Lake Forest Park
STRIDE S3 SR522/145 BRT LFP Impacts

We Support Transit

Citizens Organized to Rethink Expansion
CORE
522 in LFP

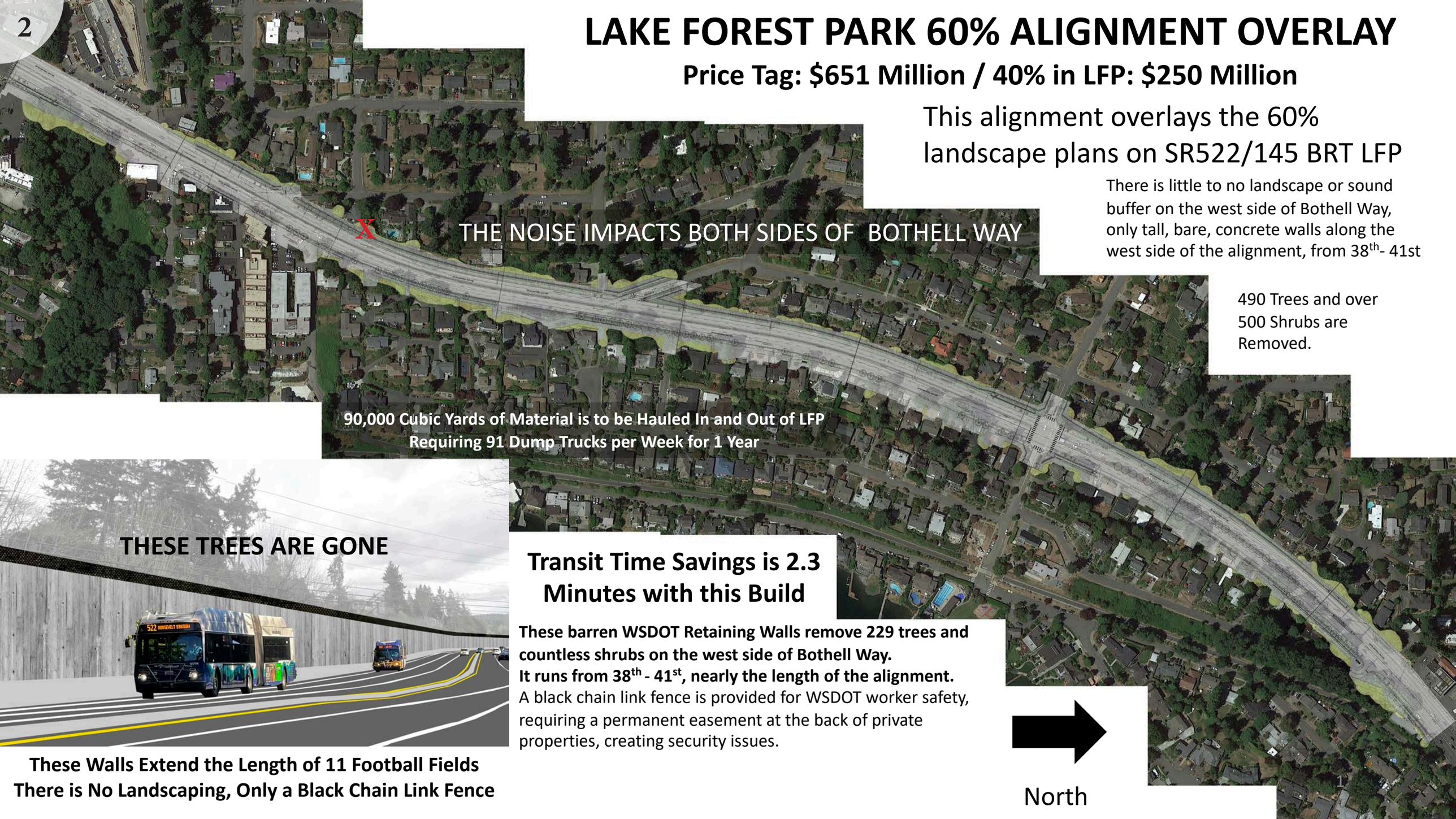
LAKE FOREST PARK 60% ALIGNMENT OVERLAY

Price Tag: $651 Million / 40% in LFP: $250 Million

This alignment overlays the 60% landscape plans on SR522/145 BRT LFP

There is little to no landscape or sound buffer on the west side of Bothell Way, only tall, bare, concrete walls along the west side of the alignment, from 38th- 41st

490 Trees and over 500 Shrubs are Removed.



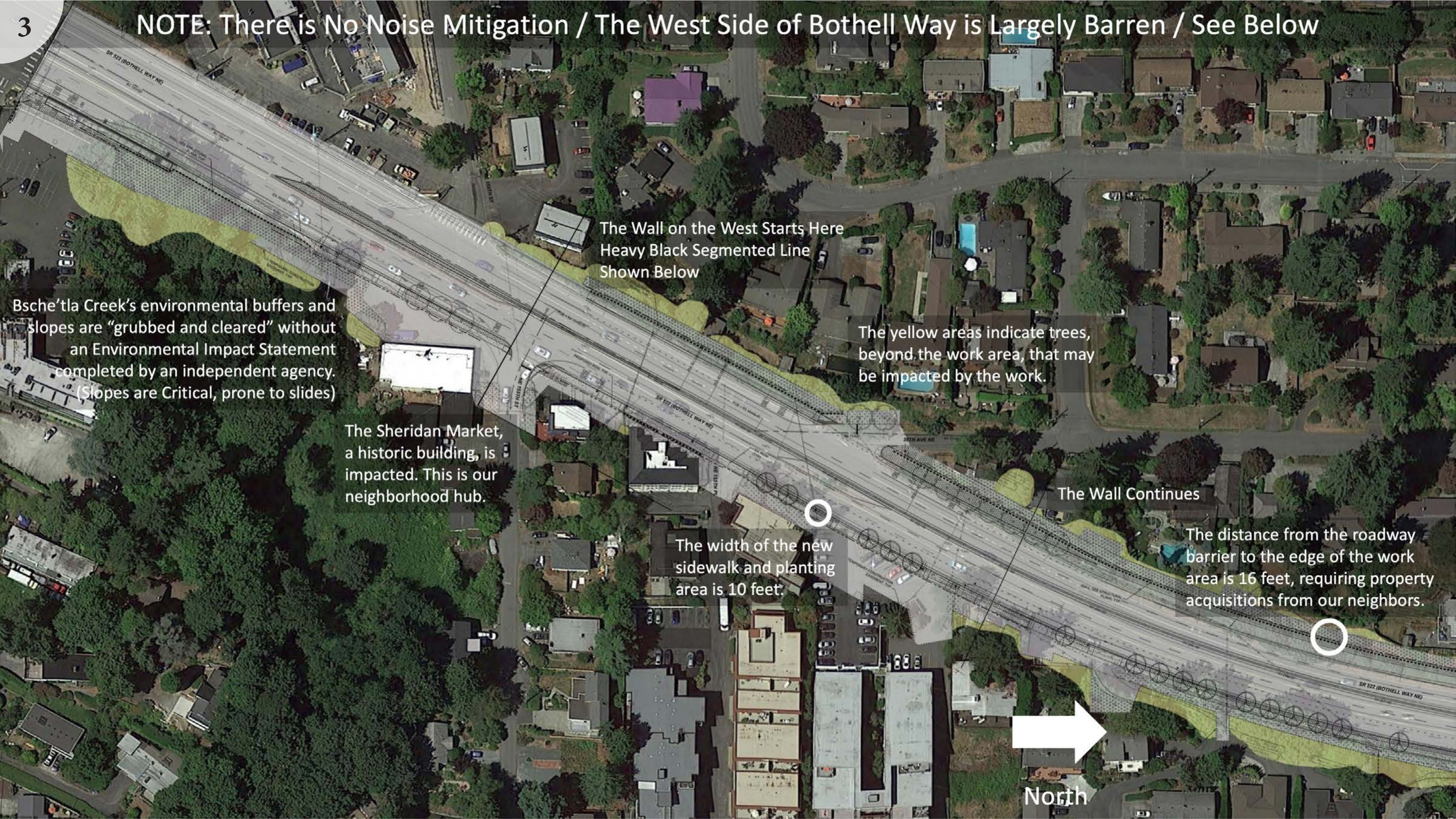
These Walls Extend the Length of 11 Football Fields
There is No Landscaping, Only a Black Chain Link Fence

Transit Time Savings is 2.3 Minutes with this Build

These barren WSDOT Retaining Walls remove 229 trees and countless shrubs on the west side of Bothell Way.
It runs from 38th - 41st, nearly the length of the alignment.
A black chain link fence is provided for WSDOT worker safety, requiring a permanent easement at the back of private properties, creating security issues.

