



SHORELINE CITY COUNCIL

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WSDOT Regional Headquarters Remodel Project Frequently Asked Questions

www.shorelinewa.gov/wsdotproject

Updated 3/4/2020

3/4/20 UPDATE: City staff and WSDOT's team are working together to limit the number of trees impacted due to the sidewalk improvements. This work is ongoing.

The most recent option looked at on Dayton Ave N removed the parking lane and amenity zone. Based on the [most recent arborist report](#), out of the 65 trees in the ROW along Dayton, 4 trees would likely need to be removed; 23 trees would be impacted during construction but could likely be retained; and 38 trees would have little to no impact. There are some utility conflicts that are being worked out, and we're trying to find ways to impact even fewer trees.

The team have been focusing on Dayton up to this point; as more information becomes available for 155th St and 160th St, this FAQ will be updated.

Original FAQs:

1. What is happening at the WSDOT Regional Headquarters Building (15700 Dayton Ave N)?

- a. WSDOT is proposing a complete remodel of their existing regional headquarters (RHQ) building, making room for the Washington State Department of Ecology (DOE) to move offices into the building. In addition to the remodel, they are also proposing construction of an annex/garage, which will primarily be used to store DOE fleet vehicles. They will also be re-striping and re-landscaping some of the parking areas on site.

2. Does this remodel project trigger frontage improvements?

- a. Yes, a remodel construction project of this size requires that the street frontages along the property be improved. This means that WSDOT is required to install/repave travel lanes, curbs, sidewalks, etc. that front their property.

3. Why are frontage improvements required for this project?

- a. Under the Shoreline Municipal Code (SMC) Chapter 20.70.320, frontage improvements are triggered in a number of instances. For this project, the requirements are triggered by the project valuation (or how much WSDOT is paying for the remodel) exceeding 50% of the current value of the existing structures on property.

4. What are the standard required frontage improvements?

- a. Along Dayton Ave N, the following improvements are required: Street pavement widening for on-street parking and bus stops;
 - New curbs/gutters;
 - 5-foot-wide amenity zone (typically a landscaping strip containing various utilities, mailboxes, etc.); and
- b. 8-foot-wide sidewalk Along N 155th St, the following improvements are required:
 - Street pavement widening for vehicular travel;
 - New curbs/gutters;
 - 5-foot-wide amenity zone; and
 - 8-foot-wide sidewalk
- c. Along N 160th St, the following improvements are required:
 - New curbs/gutters;
 - 5-foot-wide amenity zone; and
 - 8-foot-wide sidewalk.

5. How does the City determine what improvements are required?

- a. These are set by the City's [Engineering Development Manual \(EDM\)](#) and [Transportation Master Plan](#) and are based on the long-term needs of the City's transportation infrastructure.

6. Why are trees going to be removed along the street frontages?

- a. Some of the soil along the street frontage may need to be moved around to flatten the ground for the frontage improvements. This, along with the installation of new pavement/sidewalks, may impact some trees.

7. Which/how many trees need to be removed?

- a. Based on a rough count on the initial plans provided to the City by WSDOT, there are approximately 378 existing trees along Dayton Ave N. Currently, 130 of these trees are shown on the plans as slated for removal.

8. Can some of these trees be saved?

- a. It is very likely that the removal of 130+ trees to accommodate the required frontage improvements is the worst-case scenario. The City is exploring options with WSDOT to reduce the number of trees that were initially shown for removal. Part of this includes analysis by qualified arborists to see which improvements would impact the fewest trees (see #9 below).

- b. There are also steep slopes located along the N 155th Street and Dayton Ave N frontages. These slopes are tall/steep enough to qualify as Very High-Risk Landslide Hazard Areas. To remove trees from these areas, a qualified geotechnical engineer needs to ensure that tree removal will not destabilize these slopes. This may also act to save a few more trees that would otherwise be removed.

9. How is the City working with WSDOT to save more trees?

- a. The City has allowed many other projects to deviate their required frontage improvements to protect trees where possible, and we are exploring the same options for the WSDOT project. Some methods that could be employed to reduce tree impacts include:
 - Removing the required parking lane;
 - “Swapping” the location of the sidewalk and amenity zone, meaning the sidewalk will be abutting the curb;
 - In this case, vegetation within the amenity zone would not be disturbed.
 - Reducing the width of the sidewalk in certain locations to stay away from tree trunks and root zones;
 - Meandering the sidewalk around trees and root zones;
 - Paving the sidewalk with permeable materials, allowing water to flow directly to the soil underneath (and to the roots within the soil);
 - Raising the grade/elevation of the sidewalk to reduce the need of digging into root zones.
- b. The City met with WSDOT on January 22nd to go through these options. WSDOT was instructed to prepare new conceptual designs implementing all of the options listed above (where feasible). They were also instructed to prepare an arborist report based on this conceptual design that examines possible tree impacts.
 - This is currently in development. We will be sharing conceptual designs and the arborist report publicly once they are submitted.
- c. Additionally, there are requirements for replacement trees both on-site and in the right-of-way. Depending on the size of the trees to be removed, they will need to be replaced with 1 to 3 smaller trees (1.5-inch caliper if planting deciduous trees, and at least 6 feet tall if planting conifers). If the number of required replacement trees cannot fit within the right-of-way, WSDOT will need to pay a fee-in-lieu for each required tree that will not be planted. The funds from this fee will be used to plant new trees elsewhere in the City.

