



SPERRY

CAPSTONE COMMERCIAL

16702

NORTH RD
BOTHELL, WA 98012

BOTHELL
DEVELOPMENT SITE

Offered Unpriced



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SECTION 1

PROPERTY INFORMATION

Property Summary



PROPERTY DESCRIPTION

OFFERED UNPRICED

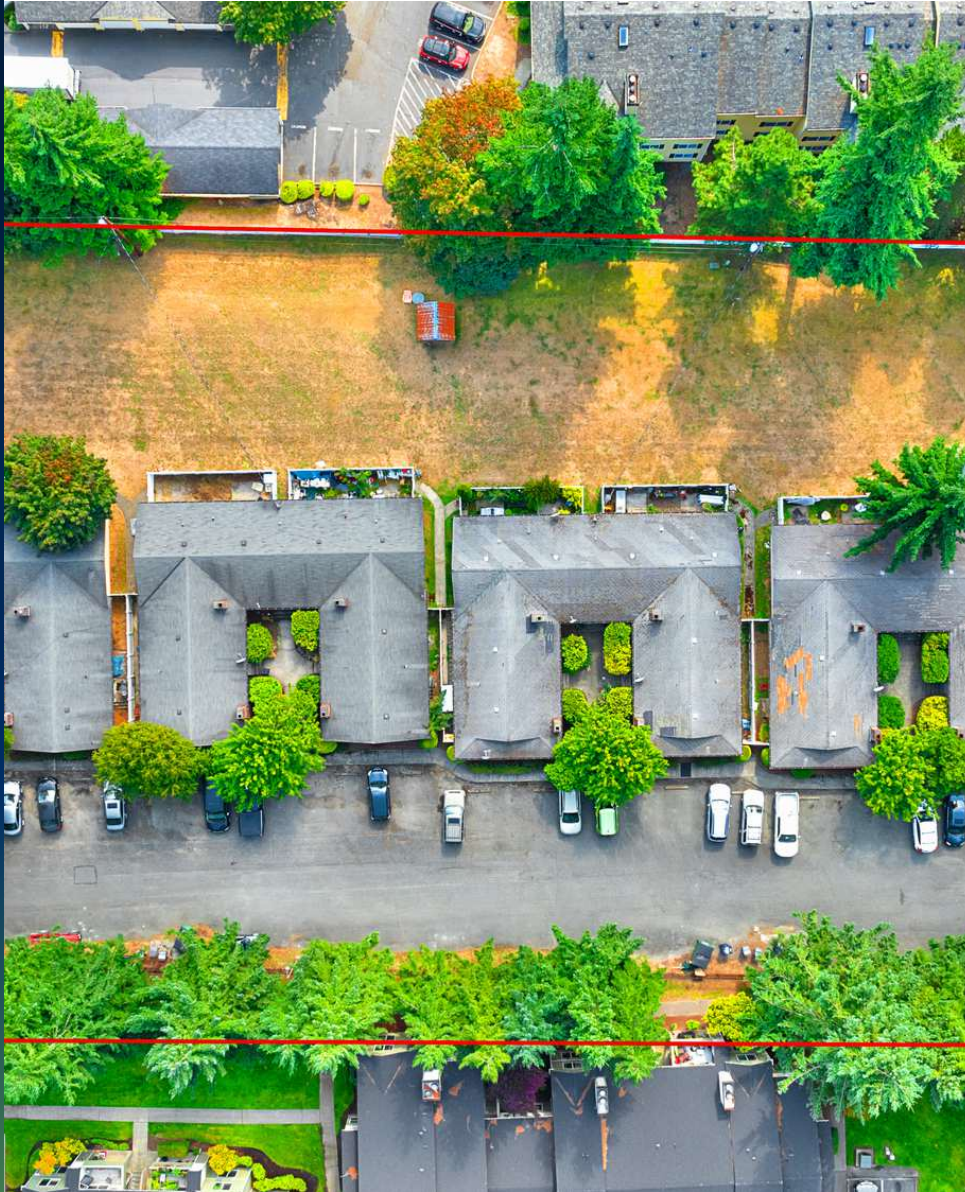
This exceptional property, centrally situated in the dynamic growth hub of Bothell and Martha Lake, presents a unique development opportunity for developers. Surrounded by Lynnwood, Mill Creek, and Bothell West, the property features four (4) contiguous parcels totaling +/- 102,365 sf (2.35 acres), zoned MUC (Mixed-Use Corridor) in Unincorporated Snohomish County.

The future assemblage is perfectly poised for developers looking to capitalize on a rare opportunity to address the Puget Sound's ongoing housing shortage, with the potential to deliver over 200 units. With incentives for high-density projects, underground parking possibilities, affordable housing benefits, and reduced parking requirements near transit zones, the property aligns with the Urban Core Subarea's transit-oriented development goals. Seize the opportunity to capitalize on the potential of this prime investment in the thriving Bothell area.

PROPERTY HIGHLIGHTS

- - Strategically located in the growth hub of Bothell and Martha Lake, offering convenient access to surrounding areas like Lynnwood, Mill Creek, and Bothell West
- - Comprises four contiguous parcels with a total area of approximately 102,365 square feet (2.35 acres), providing a substantial land footprint for development projects
- - Zoned for Mixed-Use Corridor (MUC) in Unincorporated Snohomish County, giving developers a variety of options for commercial and residential planning
- - The site offers significant development potential, supporting the construction of both surface and structural (podium) parking configurations to accommodate diverse residential project designs
- - Incentives for high-density projects include no maximum density limit, underground parking possibilities, affordable housing benefits, and reduced parking requirements near transit zones, aligning with the Urban Core Subarea's transit-oriented development goals

Development Options



SURFACE PARKING CONFIGURATIONS

5-Story Building: 194 residential units

4-Story Building: 180 residential units

3-Story Building: 160 residential units

STRUCTURAL PARKING CONFIGURATIONS

5 Levels of Housing plus 1 Level of Parking: 260 residential units, 200 parking stalls

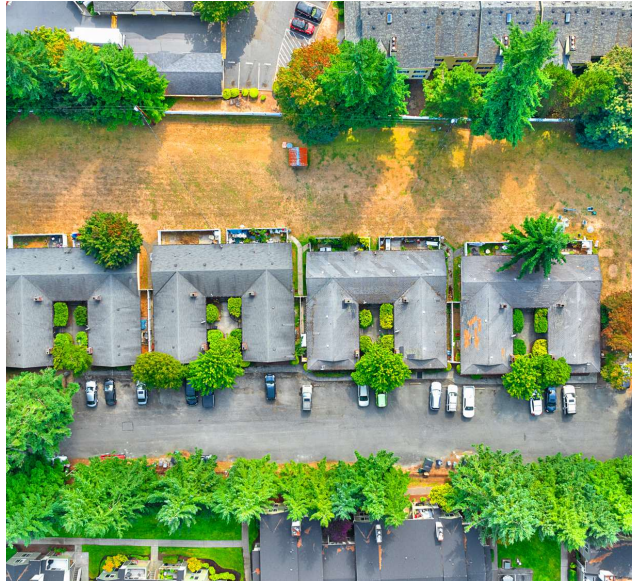
9 Levels of Housing plus 2 Levels of Parking: 400 residential units, 300 parking stalls