North

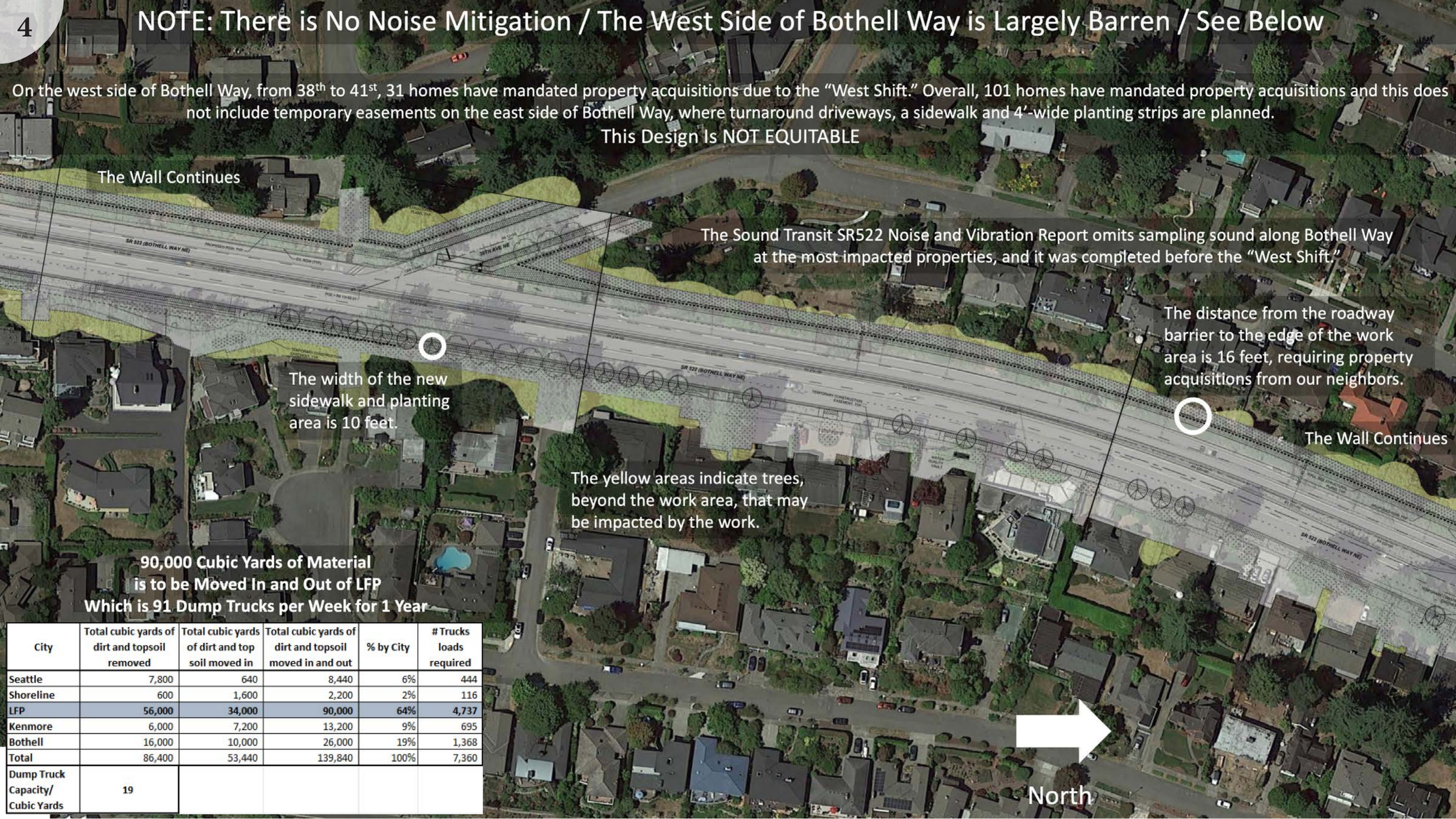
NOTE: There is No Noise Mitigation / The West Side of Bothell Way is Largely Barren / See Below



NOTE: There is No Noise Mitigation / The West Side of Bothell Way is Largely Barren / See Below

On the west side of Bothell Way, from 38th to 41st, 31 homes have mandated property acquisitions due to the "West Shift." Overall, 101 homes have mandated property acquisitions and this does not include temporary easements on the east side of Bothell Way, where turnaround driveways, a sidewalk and 4'-wide planting strips are planned.

This Design Is NOT EQUITABLE



90,000 Cubic Yards of Material is to be Moved In and Out of LFP Which is 91 Dump Trucks per Week for 1 Year

City	Total cubic yards of dirt and topsoil removed	Total cubic yards of dirt and top soil moved in	Total cubic yards of dirt and topsoil moved in and out	% by City	# Trucks loads required
Seattle	7,800	640	8,440	6%	444
Shoreline	600	1,600	2,200	2%	116
LFP	56,000	34,000	90,000	64%	4,737
Kenmore	6,000	7,200	13,200	9%	695
Bothell	16,000	10,000	26,000	19%	1,368
Total	86,400	53,440	139,840	100%	7,360
Dump Truck Capacity/ Cubic Yards	19				

The Wall Continues

X

On the west side of Bothell Way, from 38th to 41st, 31 homes have mandated property acquisitions due to the "West Shift." Overall, 101 homes have mandated property acquisitions and this does not include temporary easements on the east side of Bothell Way, where turnaround driveways, a sidewalk and 4'-wide planting strips are planned.

This Design Is NOT EQUITABLE

The yellow areas indicate trees, beyond the work area, that may be impacted by the work.

Citizens Organized to Rethink Expansion

CORE

522 in LFP

For more info see: www.lfpcore.org
Contact: info@lfpcore.org

The Sound Transit SR522 Noise and Vibration Report omits sampling sound along Bothell Way at the most impacted properties, and it was completed before the "West Shift."

Turnaround driveways remove 261 trees on the east side of Bothell Way.

The distance from the roadway barrier to the edge of the work area is 16 feet, requiring property acquisitions from our neighbors.

This image is derived from Sound Transit's Visual and Aesthetics Technical Report. This creates a "Negative High Level Visual Change," shown at 165th

The width of the new sidewalk and planting area is 10 feet.

The Wall Ends

North

Hello and thank you for your interest in our community.

We support ST3 and good design.

This document explains and illustrates some of the changes planned for Lake Forest Park. These two introduction pages serve as a Glossary and a Table of Contents explaining what you will see in this document. A lot of this process is technical, using jargon most folks don't know. We hope that this will make things easier to understand.

Definitions:

- Who is CORE? CORE stands for: Citizens Organized to Rethink Expansion. We are a group of Lake Forest Park (LFP) community members concerned about the planned Stride S3 project and the future of our city.
- What is Stride S3? Stride S3 is Sound Transit's (ST) proposed new bus line serving these North Lake Washington communities: Shoreline, Lake Forest Park, Kenmore, and Bothell; with buses running as often as every 10 minutes connecting to the new Link light rail station at Shoreline South/148th. See the map to the right.
- What is BRT? BRT stands for: Bus Rapid Transit, a fast, frequent and reliable bus service that is designed for fast arrivals and departures, including off-board fare payment and multiple-door entry and exit.
- What is SR522? SR522, or State Route 522, also known as Bothell Way, the major road connecting Seattle, Lake Forest Park, Kenmore, and Bothell.
- What is SR522/145 BRT LFP? This is the section of Stride S3 in Lake Forest Park.

Contents:

8. Page Eight states the specific requests of the CORE team with this document.

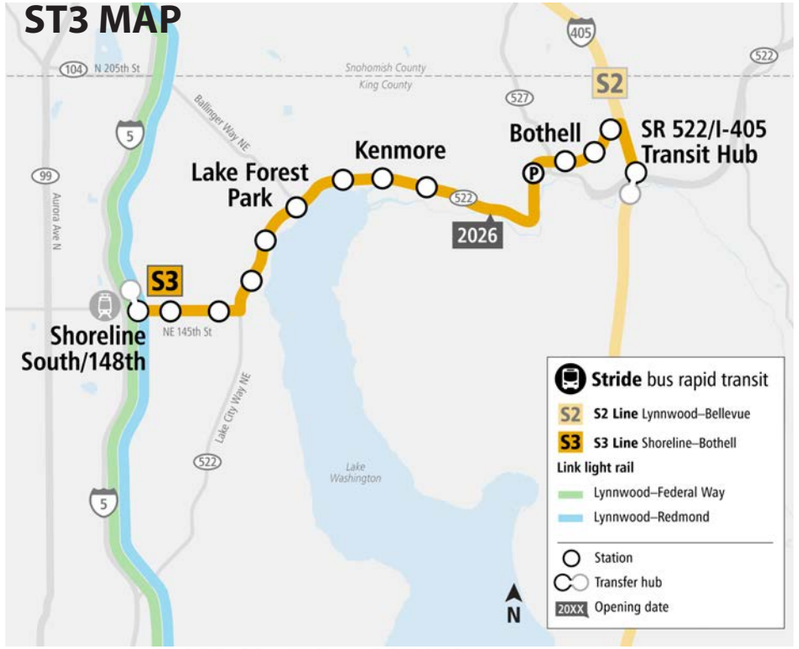
9. Page Nine describes the planned tree removals as identified by Sound Transit's 60% Plan Review. The 60% Plans are the current finished plans available. 60% represents the stage of design completion.

10. Page Ten illustrates the wall along SR522, as proposed by Sound Transit and built to Washington State Department of Transportation (WSDOT) standards. This wall is required due to the roadway expansion to the west.

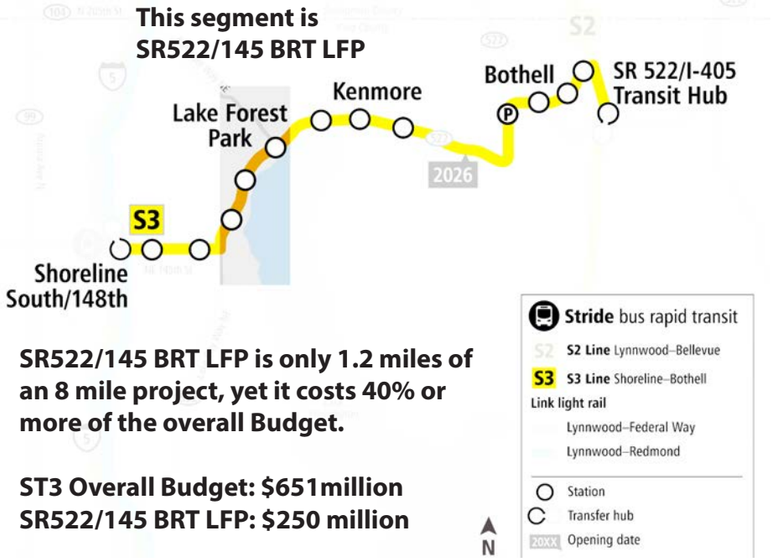
11. Page Eleven illustrates the intersection at SR522 and NE 165th ST, as proposed by Sound Transit, and our preferred alternative showing additional sound walls and landscape plantings on all walls. If we cannot eliminate or minimize the number of walls, as a community we want them to be patterned and planted, to mitigate scale, noise and monotony, and to reinforce the identity of Lake Forest Park as a "green village" not a "concrete corridor." All walls must be patterned and planted.

