

# CAMPUS PARKING PLAN



## COLORADO COLLEGE Colorado Springs, CO

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This Addendum summarizes the changes to the Colorado College parking system since the completion of the Colorado College Campus Parking Plan in April 2006.

- There were 1,270 off-street parking spaces on campus in 2006. There are today 1,328 off-street parking spaces. The current off-street parking supply is summarized in Table 1.

Table 1.  
 Colorado College Off-Street Parking Supply

Designation	Lot Name	Number of Spaces						Total
		Permit	ADA	Service	Visitor	15-Min.	Other	
<b>East Campus Lots</b>								
E-1	Northeast Lot	276	10	0	10	0	0	296
E-2	Sorority Lot	26	4	0	0	3	0	33
E-3	Child Care Lot	9	1	0	0	6	0	16
E-4	Old Yampa Lot	16	1	0	0	0	0	17
E-5	Slocum Lot	27	2	2	0	0	0	31
<b>Central Campus Lots</b>								
C-1	North Quad Lot	215	5	7	14	0	0	241
C-2	Armstrong Lot	87	2	2	7	0	0	98
C-3	Tutt Alumni House Lot	7	1		0	0	0	8
<b>South Campus Lots</b>								
S-1	Wooglins Lot	43	2	0	0	0	0	45
	Central Services Lot	36	0	1	0	0	0	37
	Art & Drama Lot	6	0	1	0	0	0	7
S-2	Colorado College Inn Lot	30	2	0	0	0	0	32
S-3	Future Cornerstone Lot							
S-4	Church Lot	16	0	0	0	0	0	16
<b>West Campus Lots</b>								
W-1	Northwest Wood Lot	32	0	0	0	0	0	32
W-2	Wood Avenue Lot	55	2	0	0	0	0	57
W-3	NW Campus Lot	131	8	3	8	2	0	152
W-4	Bemis Lot	12	2	20	0	0	0	34
W-5	Packard Lot	4	1		0	0	0	5
W-6	El Pomar Sports Lot	3	1	2	0	0	0	6
<b>Far West Campus Lots</b>								
FW-1	Van Briggie South Lot	17	1	0	1	0	0	19
	Van Briggie North Lot	15	0	22	0	0	0	37
FW-2	Transportation Shop Lot	4	0	21	0	0	0	25
FW-3	Grounds Shop Lot	4	0	0	0	0	0	4
<b>Other Campus Lots</b>								
	Spencer Center West Lot	17	2	1	0	0	0	20
	Southeast Tejon Lot	27	0	0	0	0	0	27
	KRCC Lot	5	1	0	0	0	0	6
	Barnes Circle Parking	0	2	3	0	2	0	7
	Mathais Hall Parking	1	0	0	0	4	0	5
	Slocum Hall Parking	2	0	0	0	0	0	2
	Warner Center Parking	0	1	2	0	5	2	10
	Armstrong Circle Parking	0	0	0	0	3	0	3
<b>TOTAL CAMPUS PARKING</b>		<b>1,123</b>	<b>51</b>	<b>87</b>	<b>40</b>	<b>25</b>	<b>2</b>	<b>1,328</b>



- Despite the loss of parking to the development of the Cornerstone Arts Center, the parking supply has increased since 2006 with the development the Northeast lot (E-1) and the expansion of the NW Campus lot (W-3). The future Cornerstone lot will add 76 more parking spaces to campus.
- In 2006 there were 282 authorized on-street parking spaces available to Colorado College students, faculty and staff. Today there are 251 on-street spaces as 31 spaces on San Rafael Street were incorporated into the Northeast lot.
- There are today 51 off-street accessible (ADA) spaces on campus, which represents 3.8% of the total parking supply. In 2006 there were only 30 off-street accessible spaces, which represented 2.4% of the total parking supply. The Cornerstone lot will add seven more accessible spaces to campus.
- Parking for Colorado College students and faculty/staff is by permit only, and is enforced Monday through Friday 7:00 AM to 3:30 PM. Students, faculty, and Staff are discouraged from parking in the surrounding neighborhoods where private residences are located.
- In the 2006-07 academic year, a paid parking program was implemented at Colorado College. Visitors use pay stations located in four campus lots (C-1, C-2, E-1 and W-3) and pay \$0.25 per 15 minutes and \$5.00 per day. Students pay \$112.50 per semester and \$225.00 per school year. Faculty and staff pay \$150.00 to \$300.00 per school year, depending upon their annual salary. The median annual permit cost is \$225.00. These permit fees are in line with permit fees at the University of Colorado-Colorado Springs (UCCS) in 2006. Parking revenues are used to pay for new parking facilities and parking operations, including for the new position of Parking Manager.