13 Levels of Housing plus 3 Levels of Parking: 495 residential units, 370 parking stalls

SECTION 2

ADDITIONAL PHOTOS

Additional Photos



SECTION 3

ZONING TABLE

Project Site

16702 NORTH RD, BOTHELL, WA 98012

Acres: 0.59

16704 NORTH RD, BOTHELL, WA 98012

Acres: 0.35

16706 2ND AVE W, BOTHELL, WA 98012

Acres: 0.64

16708 2ND AVE W, BOTHELL, WA 98012

Acres: 0.77

Land Use Jurisdiction: Snohomish County

Zoning: MUC (Mixed-Use Corridor)

Urban Growth Area: Southwest County UGA, Mill Creek Municipal Urban Growth Area

Short plat lots

Zoning remarks: V79-77 (Explanation of this is not found)

Transfer of Development Rights (TDR) – Receiving

Site is within Subarea Boundary (Explanation of this is not found)

Critical Areas:

- Aquifer Sensitivity
- Flood Hazard: Zone X
- Southwest corner of site is approximately 400’ from Martha Lake Creek w/ wetland area
- Water basins: Cedar-Sammamish basin, watersheds, Swamp Creek subbasin, Water Resource Inventor Area 8

Transportation:

Bicycle route and trail along North Road

Bus stops near the site at North Road & 167th PL SW

North Road – Urban Major Collector

PROJECT ADDRESS		16702, 16704 NORTH RD & 16706, 16708 2ND AVE W, BOTHELL, WA 98012	
JURISDICTION		Snohomish County	
ZONE		MUC (Mixed-Use Corridor)	
ZONING ANALYSIS DATED		8/14/2025	
CODE CONTENT SOURCE		https://snohomish.county.codes/SCC/30	
APPLICABLE SECTION		CODE REQUIREMENT	NOTES
Chapter 30.21 Purpose and Establishment of Zones			
Intent of zones.	30.21.025	(1) Urban Zones. The urban zones category consists of residential, commercial, and industrial zoning classifications in Urban Growth Areas (UGAs) located outside of cities in unincorporated Snohomish County. These areas are either already characterized by, or are planned for, urban growth consistent with the comprehensive plan.	
		(f) Mixed Use Corridor (MUC). The intent and function of the Mixed Use Corridor zone is to implement the Mixed Use Corridor designation on the future land use map by providing a zone along state routes and county arterials in the Urban Core Subarea that allows a mix of high-density residential, office, and commercial uses with public and community facilities and pedestrian connections.	
Chapter 30.22 Uses Allowed in Zones			
Number of uses per lot.	30.22.030	(1) Uses shall be established upon legally created lots that conform to current zoning requirements or on legal nonconforming lots. A lot may have more than one use placed within its bounds, except that only one single family dwelling may be placed on a lot. This exception shall not apply to: (a) Model homes as defined herein, (b) Townhouse and mixed townhouse developments proposed and approved under chapter 30.23A SCC, (c) Cottage housing developments proposed and approved under chapter 30.41G SCC, (d) Planned residential developments proposed and approved pursuant to chapter 30.42B SCC, (e) Projects proposed and approved pursuant to chapters 30.34A and 30.31G SCC, or (f) Land zoned commercial, multiple family residential, or Mixed Use Corridor (MUC).	
Urban Zone Categories Use Matrix.	30.22.100	Uses not allowed: ADU, Bed and Breakfast Guesthouse, Attached Single Family Dwelling*, Cottage Housing*, Duplex*, Mobile Home*, Single Family Dwelling*, Townhouse*-, Guest House	*See SCC 30.28.130 Affordable housing located on property owned by a religious organization
		Allowed uses: Boarding House, Day Care Center, Multiple Family Dwelling*, Farmers Market, Hotel/Motel, Office and Banking, Recreation Facility Not Otherwise Listed, Restaurant, Retail - General, Retirement Apartments, Retirement Housing	**See chapter 30.31E SCC for rezoning to Townhouse zone, and chapter 30.23A SCC for design standards applicable to single-family attached dwelling, mixed townhouse, and townhouse development.
			Note: This is not a comprehensive list of allowed/not allowed uses.
Chapter 30.23 General Development Standards - Bulk Regulations			
Rural, Resource, Urban (Non-Residential) and other zone categories - Bulk matrix.	30.23.030	Table 30.23.030 Rural, Resource, Urban (Non-Residential) and Other Zone Categories Bulk Matrix	
		Max. BLDG Height: See SCC 30.31G.020	Note: See SCC 30.23.050 for height limit exceptions. If located within an airport compatibility area, building height is subject to the requirements of SCC 30.32E.060.
		Min. Lot Area: None	Note: See SCC 30.23.200 et seq. for additional lot area requirements and exceptions.
		Min. Lot Width: None	
		Setbacks: Commercial and Industrial Zones: None Residential, Multifamily, and Rural Zones: 10'	
		Max. Lot Coverage: None	