12. Page Twelve illustrates typical backyard impacts along the west side of Bothell Way with fees and easements shown.

- What is a Temporary Easement? Also known as a Temporary Construction Easement (TCE), this is the section of land used to build a construction project that is returned when the project is completed.
- What is a Permanent Easement? A Permanent Easement is a section of land for which Sound Transit will acquire a perpetual legal right to use. This area will be used to maintain the wall by WSDOT. This means it will be an open corridor for workers to enter, that cannot be blocked off. This causes safety and privacy issues, creating a potentially unmaintained, vagrant space.



In LFP, SR522/145 BRT LFP starts at the intersection of Bothell Way at NE145th Street and continues to Ballinger Way



SR522/145 BRT LFP is only 1.2 miles of an 8 mile project, yet it costs 40% or more of the overall Budget.

ST3 Overall Budget: $651million
SR522/145 BRT LFP: $250 million

- **Note: this project not only uses land in Temporary and Permanent Easements, also it will include property acquisition through the use of Right-of-Way Access Fees used to buy land from property owners for the new alignment expanding to the west side of Bothell Way and to other areas along the corridor, especially south of 155th Street NE on the east side of Bothell Way.**

13. Page Thirteen shows two local landscaping planting precedents along Bothell Way.

14. Page Fourteen shows improved and thematic patterned concrete wall precedents.

15. Page Fifteen is the first of two pages summarizing what Sound Transit has said about this project at the Sheridan Beach Community Club (SBCC) Meeting and ST Board Meetings. (What CORE's research says in response)

16. Page Sixteen is the second of two pages summarizing what Sound Transit has said about this project at the Sheridan Beach Community Club (SBCC) Meeting and ST Board Meetings. (What CORE's research says in response)

- **What are Bus Queue Jumps? Bus Queue Jumps are special bus lanes that give buses ahead start through congested intersections ahead of traffic, as shown in the illustration to the right. Buses get either a lead on traffic lanes or active signal priority at intersections allowing them to easily enter traffic flow in a priority position, which can reduce delays and increase reliability.**

- **CORE is interested in Bus Queue Jumps because they allow for improved bus service without a new dedicated full bus lane along Bothell Way. This will reduce the number of new walls, as the road will not have to be widened along its full length along Bothell Way.**

17. Page Seventeen shows a precedent of the kind of WSDOT approved wall Sound Transit plans to build in Lake Forest Park.

18. Page Eighteen frames our concerns in fiscal terms.

19. Page Nineteen begins the Appendix including excerpts from the 60% Plans and Studies.

20. Page Twenty shows the Lake Forest Park page of the SR 522 BRT Noise and Vibration Report.

21. Page Twenty-one shows a map of the creeks in Lake Forest Park and a noise chart indicating impacts.

22. Page Twenty-two shows a Google Earth map of Lake Forest Park with Bsche'tla Creek marked for reference.

23. Page Twenty-three shows the Plan Page for the Site Preparation for the area around Bsche'tla Creek.

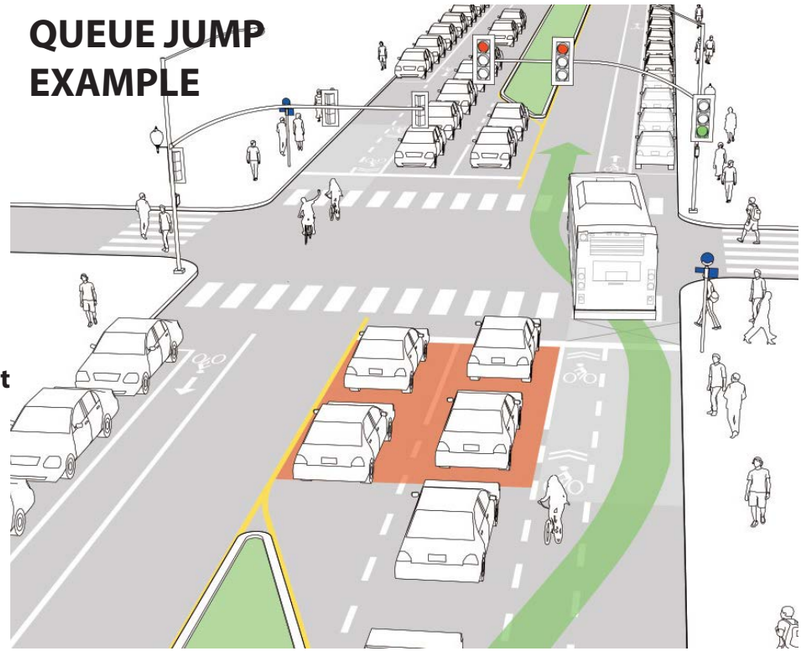
24. Page Twenty-four shows the Plan Page for the Site Preparation for the neighborhood entry at 39th Ave NE.

25. Page Twenty-five shows the Plan Page for the Site Preparation for the neighborhood entry at 165th Street NE.

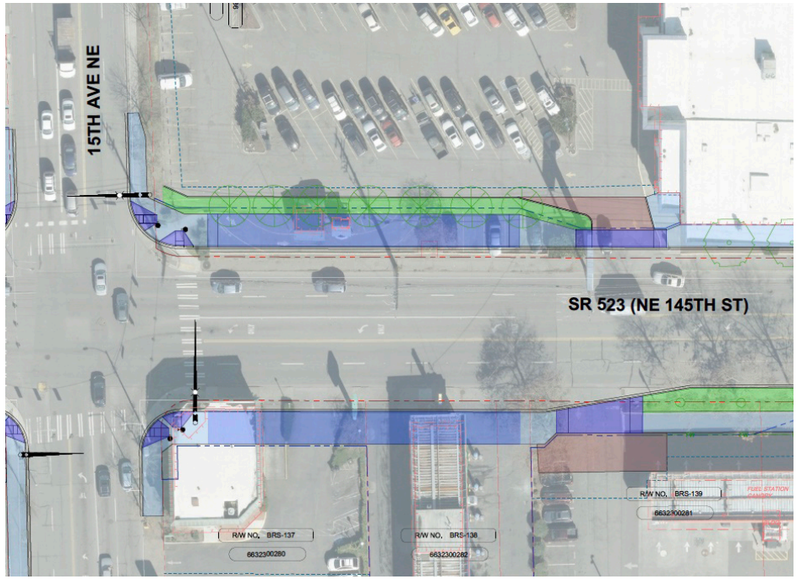
26. Page Twenty-six provides CORE's contact information. Please reach out with your questions or concerns.

Below: NE 165th Street Before SR522/145 BRT LFP

Thanks, CORE: info@lfpcore.org www.lfpcore.org



Below: Example of the road widening at the intersection of SR 522 (NE 145th ST) and 15th AVE NE to accommodate a Queue Jump



Our Ask of the Sound Transit Board

- The citizens of Lake Forest Park deserve far more complete answers to our questions than the broad generalities provided to us by the Sound Transit Staff. Specifically, we are asking the Sound Transit Board to instruct the Staff to do the following:

- Examine a third option. Specifically, instead of a dedicated 1.2-mile eastbound bus lane, utilize bus queue jumps (like the design on NE 145th Street) and signal priority along Bothell Way. Also, allow for smaller bus stop footprints at 153rd and 165th which have very small numbers of bus boardings. The presumption is this would substantially reduce construction costs, property acquisitions and environmental impacts, while retaining substantial transit time savings through LFP.

- Hold a community-wide meeting and invite the citizens of Lake Forest Park to evaluate the 60% design in comparison to the proposed modifications. Provide drawings and visualizations in addition to roll plots that can be easily understood by the public. Value our comments and respond to our concerns and preferences in drawings.

SR522/145 BRT LFP Removes 490 Trees.