10. Why do there need to be sidewalks on the east side of Dayton?

- a. In November 2018, City of Shoreline residents voted to fund sidewalks at twelve high priority location. Dayton Ave N between N 155th St. and N 160th St. was one of these locations. Since Dayton is a bus route, sidewalks are needed on both sides of the street. For more information on the planning process that lead up to the vote you can visit the project webpage: <http://www.shorelinewa.gov/government/projects-initiatives/sidewalks-prioritization-plan>

11. Why do the sidewalks need to be 8 feet wide?

- a. Section 14.2 of the [Engineering Development Manual \(EDM\)](#) goes over the City's requirements for sidewalks. Sidewalks in front of multifamily residences or commercial/office sites are required to be at least eight (8) feet wide. Sidewalks without an amenity zone (landscape strip) between the sidewalk and curb are also required to be at least eight (8) feet wide, even in front of single-family residences.
- b. The eight-foot width allows for two-way pedestrian traffic and a space for signage, utilities, and fire hydrants when a landscape strip is not provided for those amenities.

12. Can a different material be used instead of concrete for the sidewalks?

- a. Section 14.2 of the EDM requires all sidewalks to be constructed with concrete, unless otherwise approved by the Public Works Director.
- b. Permeable pavement has been approved for sidewalks in other locations. It is a common tool used to keep existing trees healthy.
- c. Loose surfaces such as gravel are difficult to maintain in a state that meets ADA standards. The construction impacts on trees for an ADA accessible gravel path are comparable to the construction impacts of a traditional sidewalk at the same grade.

13. Who has the final say on changes to the required frontage improvements?

- a. The City Engineer is the official responsible for approving/denying changes to the required frontage improvements.

14. Is there a way to provide input to the City on this project?

- a. Yes. The City issued a Notice of Application on this project on December 9, 2019, with a public comment period ending December 27, 2019. However, the City will still accept comments on the project after the close of the comment period. The initial deadline was for comments to be sent to WSDOT.
- b. If you wish to provide comments, you may send an email to the project manager, Caleb Miller, at cmiller@shorelinewa.gov. You can also send written comments via standard mail to:

City of Shoreline
Attn: Caleb Miller
17500 Midvale Ave N
Shoreline, WA 98133

- c. Anyone who submits a comment to the City will be added as Party of Record and will be notified once a decision is made on the permits.
- d. There will not be a public meeting for this project. Any input should be submitted in writing using the options above.

15. When is construction expected to begin?

- a. Some of the interior work has already been permitted as part of a first phase of permit review. The second phase, which will include all of the site and right-of-way work, is still under review. The exact timing of construction will depend on how quickly WSDOT responds to City requests for corrections to their plans. It may be several more months before the permits are issued.

16. What are the permit numbers for this project?

- a. There are multiple permits involved with this project. They are as follows:
 - Remodel of existing building: COM19-2211 (Phase 1) and COM19-2367 (Phase 2)
 - New storage facility for DOE vehicles: COM19-2368
 - Site development (on-site tree removal, landscaping, parking, drainage, etc.): DEV19-2366
 - Frontage improvements and right-of-way tree removal: ROW19-2371

17. How does the City determine what improvements are required?

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18. Why are trees going to be removed along the street frontages?

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19. Which/how many trees need to be removed?

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20. Can some of these trees be saved?

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 - This is currently in development. A “[progress report](#)” prepared by WSDOT’s consulting arborist was submitted to the City examining tree impacts on Dayton, but no conceptual design has been submitted at this time.
- c. Additionally, there are requirements for replacement trees both on-site and in the right-of-way. Depending on the size of the trees to be removed, they will need to be replaced with 1 to 3 smaller trees (1.5-inch caliper if planting deciduous trees, and at least 6 feet tall if planting conifers). If the number of required replacement trees cannot fit within the right-of-way, WSDOT will need to pay a fee-in-lieu for each required tree that will not be planted. The funds from this fee will be used to plant new trees elsewhere in the City.

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