Setback exception for lots combined as a single building site.	30.23.150	If two or more lots are built upon as one unit, and are held under common ownership, the boundary line separating the two or more lots may be covered by a building or permitted group of buildings. Such lots shall constitute a single building site, and the setbacks required by this chapter shall apply to the aggregate of the lots.									
Aggregation of lots.	30.23.250	(1) If two or more lots are built upon as a unit, are under one ownership, and when the common boundary line separating the lots is covered by a building or permitted group of buildings, the lots shall be considered a single lot, except as otherwise specifically allowed by this code. (2) The aggregated lot shall constitute a single building site and the setbacks required by this title shall then apply to the aggregated lot.									
Chapter 30.23A Urban Residential Design Standards - NOT APPLICABLE TO DEVELOPMENT IN THE MUC ZONE PER 30.31G.170											
Multifamily design standards.	30.23A.060		Detailed code provisions not listed								
Building location and orientation.	30.23A.070		Detailed code provisions not listed								
On-site recreation space.	30.23A.080	(1) On-site recreation space shall be required for residential development that is subject to the provisions of this chapter and containing seven or more dwellings, except this section shall not apply to projects submitted under chapter 30.42B SCC.									
		(2) On-site recreation space shall be provided in accordance with SCC Table 30.23A.080(2): Table 30.23A.080(2) On-site recreation space requirements									
		<table><tr><td>Number of Dwelling Units</td><td>Amount of on-site recreation open space required per each dwelling</td></tr><tr><td>Units 7 to 40</td><td>200 sq ft</td></tr><tr><td>Units 41 to 100</td><td>150 sq ft</td></tr><tr><td>Units Over 100</td><td>100 sq ft</td></tr></table>		Number of Dwelling Units	Amount of on-site recreation open space required per each dwelling	Units 7 to 40	200 sq ft	Units 41 to 100	150 sq ft	Units Over 100	100 sq ft
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Units Over 100	100 sq ft										
(3) The requirements in SCC Table 30.23A.080(2) may be reduced by up to 50 percent for residential development that is located within one-quarter mile walking distance of a public park or public school containing a playground or outdoor recreational facilities. The director shall determine the amount of reduction based on the following: (a) The availability of safe pedestrian facilities connecting the development to the park/school; (b) The ability of the park/school facilities to accommodate additional usage by residents of the development; and (c) The number of parks and school facilities located within one-quarter mile distance.											
(4) On-site recreation open space shall be designed as follows:	Detailed code provisions not listed										
Landscaping.	30.23A.090	Landscaping shall be provided pursuant to chapter 30.25 SCC.									
Chapter 30.24 GENERAL DEVELOPMENT STANDARDS - ACCESS AND ROAD NETWORK - Detailed code provisions not listed											
Chapter 30.25 GENERAL DEVELOPMENT STANDARDS - LANDSCAPING - Detailed code provisions not listed											
Chapter 30.26 GENERAL DEVELOPMENT STANDARDS - PARKING											
Location of parking spaces.	30.26.020	(1) Parking for single and multifamily dwellings shall be within 300 feet of the building it serves.									
		(5) Within the MUC zone the maximum number of parking spaces located between the building front and state routes or county arterials, including required ADA parking, shall be 20 spaces.									
Tandem parking.	30.26.025	Tandem or stacked parking spaces may be allowed for residential and commercial uses as follows: (1) Each tandem space shall be at least eight and one-half feet wide and twice the depth required for a standard space; (2) A maximum of 30 percent of the required parking may be provided through tandem spaces (3) For residential uses, tandem parking may only be used when it can be documented that parking spaces will be assigned to specific units and tandem spaces will not be shared between units;									
Number of spaces required.	30.26.030	Table 30.26.030(1) Number of Parking Spaces Required Multifamily: 2 per dwelling; see note 1 , See SCC 30.26.031	Note 1: Driveways between garage doors and roads, private roads, designated fire lanes or access aisles that are at least 19' long and 8.5' wide may be counted as one parking space, and if at least 19' long and 17' wide may be counted as two parking spaces. Garages shall have a minimum interior length of 19'.								

Transit service and minimum residential parking requirements for multifamily housing in urban areas.	30.26.031	(1) Multifamily housing units that are within one-quarter mile of a transit stop that receives transit service from at least one route that provides service at least four times per hour for 12 or more hours per day, are to provide 0.75 parking spaces per dwelling unit. (a) If there is a lack of access to street parking capacity, physical space impediments, or other infeasibilities to on-street parking, the department may require more than 0.75 spaces per dwelling unit. If more than 0.75 parking spaces per dwelling unit are required, the number of parking spaces shall be as required in Table 30.26.030(1) for multifamily dwellings with allowed reductions pursuant to SCC 30.26.040(3) .	
		(2) The department may reduce the number of required parking spaces by 100 percent for a development in the MUC zone located within 0.25 miles of a Community Transit SWIFT stop when an applicant demonstrates through a parking study as described in SCC 30.26.035 that effective alternatives to automobile use will provide an effective and permanent reduction in parking demand.	
Reduction of required parking spaces.	30.26.040	The department may reduce the parking requirements listed in SCC Table 30.26.030(1) and SCC Table 30.26.032(1) for any use or combination of uses as set forth below: (1) Retirement Apartments (2) Retirement Housing. (3) All Other Uses. The department may reduce, by not more than 40 percent, the number of required parking spaces when an applicant demonstrates that effective alternatives to automobile use, including but not limited to van pooling, ride matching for carpools, and provision of subscription bus service will be implemented that will provide an effective and permanent reduction in parking demand.	Did not list all code provisions as it may not be Client's desired use Did not list all code provisions as it may not be Client's desired use
Parking lot development standards.	30.26.065	(3) Access lanes and emergency vehicle lanes shall not be less than 20 feet in width, and emergency access shall be provided pursuant to the provisions of chapter 30.53A SCC . (5) Emergency access shall be provided to within 50 feet of any multifamily building. (6) Parking lot area (square footage) devoted to accessible routes of travel may be credited toward reducing the number of required off-street parking stalls at the ratio of one parking stall per each 160 square feet of accessible route of travel within parking areas. (7) Accessible routes of travel may cross driveways, access lanes, and emergency vehicle lanes, but not loading spaces. (8) If any of the requirements of this section are impractical due to the peculiarities of the site and building, other provisions for emergency access may be approved by the fire marshal. (9) All parking stalls and aisles shall be designed according to SCC Table 30.26.065(14) or SCC Table 30.26.065(17) , "Off-Street Parking," unless all parking is to be done by parking attendants on duty at all times that the parking lot is in use for the storage of automobiles. (10) When parking standards require 10 or more parking spaces, up to 40 percent of the off-street parking spaces required by this chapter may be designed for compact cars in accordance with SCC Table 30.26.065(16) , "Compact Car Stall and Aisle Specifications" or SCC Table 30.26.065(19), "Interlocking - Compact Cars." Such parking stalls shall be individually marked on the site plan and on each constructed parking stall as being for compact cars only. (12) Parking shall be so designed that automobiles shall not back out into public streets. (13) Electric Vehicle Charging. (a) Infrastructure for the charging of electric vehicles shall not intrude into nor diminish the dimensions of the aisle or parking stall(s) it is intended to serve. (b) Where electric vehicle infrastructure is provided within an adjacent pedestrian circulation area, such as a sidewalk or accessible route to the building entrance, the infrastructure shall be located as to not interfere with accessibility requirements of WAC 51-50-005.	