261 East Side

229 West Side

as per the 60% Plan Review

Expansion Removes a Mature Tree Canopy with 490 Trees and Over 500 Shrubs

SR 522 NE 145 BRT LFP Locates a Variable Height Concrete Wall Along 1.2 Miles of Bothell Way

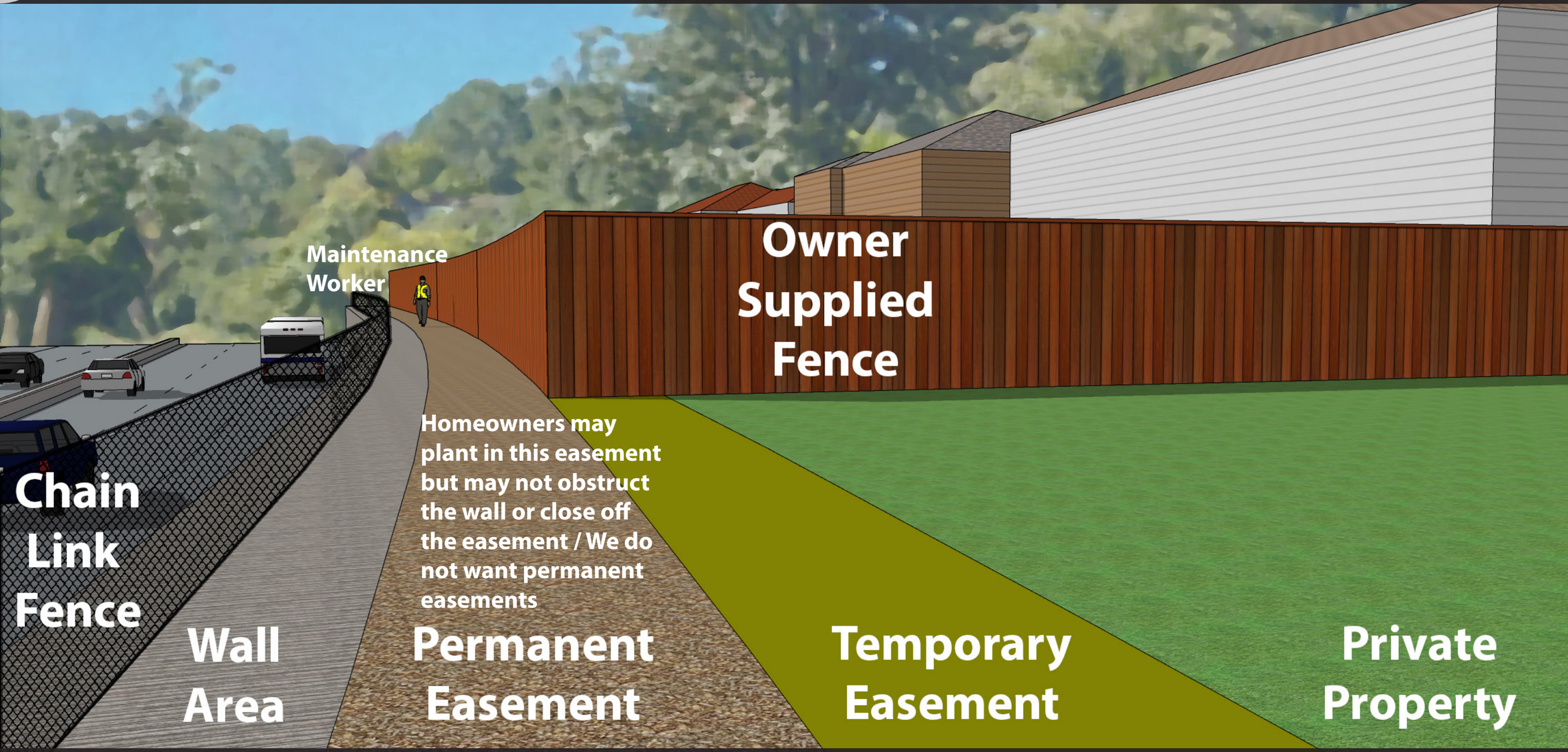
Expansion Impacts 16' Inside Property Lines of 38 Homes on the West Side of Bothell Way

The ST Visual Aesthetic Resources Technical Report, dated March 2021, notes
This creates a “Negative High Level Visual Change.”

SR 522 NE 145 BRT LFP Wall and Black Chain Link Fence Do Not Provide Noise Mitigation

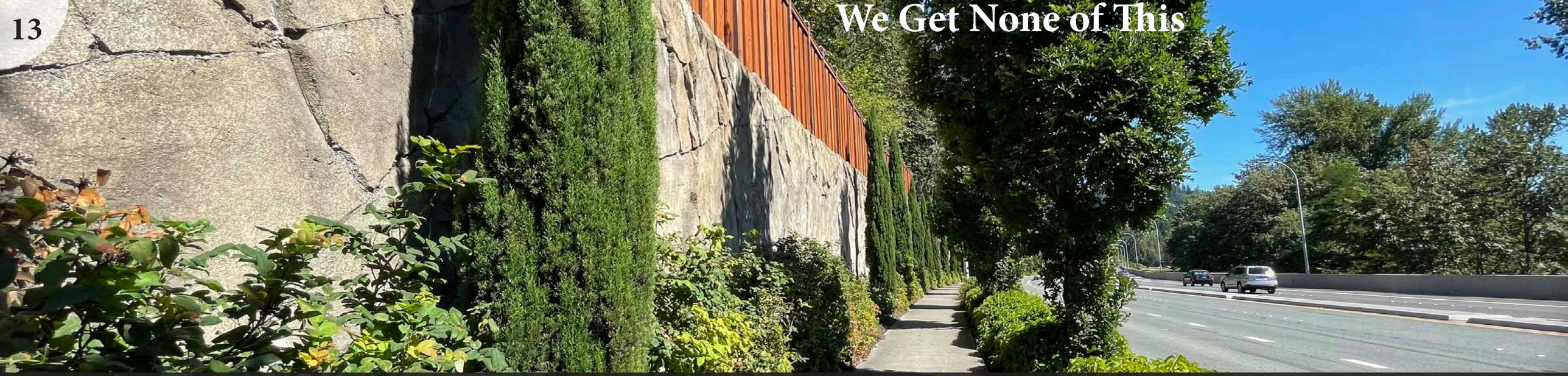
Add: Planted Retaining Walls and Sound Walls with Vines Growing from Top and Bottom

The Permanent Easement Impacts Homeowner Privacy, Security & Property Values



SR522/145 BRT LFP Provides a Black Chain Link Fence for Worker Safety and Maintenance

We Get None of This



Along Bothell Way, a Narrow Band of Plantings Softens the Impact of the Wall and Road

In Kenmore, Vines and Hanging Plants Need Minimal Space and Care to Provide Greening

We Get None of This

Lake Forest Park Identifies with Trees

Patterning Reinforcing City Identity and Nature is Preferred Rather than Generic Texture

What Sound Transit Said/What We Say

SBCC Meeting November 30th, 2022/ ST Board Meeting January 26, 2023

1) The BRT speed advantage through LFP in the afternoon weekday rush hour is 2.3 minutes, only 15% of the estimated 15.9-minute faster transit time from the South Shoreline Link Station to the Bothell/UW campus.

2) ST maintains there are no environmental impacts to 7 wetlands and 3 salmonid bearing streams because the Project crosses the buffers not the streams. (This is contradicted in the 60% Civil Site Preparation Plans. At Bsche'tla Creek the area is designated as "clear and grub" with 28 trees, 6-inch caliper or greater removed from its banks. An outside Agency did not provide an Environmental Impact Statement, typically required by the State of Washington for large scale projects like this.)

3) Noise studies were completed without considering tree removal. (The 60% Civil Site Preparation Plans remove 490 trees from Bothell Way. Surprisingly more trees are removed on the east side of Bothell Way, largely because of the new turnaround driveways: 261 trees are removed. On the west side of Bothell Way, 229 trees are removed. This count does not include trees under 6-inch caliper, or shrubs and grasses. The west side of Bothell Way is thickly planted in shrubs, over a rockery that dampen the noise.)

4) Sound walls have never been considered because the noise impact of 1 decibel is below federal and state requirements. (We dispute this evaluation. The SR522 BRT Noise Report and Vibration Study, Appendix E of SEPA, is flawed. Their only argument is that the electric buses will not make noise and since LFP does not have a noise ordinance, noise does not matter. LFP should be evaluated by WSDOT standards using Federal Highway Administration (FHWA) regulations. Also, the Noise Report ignores other impacts including: the deforestation of Bothell Way, the concrete retaining walls running nearly the full length of Bothell Way to the Town Center, more roadway capacity for both cars and buses and bus frequency closer to homes. The majority of the noise is generated by the rubber on the road, vehicle tires, not just the electric bus engines. Sound Transit plans to run 220 trips per day, 110 in each direction.)

What Sound Transit Said/What We Say

SBCC Meeting November 30th, 2022/ ST Board Meeting January 26, 2023

(Note: The noise studies were completed without taking noise samples from either side of Bothell Way where the properties are most impacted by noise generated from the expanded highway. Also, the noise studies were done without considering the alignment shifting to the west side of Bothell Way, moving the highway 10'-12' closer to homes. Also, it did not include properties on the east side of Bothell Way, south of 155th St NE, except for one sample taken at 148th St NE. As a community, we deserve a revaluation of the noise study which is done with the current alignment, with noise samples taken on both sides of Bothell Way. Noise is a major concern by citizens on both sides of Bothell Way. At this point in time, there is no mention of including sound walls along the west side of Bothell Way, from 38th Ave NE north, to the Town Center. Only a chain link fence is planned.)

5) Bus Queue Jumps were never explored for SR522/145 BRT. (Bus Queue Jumps and other improvements are scheduled for 145th Street, so why not on Bothell Way? We support widening at specific locations, faster boarding and prioritized signaling for buses as planned. We want Queue Jumps to be explored by ST as a design alternative; compared to the BRT lane for cost and efficiency. Bus queue jumps may not require the removal of so many trees and the addition of such expansive walls, both in height and in length.)

6) Property acquisitions start at 1-foot-square. We do not know what is the total acquisition impact to homeowners or how much existing right-of-way is involved in the roadway expansion. (The 60% Civil Site Preparation Plan CD's show coded outlines of these areas. For example, on the west side of Bothell Way, from 38th Ave NE to across from 41st Ave NE, a 16-foot-wide-by 3,664-foot-long swath calculates to nearly 60,000 square-feet of private property "cleared and grubbed." The acquisition is approximately half of this amount or more, or 30,000 square-feet in this area, alone. In total, the property acquisitions in Lake Forest Park may approach up to 100,000 square feet throughout the corridor, including neighborhood entries.)

