at Bothell Landing
- Returns the city to its origins as a riverfront community.

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Wayne Curve Project Fact Sheet

The Wayne Curve Project will expand the existing five-lane roadway to seven lanes to reduce congestion, add dedicated lanes for mass transit, and create pedestrian walkways. The addition of architecturally designed landscaping will create a welcoming point of entry to Bothell.

Project Purpose

- Relieve congestion at the 96th Ave. NE hairpin turn intersection
- Improve transit times throughout the corridor

Project Schedule

May 2010 – December 2011

Project Description

The Wayne Curve project is a \$27 million project that will:

- Focus on SR 520 from the west city limits to NE 180th St.
- Add exclusive transit by-pass lanes in each direction
- Add a second westbound to southbound left turn lane on SR 522 to 96th Ave. NE
- Widen and re-align 96th Ave. NE to provide an additional southbound lane on 96th Ave.
- Accommodate a right-turn onto 96th Ave. NE with the eastbound transit lane
- Improve the traffic signal and provide for transit signal priority at SR 522/96th Ave. NE intersection
- Add curbs, gutters, sidewalks, landscaping and street lighting
- Improve utilities, including undergrounding

Project Funding Sources

- \$8 million from Sound Transit
- \$3.8 million from the City of Bothell
- \$4.1 million from Federal Surface Transportation Program – Urban funds
- \$2.3 million grant from Transportation Improvement Board – FY 2007 Urban Corridor Program
- \$420,000 from the Washington State Department of Transportation
- \$380,000 from King County through King County Metro
- \$1 million Urban Vitality grant from the State Public Works Board representing the taxpayers of Washington State

Project Design Efforts

The design team has been led by KPG, Inc. The construction management team is being led by KBA, Inc. Other consultants include:

- KPFF (Structural)

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- Landau (Environmental permits)
- Transpo Group (Traffic Studies)
- NVL Labs (Materials Survey)
- PanGeo, Inc.(Geotechnical)
- Abeyta + Associates (Right of Way)
- Appraisal Group of the Northwest, LLP (Appraisals)
- AMEC Earth & Environmental (Environmental)
- HWA Geosciences (Materials Testing)
- Marshbank Construction, Inc. (Construction Contractor)

This is a City of Bothell project. However, from conception through design, many external agencies have collaborated on the project.

- Washington State Dept of Transportation
- King County
- King County Metro
- Sound Transit
- The Puget Sound Regional Council
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife
- Snohomish County

Project Benefits

Regional and Local Traffic:

- Provide early relief from impacts of tolling and/or construction of SR 520
- Improve safety while providing for local needs
- Improve travel times and reliability along the corridor
- Improve freight mobility

"Green" Benefits:

- Lowers vehicle emissions by eliminating a bottleneck
- Improve transit ridership locally and regionally
- Provide better pedestrian and bicycle access to the regional Sammamish River/Burke-Gilman Trail system
- Maintain the sustainability of our natural environment by recycling material where feasible

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The Park at Bothell Landing Fact Sheet

With the realignment of the intersection of SR 522 with SR 527 the City will add 3 acres to the 14.5 acre park in addition to enhancing the Park at Bothell Landing. The regional park connects the downtown core to its river heritage and provides a central community outdoor activity and gathering space.

- Historical elements:
 - Lytle House (available for events – built in 1896, one of Bothell's oldest homes)
 - William Hannan House – home to the Bothell Historic Museum)
 - Bothell's first school house
 - Andrew & Augusta Beckstrom log cabin (1885)
- Gathering & event areas:
 - Plaza with fountain at intersection of 522/527 crossroads
 - Picnic areas
 - Group picnic shelters
 - Community green
 - Veterans Memorial Flag Pavilion
 - Sammamish River café
 - Amphitheater
 - Hand-carry boat launch
 - Bike & boat rentals
 - Enlarged playground area
 - ½ court basketball
 - Nature play area
 - Trails
 - View decks along the Sammamish River
 - Wetlands
 - Bridge crossing to Sammamish River Trail, connecting to Burke-Gilman Trail
 - Central location for Bothell festivals (Riverfest, Fourth of July, Music in the Park, etc.)