Parking lot development standards.	30.26.065	<table><tr><th colspan="9">Table 30.26.065(14) Off-Street Parking Conventional Car Stall and Aisle Specifications</th></tr><tr><th>Parking Layout</th><th>Angle</th><th colspan="3">Dimensions</th><th colspan="2">One Way</th><th colspan="2">Two Way</th></tr><tr><th>See Figure 30.26.065(15)</th><th>Parking Angle A</th><th>Stall Width B</th><th>Curb Length C</th><th>Stall Depth D</th><th>Aisle Width E</th><th>Parking Section Width F</th><th>Aisle Width E</th><th>Parking Section Width F</th></tr><tr><td>Parallel: one side</td><td>0°</td><td>8'</td><td>21'</td><td>8'</td><td>12'</td><td>20'</td><td>22'</td><td>30'</td></tr><tr><td>two sides</td><td>0</td><td>8</td><td>21</td><td>8</td><td>22</td><td>38</td><td>24</td><td>40</td></tr><tr><td rowspan="8">Angular</td><td>20</td><td>8.5</td><td>24.9</td><td>14.5</td><td>11</td><td>40</td><td>20</td><td>49</td></tr><tr><td>30</td><td>8.5</td><td>17</td><td>16.9</td><td>11</td><td>44.8</td><td>20</td><td>53.8</td></tr><tr><td>40</td><td>8.5</td><td>13.2</td><td>18.7</td><td>12</td><td>49.4</td><td>20</td><td>57.4</td></tr><tr><td>45</td><td>8.5</td><td>12</td><td>19.4</td><td>13.5</td><td>52.3</td><td>20</td><td>58.8</td></tr><tr><td>50</td><td>8.5</td><td>11.1</td><td>20</td><td>15.5</td><td>55.5</td><td>20</td><td>60</td></tr><tr><td>60</td><td>8.5</td><td>9.8</td><td>20.7</td><td>18.5</td><td>59.9</td><td>22</td><td>63.4</td></tr><tr><td>70</td><td>8.5</td><td>9</td><td>20.8</td><td>19.5</td><td>61.1</td><td>22</td><td>63.6</td></tr><tr><td>80</td><td>8.5</td><td>8.6</td><td>20.2</td><td>24</td><td>64.4</td><td>24</td><td>64.4</td></tr><tr><td>Perpendicular</td><td>90</td><td>8.5</td><td>8.5</td><td>19</td><td>25</td><td>63</td><td>25</td><td>63</td></tr></table> <table><tr><th colspan="9">Table 30.26.065(16) Compact Car Stall and Aisle Specifications</th></tr><tr><th>Parking Layout</th><th>Angle</th><th colspan="3">Dimensions</th><th colspan="2">One Way</th><th colspan="2">Two Way</th></tr><tr><th>See Figure 30.26.065(15)</th><th>Parking Angle A</th><th>Stall Width B</th><th>Curb Length C</th><th>Stall Depth D</th><th>Aisle Width E</th><th>Parking Section Width F</th><th>Aisle Width E</th><th>Parking Section Width F</th></tr><tr><td>Parallel</td><td>0°</td><td>8'</td><td>20'</td><td>8'</td><td>12'</td><td>28'</td><td>20'</td><td>36'</td></tr><tr><td rowspan="2">Angular</td><td>45</td><td>8</td><td>11.3</td><td>15</td><td>12.5</td><td>42.5</td><td>20</td><td>50</td></tr><tr><td>60</td><td>8</td><td>9.2</td><td>16.5</td><td>17</td><td>50</td><td>22</td><td>55</td></tr><tr><td>Perpendicular</td><td>90</td><td>8</td><td>8</td><td>16</td><td>22</td><td>54</td><td>25</td><td>57</td></tr></table>	Table 30.26.065(14) Off-Street Parking Conventional Car Stall and Aisle Specifications									Parking Layout	Angle	Dimensions			One Way		Two Way		See Figure 30.26.065(15)	Parking Angle A	Stall Width B	Curb Length C	Stall Depth D	Aisle Width E	Parking Section Width F	Aisle Width E	Parking Section Width F	Parallel: one side	0°	8'	21'	8'	12'	20'	22'	30'	two sides	0	8	21	8	22	38	24	40	Angular	20	8.5	24.9	14.5	11	40	20	49	30	8.5	17	16.9	11	44.8	20	53.8	40	8.5	13.2	18.7	12	49.4	20	57.4	45	8.5	12	19.4	13.5	52.3	20	58.8	50	8.5	11.1	20	15.5	55.5	20	60	60	8.5	9.8	20.7	18.5	59.9	22	63.4	70	8.5	9	20.8	19.5	61.1	22	63.6	80	8.5	8.6	20.2	24	64.4	24	64.4	Perpendicular	90	8.5	8.5	19	25	63	25	63	Table 30.26.065(16) Compact Car Stall and Aisle Specifications									Parking Layout	Angle	Dimensions			One Way		Two Way		See Figure 30.26.065(15)	Parking Angle A	Stall Width B	Curb Length C	Stall Depth D	Aisle Width E	Parking Section Width F	Aisle Width E	Parking Section Width F	Parallel	0°	8'	20'	8'	12'	28'	20'	36'	Angular	45	8	11.3	15	12.5	42.5	20	50	60	8	9.2	16.5	17	50	22	55	Perpendicular	90	8	8	16	22	54	25	57	Note: There are also Dimension Requirements for Interlocking regular stalls and compact stalls for angular parking configurations
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Landscaping requirement for regulated parking areas.	30.26.080	Landscaping requirements for all parking areas subject to this chapter are contained in chapter 30.25 SCC.																																																																																																																																																																																						
Accessible parking spaces for persons with disabilities.	30.26.085	Accessible parking spaces for persons with disabilities shall be installed in accordance with the International Building Code, Chapter 11 - Accessibility.																																																																																																																																																																																						
Chapter 30.31G MIXED USE CORRIDOR																																																																																																																																																																																								
Purpose and applicability.	30.31G.010	(1) This chapter sets forth procedures and standards to be followed for building in the Mixed Use Corridor (MUC) zone unless specifically exempted in subsection (3) of this section. (2) The regulations and design standards established in this chapter are to provide a mix of high-density residential, office, and commercial uses with public and community facilities consistent with SCC 30.21.025(1)(f).																																																																																																																																																																																						
Bulk regulations.	30.31G.020	(2) The maximum building height shall be 90 feet. (a) An additional one story of building height (not to exceed 15 feet) is allowed when at least one entire floor of parking (i.e., a floor that matches the footprint of the building's ground floor level) or at least 50 percent of the required parking is located underground, whichever is more. Parking levels that are only partially below grade do not qualify for the added building height. (b) An additional one story of building height (not to exceed 15 feet) is allowed under SCC 30.31G.160(3). (c) An additional one story of building height (not to exceed 15 feet) is allowed under SCC 30.35A.100. (d) If a development meets the requirements of subsections (2)(a), (2)(b), and (2)(c) of this section, a maximum building height of up to 135 feet is permitted. (4) Where development includes new residential units, the minimum height of the structure shall be three stories above grade. (5) There are no maximum density limitations for dwelling units in the MUC zone. (6) The minimum net residential density is 20 units per acre.																	Note: 2b - Affordable Housing incentive, 2c - TDR																																																																																																																																																																					
Roads and access.	30.31G.030	Development in the MUC zone shall comply with the vehicular and pedestrian circulation system requirements in chapters 30.24 and 30.66B SCC and the EDDS (Engineering Design and Development Standards).																																																																																																																																																																																						