Today SR522 Corridor Through LFP

SR522/145 BRT LFP REMOVES

Over 490 Mature Trees

Over 500 Shrubs

SR522/145 BRT LFP Replaces the Trees with a WSDOT Concrete Wall, the length of the City

Adding Increased Noise Pollution
Increased Untreated Stormwater Runoff into Our Waterways
Destabilization of Slopes, Flooding
Irreparable Damage to Our Tree Canopy
Impacts to Health

This Typical Concrete Wall is similar to what is proposed for Lake Forest Park by WSDOT

Some Questions to Consider

Sound Transit is heavily investing in Lake Forest Park relative to Shoreline, Seattle, Kenmore and Bothell, to build this 1.2-mile dedicated eastbound bus lane in our City.

Sound Transit's most comprehensive cost estimate for SR522/145th BRT is $651mm, a 25% increase in less than two years driven my increased construction and property acquistion costs and the decision to adopt the "West Shift" design in Lake Forest Park.

The bulk of the cost of construction and construction management and property acquisition and permitting according to Sound Transit documents is $464 million the bulk of that investment is building the dedicated eastbound bus lane in Lake Forest Park.

- **55% of total construction and property acquisition costs is spent in LFP**
- **54% of the total 204 property owners who must provide Sound Transit all or part of the property are in LFP.**
- **67% of the property acquisition costs is spent in LFP.**
- **64% of the 95,000 tons of dirt and topsoil that must be moved to build SR522/145 BRT is in LFP, requiring more than 4,500 dump truck loads in LFP.**

The value of this investment to the bus transit rider boarding the 522 buses at the South Shoreline Link Station during the afternoon, weekday, rush hour commute is:

15% (2.3 minutes) of the reduced bus transit time on the 8 mile roadway is accrued in LFP.
62% of the total reduced bus transit time on the 8 mile roadway (15.7 minutes) is in the 1.5-miles between the South Shoreline Link Station and Bothell Way, without dedicated bus lanes.
50% reduced bus transit time (7.9 minutes) is saved in the 13 blocks between the Shoreline South Link Station and 145th and 15th Ave.

Is the Pain Worth the Gain?

APPENDIX
60% Plans & Studies

SR 522 BRT NOISE AND VIBRATION REPORT

Only Two Locations, M-8 and M-11 were studied for 24 hours: See 6.3. Project Area Noise Level
The residential neighborhoods along 39th Ave NE (abutting Bothell Way) and residences along Bothell Way are not adequately considered in this study. This is a gross omission, as noise impacts most affect the residential neighborhoods along both sides of Bothell Way.

SR 522 Bus Rapid Transit (BRT)

Note: There are no noise samples taken along Bothell Way where the highway expansion creates the most noise impacts for residents of Lake Forest Park.

Also, the 24 hour noise sampling is shown at areas designated by the red X's, far away from the most impacted segments of the road. It seems this Noise Report was done before the highway expansion to the west side of Bothell Way. Sound Transit's conclusion that there are no noise impacts along this corridor is flawed. Their sampling reflects a bias to produce a favorable outcome for Sound Transit, not for Lake Forest Park residents.

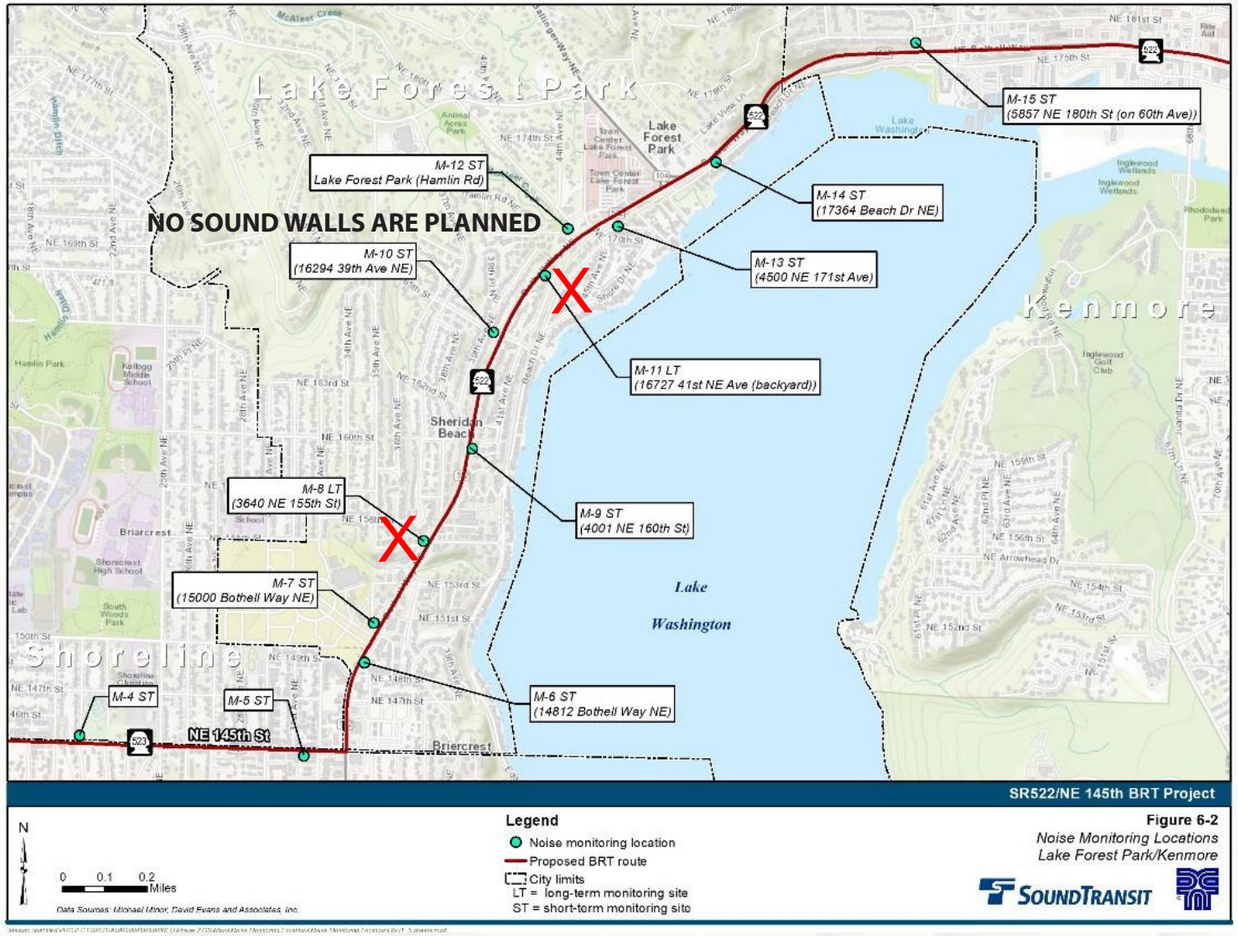


Figure 6-2 Noise monitoring locations: Segments 2/3 - Lake Forest Park/Kenmore

WE DISPUTE THAT THERE WILL BE NO INCREASED HIGHWAY NOISE

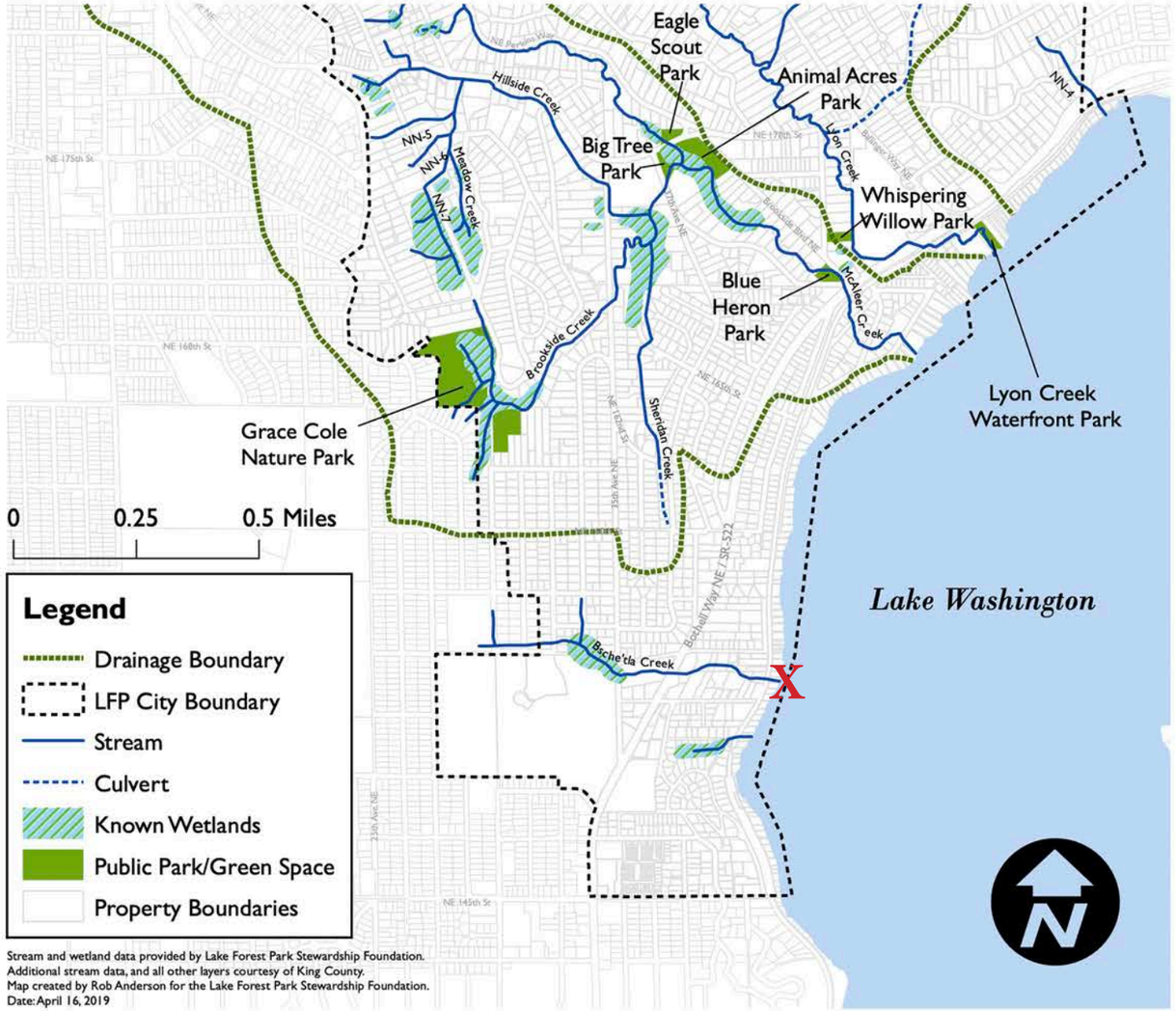
The 30% Alignment is not used in this Noise Study. Though dated March 21st, the content of the report indicates it was done much earlier, most likely in 2019.