Park improvements will be implemented in a phased approach. Funding options being considered include a bond measure.

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City of Bothell Economic Study

In July, 2009, The Concord Group executed and produced an extensive market study. This study and the resulting recommendations can be found in the City's online media center at www.FutureofBothell.com. The following bullet points provide a sampling of key market findings included within the document:

- Bothell lies in both King and Snohomish counties, the latter of which is the fastest growing county in the Seattle Metropolitan Area (MSA). As King County has become increasingly built-out, development is expected to continue to push into Snohomish County. Downtown Bothell is easily accessible from the local freeways and state routes, providing relatively quick access to key employment, cultural and recreational nodes in the region.
- Bothell's population, approximately 32,400 persons, is projected to grow at an annual rate of 1.8% from 2010 to 2020, a strong rate in comparison to the greater Eastside region (1.3%) and the Seattle MSA (1.2%). Potential annexations could lead to even stronger growth.
- Bothell currently has 25,000 jobs and a jobs-per-household figure (1.9) in-line with top Eastside employment nodes. From 2004-2007 Bothell's employment grew at an average annual rate of 5.6% triple that of the Eastside as a whole and over double that of the MSA. This growth was largely related to the expansion of Biotech and Telecommunications sectors.
- The University of Washington and Cascadia Community College's shared campus in Bothell is anticipated to grow from 3,600 students to 10,000 students within the next 6 years.
- The underlying regional demographic trends and downtown Bothell's existing assets will make it possible to capture existing demand in the marketplace for a mixed-use downtown environment.
- The analysis projects that over a 10-year period from 2010 to 2020, downtown Bothell has potential to capture demand for approximately 1 million square feet of development (residential and commercial).
 - City-owned parcels alone can support development of a minimum of 450,000 square feet of market-driven demand for residential, commercial and civic space, with potential for increased density.
 - There is a current under-supply in the market for downtown-located Class A and B office space, with the majority of existing and future office space planned as freeway-adjacent business parks. Employers and their employees will be attracted to a downtown location with goods and services the business parks don't or can't offer. Demand will support 100,000 square feet of new downtown office space in the next 10 years.
 - Demand will support 130,000 square feet of new downtown retail in the next 10 years. Key retail types include but are not limited to: clothing, restaurants, pubs, grocery, drugstore, music/books/hobby.

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- When comparing non-service consumer expenditures with retail sales in Bothell, there is a spending gap (i.e. more expenditures by Bothell residents than retail sales in the city) implying spending “leakage” to other areas.
- The area surrounding and inclusive of Bothell, with cities such as Lake Forest Park, Mill Creek, Kenmore and Woodinville is under-supplied in terms of retail development.
- Significant opportunity exists to attract potential residents to the downtown area for locational, employment and lifestyle reasons. Additionally, there is potential demand from currently commuting students.

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Downtown Revitalization

Fire Department Training at Beta Bothell Landing Fact Sheet

Overview: With the City of Bothell's purchase of the Beta Bothell Landing site for the Crossroads realignment project, the City was able to provide a unique training opportunity for local and neighboring Fire Departments to utilize the empty buildings prior to demolition.

- Over 100 fire fighters participated from five area Fire Departments:
 - Bothell (50 participants)
 - Woodinville
 - Shoreline
 - Bellevue
 - Northshore
- The use of the vacant buildings provide the opportunity for "vertical ventilation" training which covered multiple components:
 - Hose and ladder operations
 - Search and rescue
 - Technical rescue
 - Structural collapse
 - Rescue our own
 - Forcible entry
 - Breaching walls
- In order to replicate this opportunity would have cost an estimated \$2,500 per person or \$250,000 for 100 fire fighters
- 10,000 square feet of roofing materials for training were made available through this program

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