

GROSSMONT COLLEGE PARKING MITIGATION AUGUST 2007

Parking Requirements

When Proposition "R" was passed by the voters of East County, the district had Environmental Impact Reports (EIR) completed for each college campus. The EIR looked at the impact of construction projects on the environment, and provided an analysis of the impact of construction on surrounding communities. Our EIR required the college to mitigate the lack of parking on campus such that construction and growth does not negatively impact the environment and surrounding communities. Additionally, lack of parking is consistently ranked the #1 complaint of staff & students and is a priority in the Facilities Master Plan.

Needs Analysis

To determine current parking needs and future needs based on an enrollment of 20,000 students, a traffic circulation and parking analysis was performed by Kats, Okitsu & Associates (KOA). After a parking audit, including physical car counts during peak hours, aerial photos, and parking space counts, the following parking information was collected:

Description	# of Spaces
Number of Spaces Needed at 20,000 Students	5,091
Existing parking spaces on campus after construction date	(3,735)
Use of temporary Perimeter Road & Soccer parking	(553)
Net Shortage of Parking Spaces	803

Parking Options Considered

The Facilities Committee was tasked to look at several parking alternatives to address the shortage of parking required to serve the existing staff and students, as well as meet the anticipated parking demand to serve our 20,000 student cap. BDS Engineering and Gafcon assisted the college in developing and analyzing a number of parking options which included:

- Building a parking structure in Parking Lot 7
- Building a parking structure in Parking Lot 4 by Tennis Courts
- Building a parking structure in Parking Lot 5
- Purchasing the vacant property north of the District to build a flat parking lot
- Filling in the canyon east of Lot 7 and build a parking lot
- Building a parking structure in the canyon east of Parking Lot 7
- Building a parking lot on the football field site & placing the field on the top of the structure.

Solution

After evaluating all of the options listed above, and receiving several cost and potential impact assessments, on August 31, 2006, the Planning and Budget Council agreed with the recommendation from the Facilities Committee that the North Property parking option and the Parking Lot 5 parking structure be the two remaining options to move forward to the district.

After extended negotiations and discussions, the college conducted a land appraisal and environmental evaluation on the North Property. Upon completion of the environmental evaluation, it was determined that the North Property contained significant environmental constraints and the ability to build on the property was not a viable option. Thus, building the parking structure in Lot 5 was the only remaining option.

Parking Lot 5 Timeline

Start Date	Completion Date	Description
October 2007	December 2007	Phase 1: Routing infrastructure around parking structure footprint. There will be a zero sum parking loss. We will lose an estimated 400 parking spaces in Lot 5 during this three month period, but will keep the perimeter parking and soccer field parking open which is generally closed during this time. This will more than make up for the loss of parking, but will not be as convenient.
March 2008	December 2008	Phase 2: Construction of the parking structure in Parking Lot 5. There will be an estimated loss of 800 parking spaces during this time. The timeframe is critical so we are only spanning the start of one single semester start. Parking alternatives are being investigated and are listed below.

Parking Alternatives

Enrollment projections indicate we will have a decline in enrollment next year due to the shortage of parking. If we meet our base this year, we take a year of stability in 08/09 so that a decline in enrollment that year will not equate to a severe budget shortfall for the college and district.

1) Off-Site Parking using a Shuttle Service

- No initial successes at off-site parking in shopping centers – still being pursued via local churches and other public areas.
- MTS stations could potentially yield very limited parking.
- Optional shuttle time is 10-15 minutes.
- Costs of shuttles and/or shuttle service are being investigated and may run as high as \$500/day between peak hours.
- Policing of parking lots off-site will need to be arranged.

2) Public Transportation

MTS has recently reduced some of the bus services to Grossmont College due to a perceived underutilization of services. We are still working with MTS on this issue.

3) Other Options

Alternatives such as car pooling, off-site and distance education offerings, promoting classes during non-peak hours, and bike to work programs are also being investigated.

Conclusion

While there may be inconveniences in parking on campus between 10/07 and 12/07, the major impact will be felt starting 3/08. Good parking alternatives will be crucial during Phase 2 construction to allow Grossmont College to continue serving our students well. The faculty, staff, and administrators of Grossmont College will need to work together more than ever during this nine month period with the end goal being a campus ready for our future growth and approximately 800 additional parking spaces to serve our students.