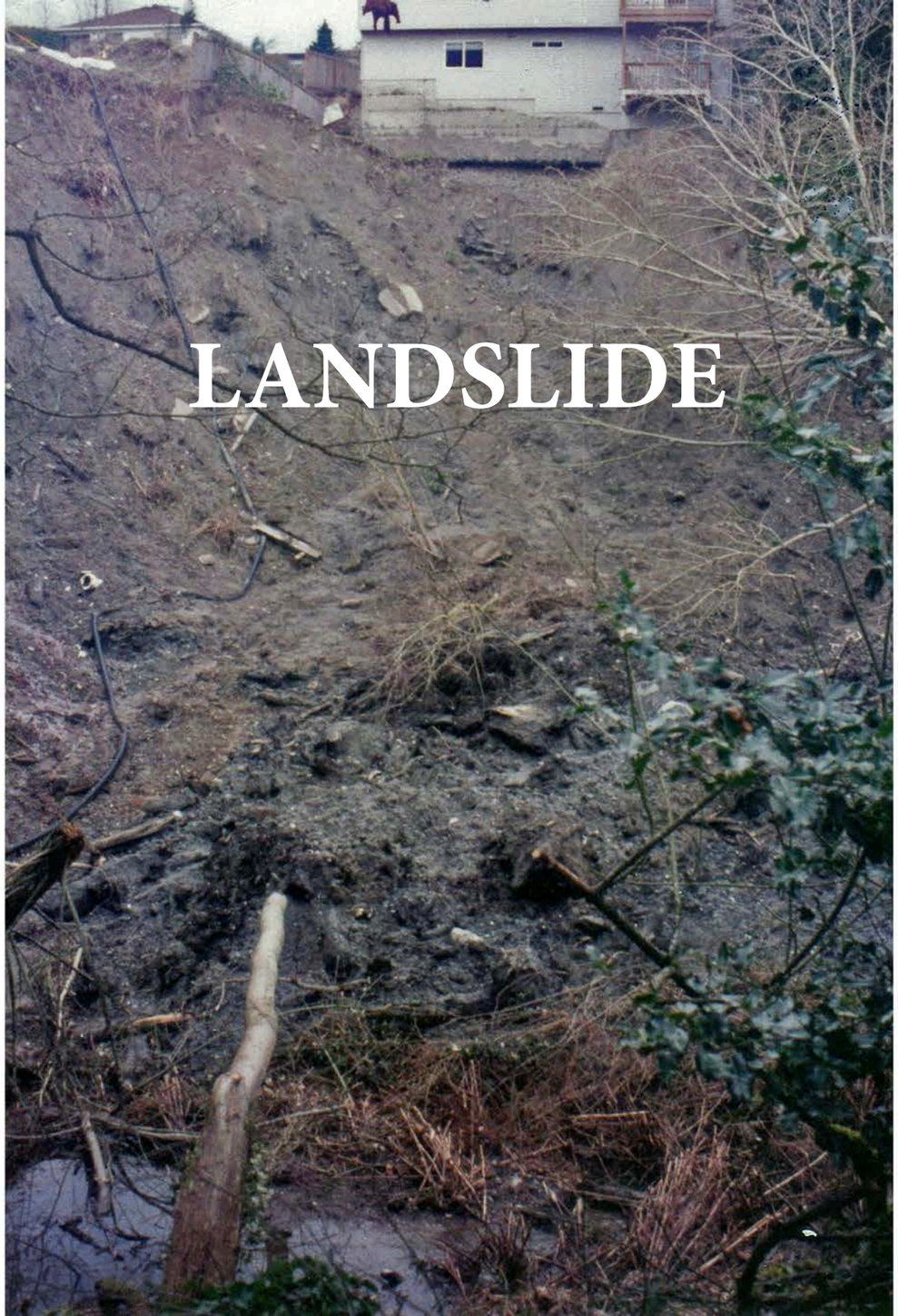
Sound Transit projects that there will be 220 bus trips per day, 110 in each direction. The dedicated EB BRT lane opens a new lane for EB traffic too, increasing traffic volumes on Bothell Way. More volume equals more noise.

While City Council may advocate to lower the speed limit on Bothell Way this will not mitigate the noise impacts that are already too high. FHWA standards should be implemented according to WSDOT guidelines in our City.

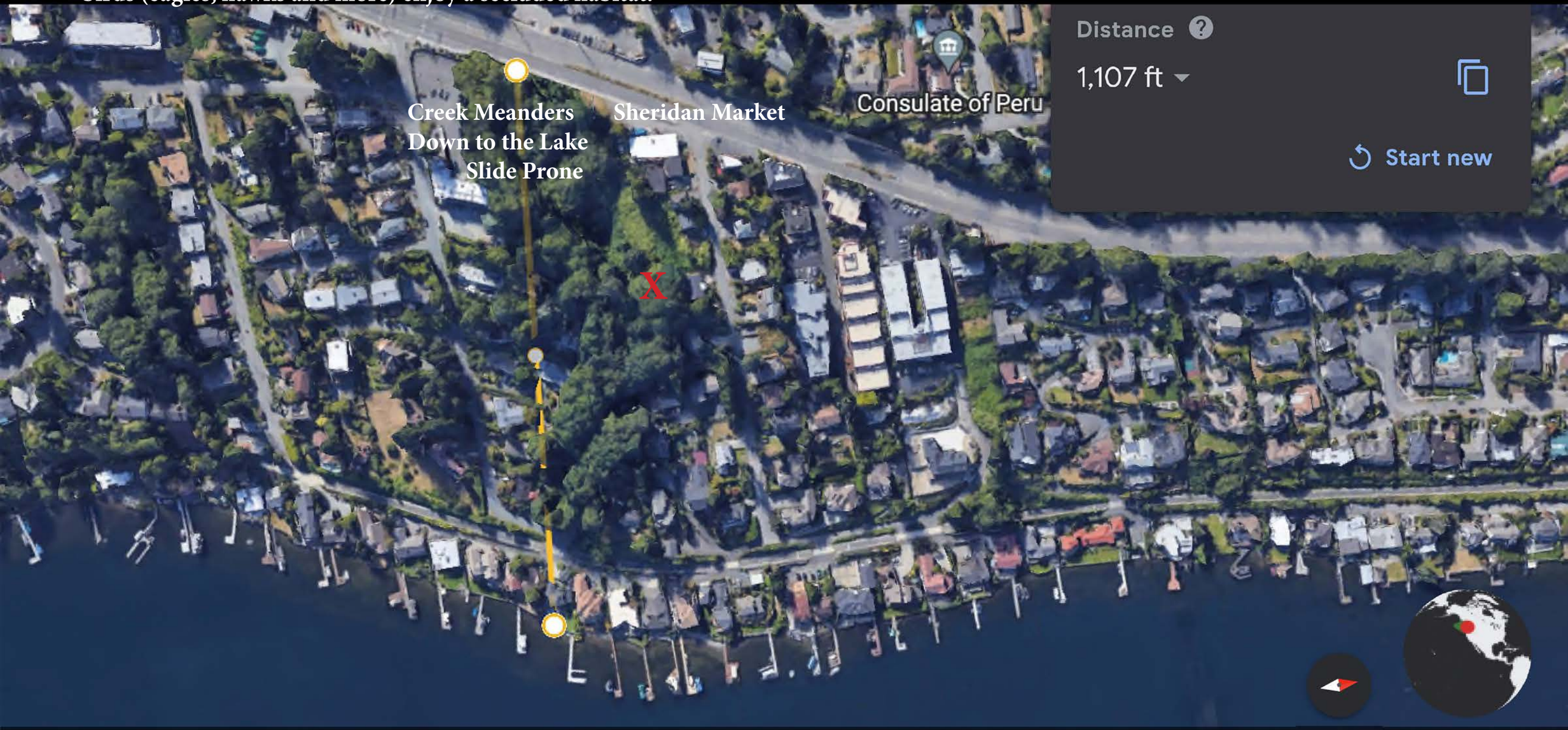
Bsche'tla Creek which borders the Sheridan Market property, has been recorded by American Map Makers as early as 1922.