Amenity area requirements.	30.31G.040	(3) Development sites shall provide amenity areas according to Table SCC 30.31G.040(4).		
		Table 30.31G.040(4) Amenity area requirements		
		Number of Dwelling Units	Amount of required on-site Amenity Area	
		7 to 40 Units	200 sq ft per unit	
		41 to 100 Units	150 sq ft per unit	
		Over 100 Units	100 sq ft per unit	
		Non-residential (two stories and higher)	2 percent of gross floor area (excluding parking)	
		(4) Development applications which contain both residential and non-residential uses shall provide amenity areas in compliance with the combined residential and non-residential requirements in SCC Table 30.31G.040(4).		
		(5) The amount of amenity area required may be reduced by 25 percent if an additional 25 percent of tree canopy is provided beyond what is required in SCC 30.25.016.		
		(6) A development site's amenity area shall be allocated as: (a) A minimum of 50 percent for outdoor amenity area; and (b) Up to 50 percent for indoor amenity area.		
Outdoor amenity area design.	30.31G.050			Detailed code provisions not listed
Indoor amenity area design.	30.31G.060			Detailed code provisions not listed
Design standard – above grade parking structures.	30.31G.110			Detailed code provisions not listed
Design standard – screening trash/service areas.	30.31G.120			Detailed code provisions not listed
Design standard – architectural features for all buildings.	30.31G.140			Detailed code provisions not listed
Design standard – architectural features for buildings three stories and higher.	30.31G.150			Detailed code provisions not listed
Inclusionary housing.	30.31G.160	To address the need for affordable housing in the county and to provide opportunities for low-income households to live near transit and employment, the following inclusionary housing requirements shall apply to all new residential and mixed use developments of five dwelling units or more within the MUC zone: (1) At least 15 percent of the proposed dwelling units in new residential or mixed use development must be affordable as defined by the total housing cost, including basic utilities, not exceeding 30 percent of a household's gross income, to low-income households, defined for purposes of this chapter as households with incomes that are less than 60 percent of the HUD Area Median Income. (2) A dwelling unit that is affordable to extremely low-income households, defined as households making 30 percent or less of the HUD Area Median Income, shall count as two units for satisfying subsection (1) of this section. (3) Beyond the units required by subsection (1) of this section, an additional one story of building height (not to exceed 15 feet) is allowed when at least one additional unit affordable to extremely low-income households or at least two additional units affordable to low-income households are created. The additional one story of building height can only be applied to buildings with the additional affordable dwelling units described by this subsection. (4) Whenever the calculated number of required affordable housing units results in a fractional equivalent of five-tenths (0.5) or greater, the number of required units shall be rounded up to the nearest whole number. (5) Affordable housing units that are provided under this section shall remain as affordable housing for a minimum of 50 years, as provided in a recorded covenant running with the land. The covenant shall be approved by the county decision making body and filed for recording with the county auditor prior to the issuance of a building permit for any structure. (9) Affordable housing units may be eligible for the impact fee exemption described in SCC 30.66A.040 and 30.66C.110.		Note: There are more detailed requirements under Item 7, 8 not listed here re: permitting and affordable housing design/units being comparable to market-rate units.
Inclusionary housing alternative compliance.	30.31G.165			Detailed code provisions not listed
Urban Residential Design Standards.	30.31G.170	Notwithstanding SCC 30.23A.020, chapter 30.23A SCC does not apply to development in the Mixed Use Corridor zone.		

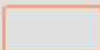
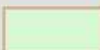

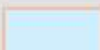
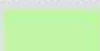

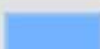
SECTION 4

SITE MAP, PLAN, SURVEY

Bothell Site Map



Legend

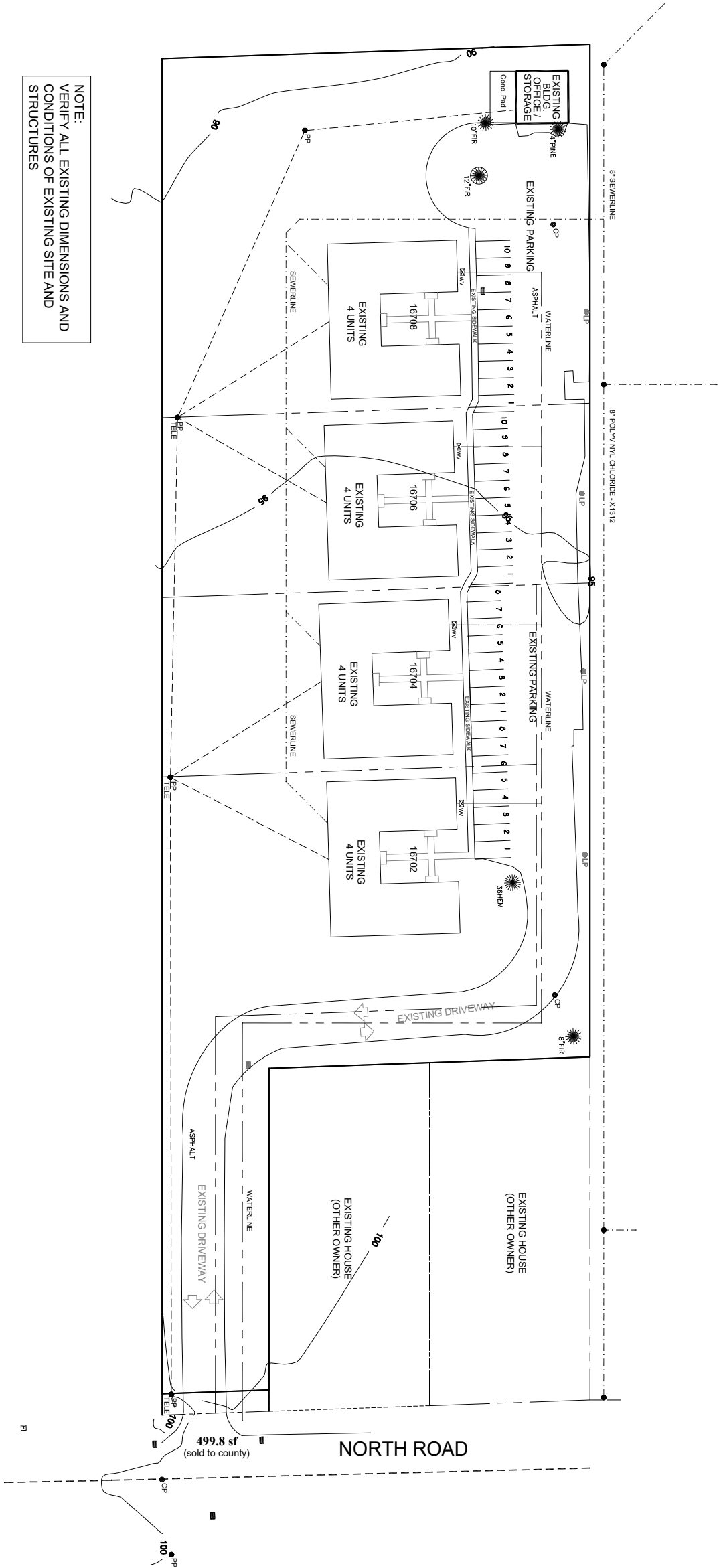
-  Parcel
-  Recent Sales 2025
-  Recent Sales 2024
-  Recent Sales 2023
-  City Boundary
-  County Park
-  National Forest
-  Water

