

SCC Phasing and Improvement Plan

Phase 1 Sidewalk Improvement

Phase 2 Sidewalk Improvement



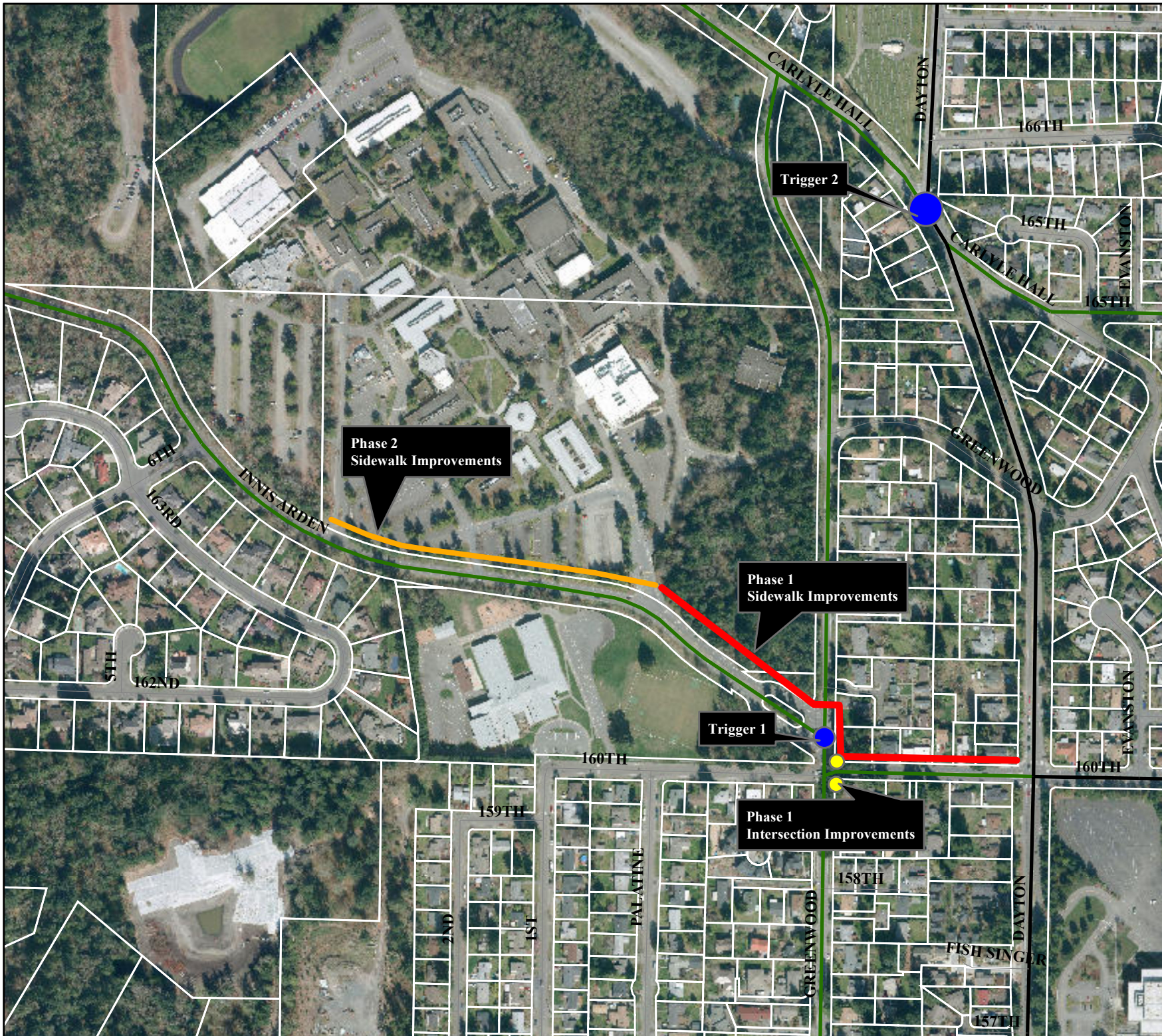
Phase 1 Intersection Improvement



Traffic Trigger

1 inch = 364 feet

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1. Phasing and Improvement Plan

The City’s requirements for frontage and intersection improvements can be found on the attached map and are outlined below. Phase 1 improvements shall be applied for at the same time as the student housing building and installed before a Certificate of Occupancy will be issued for the student housing building.