On the Sound Transit Env-StrRest-FishPassage Annual Report dated June 30, 2022, Bsche'tla Creek was added to injunction barrier list as a newly identified barrier- with Significant Gain potential on 9/15/2020.



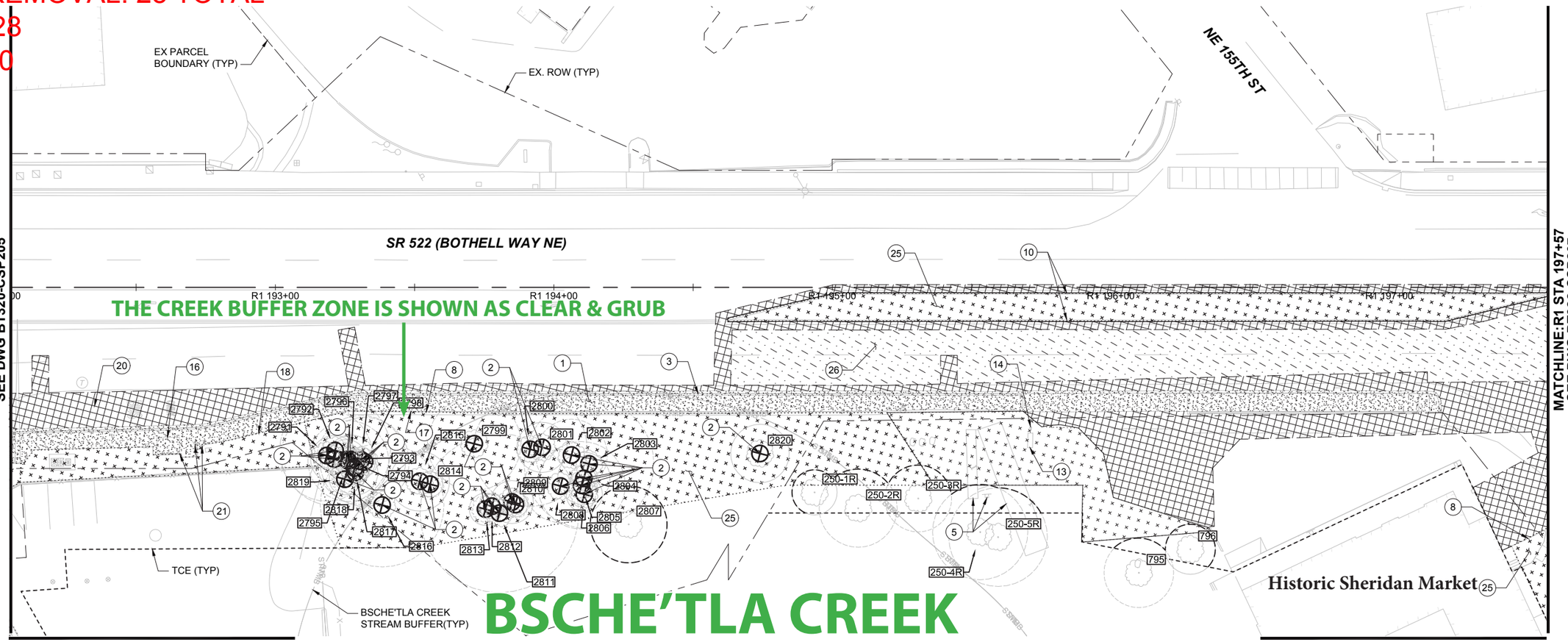


Since 2013, WSDOT has concentrated most of their fish passage work in Western Washington because of a federal culvert injunction. To us, widening SR522 to the East without performing an Environmental Impact Statement on the creek buffer zone and the steep slopes as well as at Bsche'tla Creek is concerning. This stream flows towards the lake over 1000 feet from SR522 to Lake WA. It is an important habitat where nesting birds (eagles, hawks and more) enjoy a secluded habitat.



Xrefs:
xS3-BT522-VRX101
xS3-BT522-CSN301
xS3-BT522-CSP302
xS3-BT522-CSP301
xS3-BT522-RPP301
xBRT-CUD06-TB22x34
xS3-BT522-GZK101
xS3-BT522-CAP301
GB-SEAL-RWO44721
xS3-BT522-VSF100
xS3-BT522-LXP101
xS3-BT522-CSN101
xS3-BT523-CSP202

TREE REMOVAL: 28 TOTAL
EAST: 28
WEST: 0



GENERAL NOTES:

1. SEE DRAWINGS BT320-UCP201 TO BT324-UCP220 FOR UTILITY RELOCATION OR REMOVALS.
2. SEE DRAWINGS BT320-CDP202 TO BT322-CDP225 FOR DRAINAGE RELOCATION OR REMOVALS.
3. SEE DRAWINGS BT320-CPP201 TO BT322-CPP228 FOR PAVING PLANS.
4. SEE DRAWINGS BT320-CRY201 TO BT320-CRY213 FOR TYPICAL SECTIONS.
5. WORK WITHIN THE TPZ'S OF PROTECTED TREES SHALL BE PERFORMED IN ACCORDANCE WITH TREE PROTECTION SPECIFICATIONS.
6. SEE DRAWINGS BT320-TSD201 TO BT320-TSD207 FOR SIGNAL RELOCATION OR REMOVALS.
7. SEE DRAWINGS BT310-CSP101 TO BT312-CSP127 FOR REMOVALS IN SHORELINE PACKAGE.
8. ALL TREES NOT SPECIFIED FOR REMOVAL SHALL BE PROTECTED IN PLACE.

CONSTRUCTION NOTES:

1. REMOVE EXISTING CEMENT CONCRETE SIDEWALK
2. REMOVE EXISTING TREE
3. REMOVE EXISTING CURB AND GUTTER
4. REMOVE EXISTING TRAFFIC SIGN AND FOUNDATION
5. PROTECT IN PLACE, FEATURE TO REMAIN
6. REMOVE EXISTING FENCE, POST, AND FOUNDATION
7. REMOVE EXISTING WHEEL STOP
8. REMOVE EXISTING WALL
9. REMOVE EXISTING STRUCTURE
10. REMOVE EXISTING CONCRETE CURB
11. REMOVE EXISTING MOUNTABLE CURB
12. REMOVE AND REPLACE MAILBOX. SEE PAVING PLANS FOR FINAL LOCATION.
13. REMOVE EXISTING BILLBOARD SIGN AND FOUNDATION
14. REMOVE BOLLARDS
15. REMOVE BIKE RACK
16. REMOVE FOUNDATION OF EXISTING BUS SHELTER, AND/OR BENCH.
17. REMOVE EXISTING CONCRETE BARRIER
18. REMOVE EXISTING GUARDRAIL
19. REMOVE GATE
20. REMOVE EXISTING ASPHALT PAVEMENT
21. REMOVE EXISTING BUS SHELTER, BENCH, SIGN, POST, AND/OR TRASH RECEPTACLE BY OTHERS
22. REMOVE EXISTING CONCRETE STAIRS
23. REMOVE EXISTING ROCKERY
24. (NOT USED)
25. CLEAR AND GRUB EXISTING VEGETATION
26. HMA GRIND PER TYPICAL SECTIONS

LEGEND:

- CONIFER
- DECIDUOUS
- SIGNIFICANT TREE
- NON-SIGNIFICANT TREE
- TREE PROTECTION ZONE (TPZ)
- TREE PROTECTION FENCING
- TREE REMOVAL
- 775 TREE TAG NUMBER

KEY TO CODINGS:

1) THE AREAS FILLED WITH PLUS SIGN PATTERNING INDICATE CLEAR & GRUB
2) THE AREAS FILLED WITH CROSS-HATCH PATTERNING INDICATE ASPHALT REMOVAL
3) THE BOLD CIRCLES WITH X'S IN THEM INDICATE TREE REMOVAL

N

20 10 0 20 40
SCALE IN FEET

NO
UEG_NGUYENO\D0403112\S3-BT320-CSP201-210.DWG

Xrefs:
xS3-BT522-VRX101
xS3-BT522-CSN301
xS3-BT522-CSP302
xS3-BT522-CSP301
xS3-BT522-RPP301
xBRT-CUD06-TB22x34
xS3-BT522-GZK101
xS3-BT522-CAP301
GB-SEAL-RWO44721
xS3-BT522-VSF100
xS3-BT522-LXP101
xS3-BT522-CSN101
xS3-BT523-CSP202

TREE REMOVAL: 57 TOTAL
EAST: 24
WEST: 33

THIS SWATH ON THE WEST SIDE OF BOTHELL WAY IS TYPICALLY 16' WIDE STARTING AT 38TH AVENUE NE CONTINUING TO ACROSS FROM 41ST STREET NE: 60,000 SQ FEET IS CLEARED AND GRUBBED; ABOUT HALF OF THAT IS ACQUIRED ALONG JUST THIS STRETCH

GENERAL NOTES:

1. SEE DRAWINGS BT320-UCP201 TO BT324-UCP220 FOR UTILITY RELOCATION OR REMOVALS.
2. SEE DRAWINGS BT320-CDP202 TO BT322-CDP225 FOR DRAINAGE RELOCATION OR REMOVALS.
3. SEE DRAWINGS BT320-CPP201 TO BT322-CPP228 FOR PAVING PLANS.
4. SEE DRAWINGS BT320-CRY201 TO BT320-CRY213 FOR TYPICAL SECTIONS.
5. WORK WITHIN THE TPZ'S OF PROTECTED TREES SHALL BE PERFORMED IN ACCORDANCE WITH TREE PROTECTION SPECIFICATIONS.
6. SEE DRAWINGS BT320-TSD201 TO BT320-TSD207 FOR SIGNAL RELOCATION OR REMOVALS.
7. SEE DRAWINGS BT310-CSP101 TO BT312-CSP127 FOR REMOVALS IN SHORELINE PACKAGE.
8. ALL TREES NOT SPECIFIED FOR REMOVAL SHALL BE PROTECTED IN PLACE.