Street Types

-  Interstate
-  State Route
-  Local Road



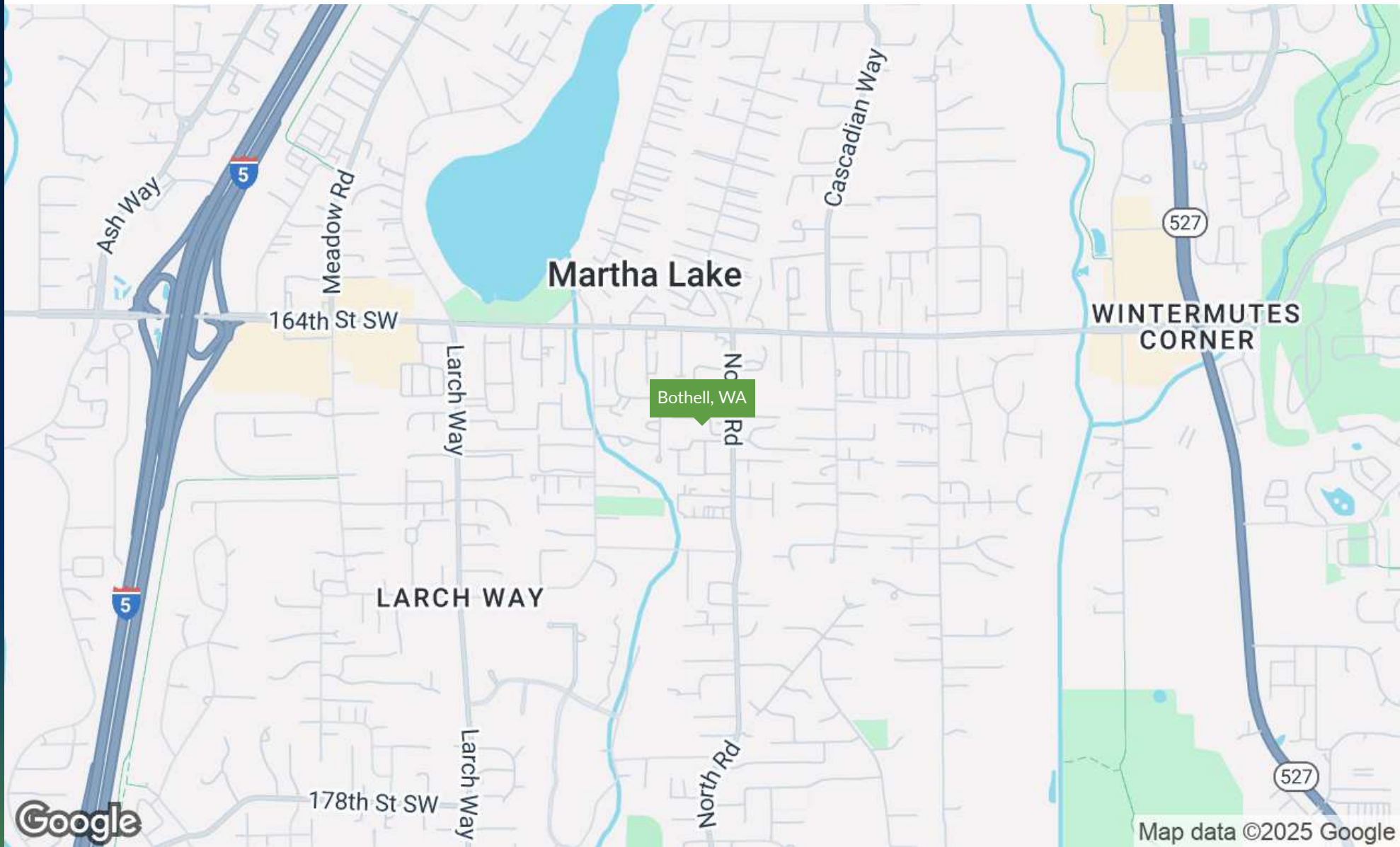
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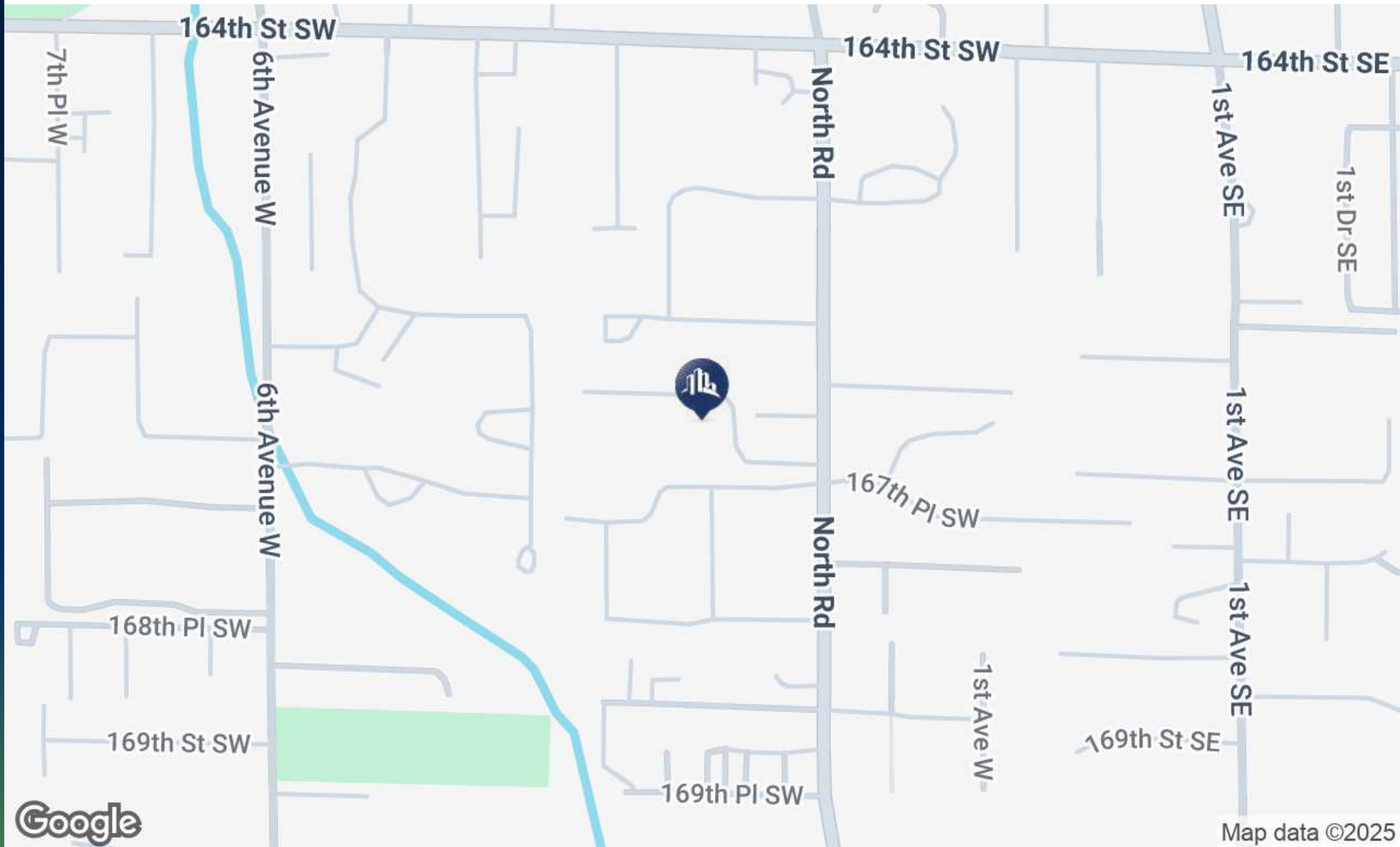
SECTION 5