Phase 1
Pedestrian/Sidewalk Improvements –

Location	Requirement	Comment
Shoreline Community College NW Innis Arden Way Main Entrance to Greenwood Ave N	Standard section: 8'sidewalk with 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
East side of Greenwood Ave N between NW Innis Arden Way and N 160th St	Standard 5' sidewalk and 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
North side of N 160th Street between Greenwood Ave N and Dayton Ave N	Standard 5' sidewalk and 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
Intersection of Greenwood Ave N, NW Innis Arden Way and N 160 th St	ADA Accessibility on all corners this includes curb ramps, landings, etc	Engineer can prepare Maximum Extent Feasible (MEFs) if specific site conditions such as right of way, existing slopes, etc make it difficult to fully meet ADA standards

The first phase, triggered by development of the dormitory, will develop the pedestrian connections from: Shoreline Community College’s NW Innis Arden Way Main Entrance to Greenwood Ave N; along the east side of Greenwood Ave N between NW Innis Arden Way and N. 160th St intersection; along N. 160th St between Dayton Ave N and Greenwood Ave N, and improve ADA accessibility at the Greenwood Ave N/N. 160th St intersection. These improvements will allow continuous ADA access from the N.160th/Dayton Ave N intersection to the SCC. It will also have the greatest benefit to the public who use this route to travel east to Aurora Ave N.

Phase 2
Pedestrian/Sidewalk Improvements –

Location	Requirement	Comment
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Shoreline Community College NW Innis Arden Way Main Entrance to westernmost driveway off of NW Innis Arden Way	Standard section: 8'sidewalk with 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
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Phase 2 improvements will complete the ADA accessible route to be constructed as Phase 1 along NW Innis Arden Way from the SCC main entrance to Greenwood Ave N. Phase 2 improvements shall be completed by the end of the MDP timeframe – 15 years from the date of adoption.

1. Traffic Mitigation Triggers (either phase of the MDP)

The SCC’s traffic report shows one intersection (Dayton/Carlyle Hall Road)) operating below adopted Level-Of-Service standards in the future with the MDP. The current traffic analysis indicates the Traffic Demand Management Plan (TDMP) (Attachment 13 and 17) will reduce trips therefore additional traffic mitigation is not being required by the City. However, should the Transportation Demand Management Plan fail to meet projected Level-of-Service and traffic volumes as stated in the traffic report, mitigation and improvements will be required before any future development can proceed.

Trigger 1 – Improvements to the Innis Arden/Greenwood intersection will be required if the LOS falls below the City’s adopted LOS D. The SCC will pay their proportionate share to correct the level of service at the intersection of Innis Arden Way and Greenwood Avenue N. The proportionate share will be calculated based on the percentage of trips generated by the SCC. The same percentage will be used to determine the SCC's share of the total project cost. The City will be studying this intersection in 2014 to determine probable future design solutions.

Trigger 2 – Intersection of Carlyle Hall Road and Dayton Avenue. The SCC will be responsible for intersection improvements at Carlyle Hall Rd/Dayton Avenue to achieve LOS D or better.

Measuring Triggers Through the TDMP

The intent of this requirement is to measure traffic counts at the two most problematic intersections around the SCC. SCC is required to bi-annually report to the City how the TDMP is achieving two things - the .3 parking ratio on campus and the reduction of trips going through Innis Arden/Greenwood and Carlyle Hall/Dayton. The intersection improvements will be triggered if 2 out of 3 reports show the TDMP failing to meet projections (Fall/Spring/Fall trip reports) exceed traffic trips reported in the MDP (March 24, 2014 report by Van Ness Feldman – Attachment 17).

Transportation Demand Management Program (TDMP) Elements

Pursuant to the authority of the City to approve and condition Master Development Plans at 20.30.353, Shoreline Community College will institute and administer the following Transportation Demand Management Program (TDMP) as a condition of approval of the MDP.

Monitoring and Compliance:

The Traffic Impact Analysis appendix to the MDP finds that prior to adoption of any TDMP measures, the parking demand for commuting students, faculty and staff (including on-campus and on-street parking) was 0.33 stalls occupied per commuting student FTE. The goal of this TDMP is to reduce the parking demand from these same users to .30 stalls per commuting student FTE. Pursuant to this condition, SCC shall monitor parking utilization rates during the fall quarter relative to the supply and the commuting student FTE and submit bi-annual reports to City Staff for review to ensure progress towards the TDMP goal of reducing parking demand to 0.3 spaces per FTE. The first parking demand report will be submitted at the close of fall quarter 2014. If SCC fails to meet the goal of the TDMP, the City may require SCC to make revisions to the TDMP in order to meet the TDMP goal. Pursuant to the enforcement authority for enforcing permit conditions at SMC 20.30.770, the Planning Director may also withhold approvals of any new on-campus permitting until the parking ratio of .3 stalls per FTE is achieved.