CONSTRUCTION NOTES:

1. REMOVE EXISTING CEMENT CONCRETE SIDEWALK
2. REMOVE EXISTING TREE
3. REMOVE EXISTING CURB AND GUTTER
4. REMOVE EXISTING TRAFFIC SIGN AND FOUNDATION
5. PROTECT IN PLACE, FEATURE TO REMAIN
6. REMOVE EXISTING FENCE, POST, AND FOUNDATION
7. REMOVE EXISTING WHEEL STOP
8. REMOVE EXISTING WALL
9. REMOVE EXISTING STRUCTURE
10. REMOVE EXISTING CONCRETE CURB
11. REMOVE EXISTING MOUNTABLE CURB
12. REMOVE AND REPLACE MAILBOX. SEE PAVING PLANS FOR FINAL LOCATION.
13. REMOVE EXISTING BILLBOARD SIGN AND FOUNDATION
14. REMOVE BOLLARDS
15. REMOVE BIKE RACK
16. REMOVE FOUNDATION OF EXISTING BUS SHELTER, AND/OR BENCH.
17. REMOVE EXISTING CONCRETE BARRIER
18. REMOVE EXISTING GUARDRAIL
19. REMOVE GATE
20. REMOVE EXISTING ASPHALT PAVEMENT
21. REMOVE EXISTING BUS SHELTER, BENCH, SIGN, POST, AND/OR TRASH RECEPTACLE BY OTHERS
22. REMOVE EXISTING CONCRETE STAIRS
23. REMOVE EXISTING ROCKERY
24. (NOT USED)
25. CLEAR AND GRUB EXISTING VEGETATION
26. HMA GRIND PER TYPICAL SECTIONS

LEGEND:

- CONIFER
- DECIDUOUS
- SIGNIFICANT TREE
- NON-SIGNIFICANT TREE
- TREE PROTECTION ZONE (TPZ)
- TREE PROTECTION FENCING
- TREE REMOVAL
- 775 TREE TAG NUMBER

KEY TO CODINGS:

1) THE AREAS FILLED WITH PLUS SIGN PATTERNING INDICATE CLEAR & GRUB
2) THE AREAS FILLED WITH CROSS-HATCH PATTERNING INDICATE ASPHALT REMOVAL
3) THE BOLD CIRCLES WITH X'S IN THEM INDICATE TREE REMOVAL

N

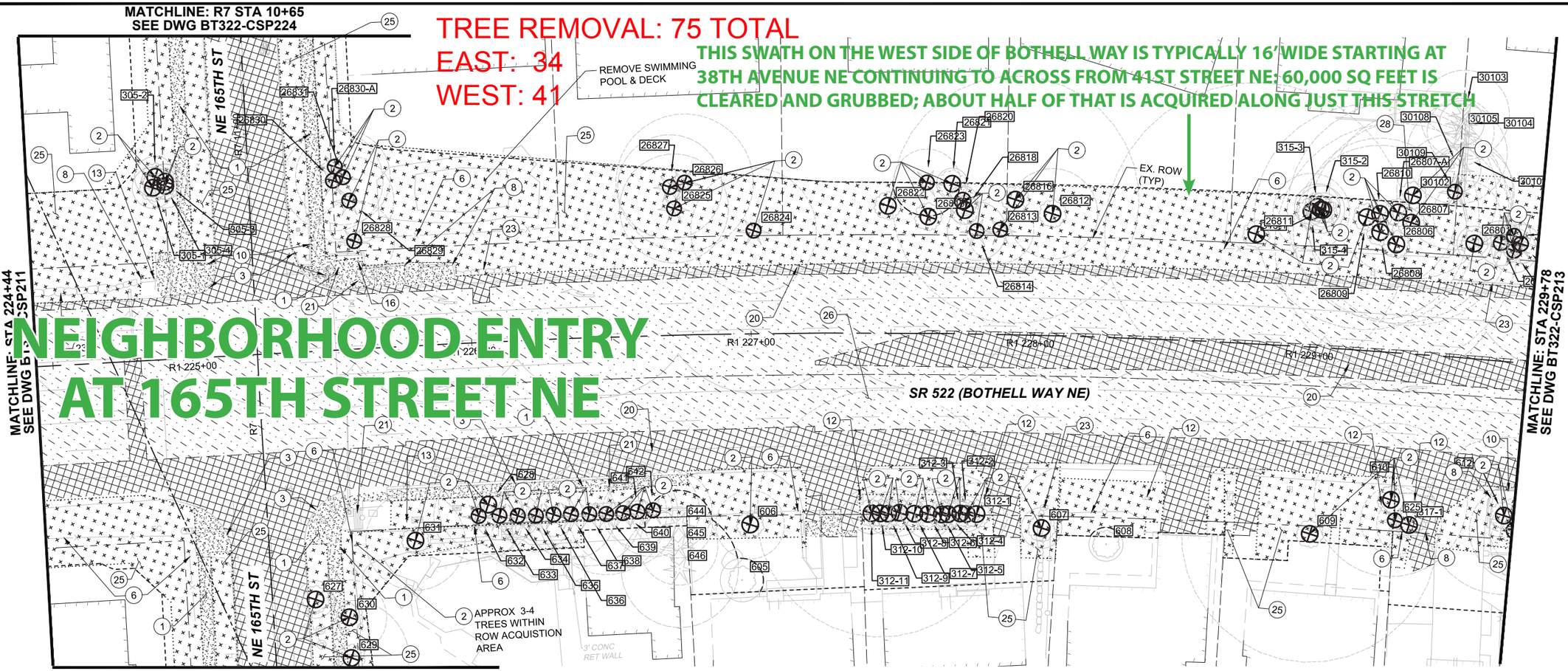
20 10 0 20 40
SCALE IN FEET

NO
AUEG_NGUYENO\D0403112\S3-BT320-CSP201-210.DWG

Xrefs:
xS3-BT522-CAP301
xS3-BT522-VRX101
xS3-BT522-CSN301
xS3-BT522-CSP301
xS3-BT522-RPP301
xBRT-CUD06-TB22x34
xS3-BT522-GZK101
GB-SEAL-RWO44721
xS3-BT522-LXP101
xS3-BT522-VSF100
xS3-BT522-CSP302
xS3-BT522-CSN101

TREE REMOVAL: 75 TOTAL
EAST: 34
WEST: 41

THIS SWATH ON THE WEST SIDE OF BOTHELL WAY IS TYPICALLY 16' WIDE STARTING AT 38TH AVENUE NE CONTINUING TO ACROSS FROM 41ST STREET NE; 60,000 SQ FEET IS CLEARED AND GRUBBED; ABOUT HALF OF THAT IS ACQUIRED ALONG JUST THIS STRETCH



NEIGHBORHOOD ENTRY AT 165TH STREET NE

NOTE: THE TURNAROUND DRIVEWAYS ON THE EAST SIDE OF BOTHELL WAY ARE FORCING TREE REMOVALS ON BOTH SIDES OF BOTHELL WAY

GENERAL NOTES:

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2. SEE DRAWINGS BT320-CDP202 TO BT322-CDP225 FOR DRAINAGE RELOCATION OR REMOVALS.
3. SEE DRAWINGS BT320-CPP201 TO BT322-CPP228 FOR PAVING PLANS.
4. SEE DRAWINGS BT320-CRY201 TO BT320-CRY213 FOR TYPICAL SECTIONS.
5. WORK WITHIN THE TPZ'S OF PROTECTED TREES SHALL BE PERFORMED IN ACCORDANCE WITH TREE PROTECTION SPECIFICATIONS.
6. SEE DRAWINGS BT320-TSD201 TO BT320-TSD207 FOR SIGNAL RELOCATION OR REMOVALS.
7. SEE DRAWINGS BT310-CSP101 TO BT312-CSP127 FOR REMOVALS IN SHORELINE PACKAGE.
8. ALL TREES NOT SPECIFIED FOR REMOVAL SHALL BE PROTECTED IN PLACE.

CONSTRUCTION NOTES:

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2. REMOVE EXISTING TREE
3. REMOVE EXISTING CURB AND GUTTER
4. REMOVE EXISTING TRAFFIC SIGN AND FOUNDATION
5. PROTECT IN PLACE, FEATURE TO REMAIN
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23. REMOVE EXISTING ROCKERY
24. (NOT USED)
25. CLEAR AND GRUB EXISTING VEGETATION
26. HMA GRIND PER TYPICAL SECTIONS

LEGEND:

CONIFER
DECIDUOUS
SIGNIFICANT TREE
NON-SIGNIFICANT TREE
TREE PROTECTION ZONE (TPZ)
TREE PROTECTION FENCING
TREE REMOVAL
775 TREE TAG NUMBER

KEY TO CODINGS:

1) THE AREAS FILLED WITH PLUS SIGN PATTERNING INDICATE CLEAR & GRUB
2) THE AREAS FILLED WITH CROSS-HATCH PATTERNING INDICATE ASPHALT REMOVAL
3) THE BOLD CIRCLES WITH X'S IN THEM INDICATE TREE REMOVAL

N

20 10 0 20 40
SCALE IN FEET

JEG_NGUYENO\D0403112\S3-BT322-CSP211-220.DWG

CORE Contact Info:

info@lfpcore.org www.lfpcore.org

Citizens Organized to Rethink Expansion

CORE

522 in LFP

Get Involved!

Thank You!