LOCATION INFORMATION

Regional Map



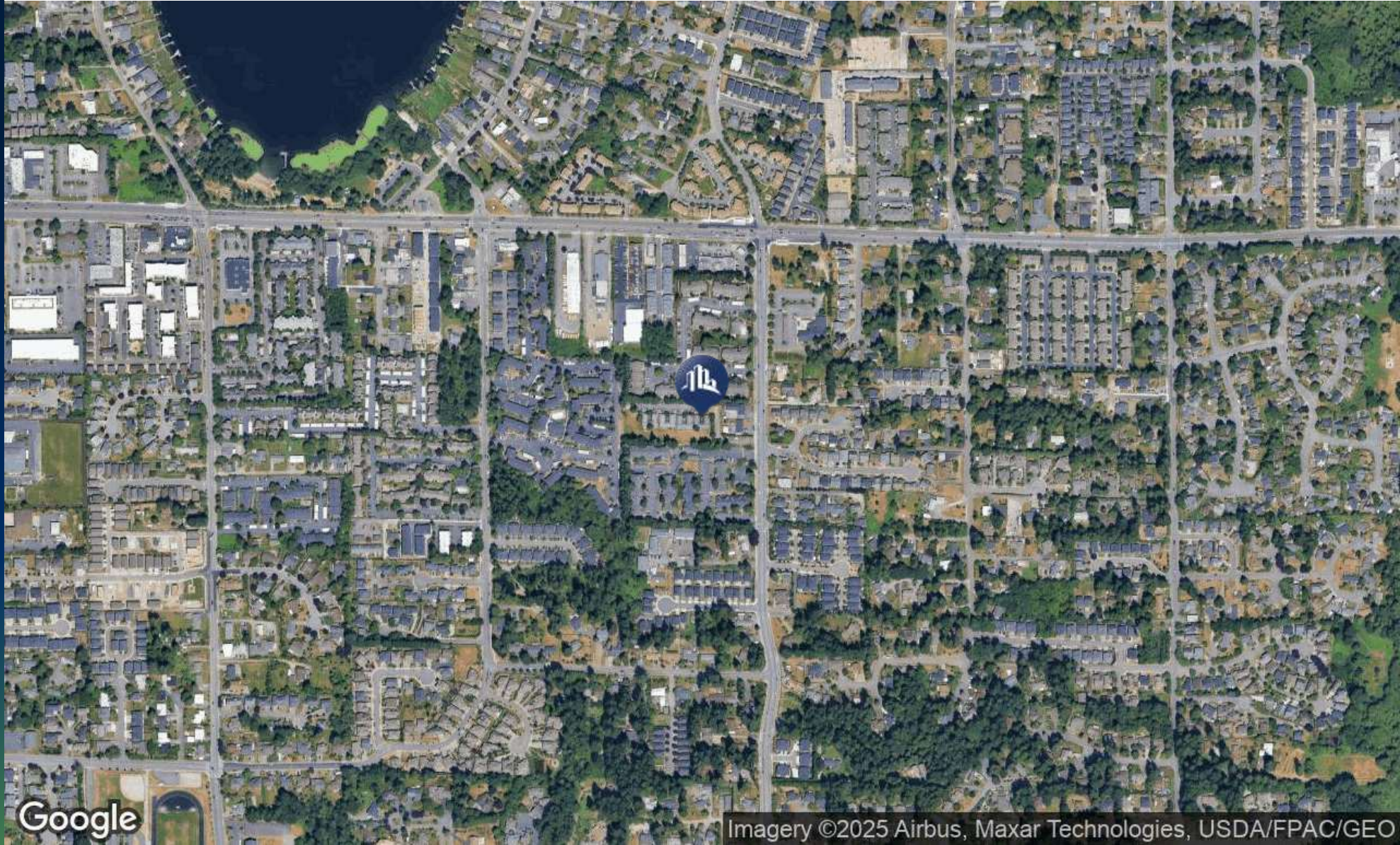
Location Map



SPERRY - CAPSTONE COMMERCIAL | 303 5TH AVENUE SOUTH, SUITE #209 | EDMONDS, WA 98020

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Aerial Map



Google

Imagery ©2025 Airbus, Maxar Technologies, USDA/FPAC/GEO

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SECTION 6

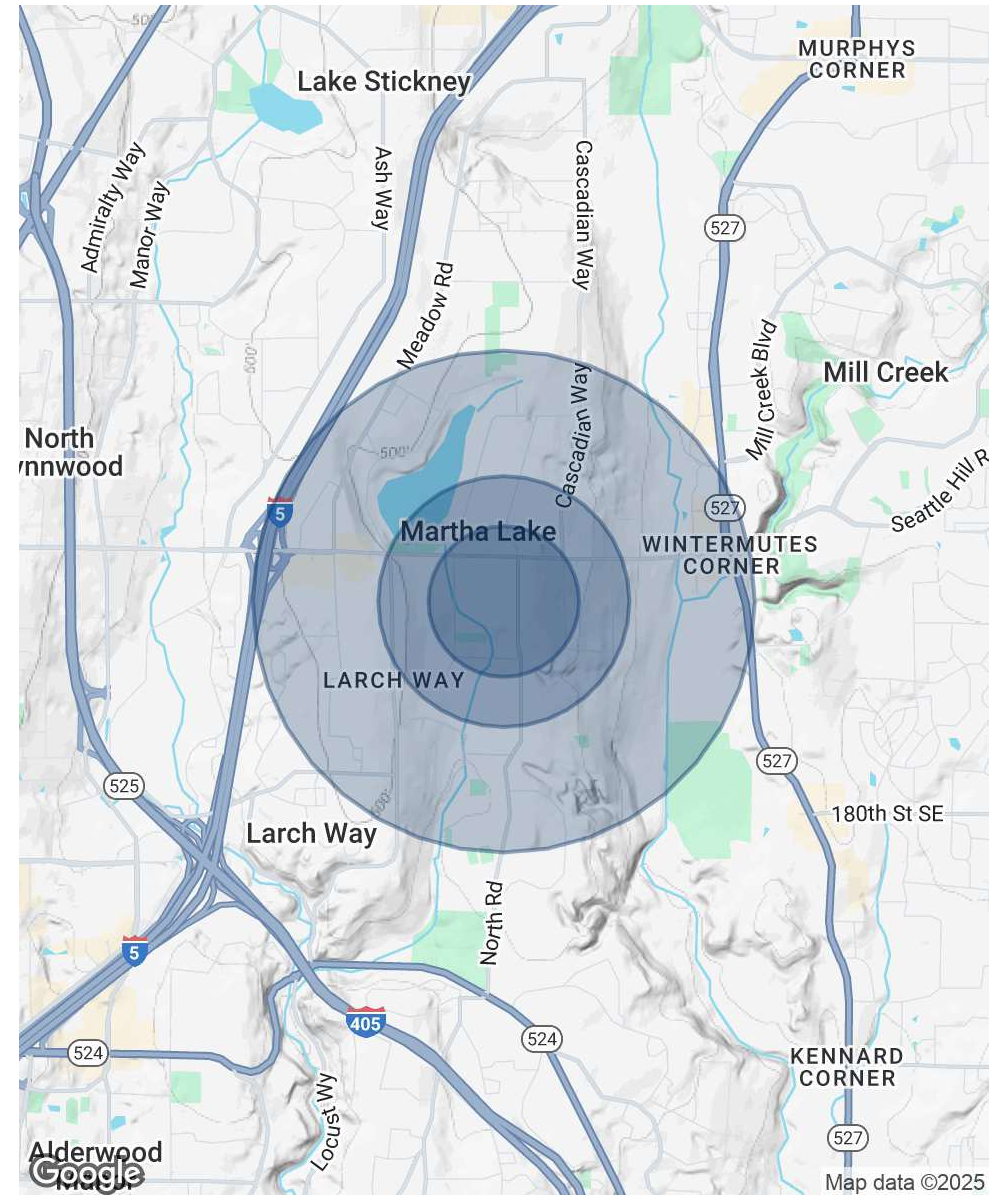
DEMOGRAPHICS

Demographics Map & Report

POPULATION	0.3 MILES	0.5 MILES	1 MILE
Total Population	2,930	6,794	15,761
Average Age	36	37	38
Average Age (Male)	35	36	37
Average Age (Female)	37	38	39

HOUSEHOLDS & INCOME	0.3 MILES	0.5 MILES	1 MILE
Total Households	1,168	2,590	5,763
# of Persons per HH	2.5	2.6	2.7
Average HH Income	\$120,561	\$141,719	\$157,856
Average House Value	\$749,557	\$780,938	\$820,504

Demographics data derived from AlphaMap



SECTION 7

ADVISOR BIOS

Advisor Bio 1



RYAN DOWNING

Principal/Broker

ryan.downing@sperrycga.com

Direct: 206.466.9147

WA #2512

PROFESSIONAL BACKGROUND

Sperry CGA National Broker Award "Top Ten Broker 2023" and Sperry Property Management Group Chair.

Ryan Downing is a lifelong commercial real estate management and sales professional. Having started his real estate career back in 2001 with the highly respected Seattle area firm of Westlake Associates. Ryan is very proud to have become the youngest partner in Westlake Associates history and still to this day remains very close with multiple brokers at Westlake Associates. Ryan has been part of numerous real estate development projects while working at Eastlake Property Group, including both ground up condominium development and condominium conversion projects.

Additionally, Ryan has been involved in property subdivision and townhouse entitlement work. Currently, Ryan is involved in numerous real estate partnerships formed to invest in commercial real estate assets. Since he started in commercial real estate back in 2001, Ryan has been involved in over 115 real estate transactions totaling over \$260 Million in value. This experience covers land, retail, office, multifamily, mixed-use, and residential real estate.