1. Bi-Annual Report: The Bi-Annual report will provide a comparison of actual parked vehicle counts averaged over a 3-day period in a typical midweek of mid-fall and spring quarter. The report will compare the average numbers of vehicles parked on campus to the total number FTEs and expressed as a ratio.
 - a. Parking counts and the report will be performed by a licensed traffic engineer. The count will be conducted during the peak parking utilization timeframe of late morning.
 - b. The report will contain the actual commuter student FTEs for the quarter in which it is filed.
 - c. The report will be filed with the City by at the end of the quarter in which the counts were taken.
 - d. Whenever changes are proposed to the TDMP, SCC shall:
 - i. Submit a letter acknowledging the changes;
 - ii. File copies of the letter and revised TDMP with the City.

The TDMP will provide for the following elements:

2. A Campus Transportation Coordinator:
 - a. SCC shall appoint a Campus Transportation Coordinator (CTC). The CTC will have three primary responsibilities:

- i. Administering and reporting to the City the results of monitoring described in section 2.a.;
- ii. Providing ride-match information available through King County Metro and other transit agencies to students, faculty, and staff and with implementing ride-match programs for employees with potential carpool-mates who live in close proximity; and
- iii. Producing and distributing a commuter information packet (CIP) to all students, faculty, and staff. A commuter information packet (CIP) will contain complete information about the applicant's TDMP, including transportation benefits, transportation options, HOV programs and discounts, car share programs, bicycling amenities, transportation subsidies, and other elements of the TDMP. The CIP shall also include information about the City's RPZ zones surrounding the College and penalties for illegal parking. The CIP should be distributed (either on paper or electronically) to all students, faculty, and staff.
- iv. Hosting an annual Transportation Fair providing information on commute options.

Physical improvements:

3. Commuter Information Center.

- a. SCC will install a Commuter Information Center and website where copies of the CIP are made available. The CIC will include contact information for the CTC, links to bus schedules, information regarding the TDMP, ridesharing, parking, and any other option element of the TDMP that may be adopted such as the availability of an onsite car-sharing program as instituted. The commuter info center shall also have a map of the RPZ's to inform students of the restricted parking areas around the College.

4. Residential Parking Zone (RPZ).

- a. SCC will subsidize the cost of residential permits for new RPZs that are implemented by the City as a result of spillover parking from the College in nearby neighborhoods that trigger established criteria for RPZ formation. The City will administer RPS permitting on an as needed basis. SCC will subsidize the cost of the RPZ permit fees up to \$2,000 dollars per year for the life of Master Plan.

5. Parking Pricing.

- a. Parking rates for commuter students in 2013 were \$15 per quarter. In fall quarter, these parking rates were raised to \$25.00 per quarter. SCC will continue to monitor progress towards the TDMP goal and propose increases to parking fees as needed.
- b. Parking for Staff has historically been free. In fall quarter 2013, parking rates for non-represented Staff were raised to \$30 dollars per month. SCC will continue to monitor progress towards the TDMP goal and propose increases to parking fees as needed.

- c. The College is committed to negotiating with union faculty and staff to set parking pricing to a level consistent with staff parking rates.
- 6. Student Housing Parking.
 - a. Student housing residents will not be issued parking passes for parking on campus except that students in need of a special accommodation under the Americans with Disabilities Act may be granted parking passes as needed.
- 7. Transit subsidies.
 - a. SCC currently provides a transit subsidy of 50 % to all full time students who purchase ORCA passes through the College. The College will expand this subsidy to be available to all staff to encourage alternative modes of travel to campus.
 - b. Each student resident will be provided with a transit pass.
- 8. Car Sharing.
 - a. SCC is committed to working with car sharing businesses in order to provide space for a car sharing program on campus. The goal of SCC is to have a car sharing program available for the student housing project.



west forest

boeing creek
easement

north
forest

northeast
forest

east
forest

southwest
forest

campus boundary

nature
preserve

Figure K

Existing Pedestrian Facilities

Legend

Existing Pedestrian Facilities:

-  Concrete Sidewalk
-  Asphalt Sidewalk
-  Gravel Sidewalk
-  Bridge

Trail Facilities:

-  Trail (Interurban, Other Trails)

Other Map Features:

-  School
-  School Property
-  Park