He also holds the Certified Professional Salesperson (CPSP) Designation from the National Association of Sales Professionals (NASP) and the Certified Commercial Advisor (CCA) Designation from the National Association of Real Estate Advisors (NAREA).

Ryan Downing is the Sperry National Property Management Group Chair and a Sperry National Broker Award Winner for "Top Ten Producer Nationally in 2023".

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Edmonds, WA 98020

Advisor Bio 2



TED WOOD

Senior Vice President

ted.wood@sperrycga.com

Direct: 206.818.0378

WA #131981

PROFESSIONAL BACKGROUND

Ted began his career in commercial real estate over 25 years ago as a broker with Cushman & Wakefield in Los Angeles. There, he developed his foundational skills in negotiation and deal-making, representing developers in leasing high-rise office properties and assisting companies with corporate relocations.

Following his time at Cushman & Wakefield, Ted became the Managing General Partner of a Southern California land investment and development firm. In this role, he negotiated more than \$250 million in acquisitions and dispositions, helping the company grow into the third-largest landholder in the High Desert region. He also assembled and led a development team responsible for renovating historic office buildings in both Pasadena and South Pasadena.

Today, Ted focuses on the multi-family sector of the commercial real estate market. Known for his in-depth market knowledge and hands-on approach, he helps clients analyze opportunities and craft investment strategies that align with their financial goals. He is widely recognized for adding substantial value throughout the transaction process by creating strategic leverage for his clients—many of whom remain long-term relationships.

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