- A reduction in permit sales since 2006 has resulted in lower parking occupancy levels on campus. The off-street parking spaces were 83% occupied in 2006. Today the off-street parking spaces are approximately 75% occupied. The on-street spaces continue to be fully utilized throughout most of the day.
- The Parking Advisory Committee and Parking Manager continue to evaluate and refine the parking program at Colorado College.

The 2006 Colorado College Campus Parking Plan follows.



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## 1.0 EXECUTIVE SUMMARY

Studio Insite has engaged the services of Carl Walker, Inc. (Carl Walker) to conduct a parking study at Colorado College in Colorado Springs, CO. The results of the study are summarized below:

- As of May 2005 there were 698 vehicles registered by Colorado College faculty and staff and 650 vehicles registered by students. Although students are discouraged from parking in the residential neighborhoods north and east of campus, a sizable number of students do not register their vehicles and park in the surrounding neighborhoods.
- There are currently 1,552 on-street and off-street parking spaces on the Colorado College campus. Approximately 82% of the parking (1,270 spaces) is located off street and 18% (282 spaces) is located on street.
- Colorado College is required by city code to provide 835 parking spaces. The current campus parking supply exceeds the zoning requirement by over 50%.
- Colorado College, based on the total capacity of the individual lots on campus, is required to have 60 accessible spaces. Provided are only 31 accessible spaces. Based on this analysis, there is a current accessible parking deficit of 29 spaces. However, several of the “individual” lots on campus are connected and could be considered as one lot, reducing the number of accessible spaces required to 49 and the deficit to 18 spaces.
- The loss of campus parking spaces associated with the development of the Cornerstone Arts Center will reduce the accessible space requirement by four spaces and eliminate three existing accessible spaces.

- Parking occupancy counts were conducted during the fall semester 2005. The overall peak hour for parking was 10:00 AM when 1,231 vehicles were parked in 1,435 spaces, which represents an 86% occupancy level. Not included in the survey of parking occupancy were 117 spaces in the Tutt Alumni House (#33), Van Briggie (#34), Transportation Shop (#35), Stewart House (#39), and Colorado College Inn lots.
- The off-street parking was filled to 83% of capacity. The campus lots were 89% full and the managed property lots were filled to 51% of capacity. The on-street spaces were 99% full at the peak hour.
- Colorado College faculty, staff, students, and visitors are estimated to generate the maximum demand for 1,394 spaces. The parking demand is based on the number of registered vehicles and estimated peak-hour presence factors for students (100%) and employees (90%). Added to the student estimate are 50% of the 231 vehicles counted on the blocks immediately north and east of campus. The managed properties on campus are estimated to generate maximum weekday demand for 120 spaces based on the local code requirement for parking.
- A Parking system operates at optimum efficiency at a level somewhat below its actual capacity. The occupancy at which peak efficiency is reached varies by user group, but is generally between 85% and 95% of capacity. An effective parking supply of 95% of the actual supply is recommended for the campus and on-street parking. A factor of 85% is recommended for the remainder of the parking including service, tenant, visitor, reserved, accessible, and other spaces. This results in an effective supply of 1,432 spaces, which represents approximately 92% of the total parking capacity.
- The estimated demand for 1,514 spaces (1,394 + 120) exceeds the effective parking supply of 1,432 spaces by 82 spaces presently. The parking deficit is being satisfied by on-street spaces surrounding the campus.

- First-year students are presently not allowed to bring vehicles to campus. If the policy prohibiting first-year students from having vehicles on campus is ever changed, parking demand will increase by an estimated 175 spaces. The estimated parking deficit grows to 257 spaces when 175 first-year student vehicles are added to the estimated demand. The concern is that first-year students bring vehicles anyway, especially during the spring semester, and park in the surrounding neighborhoods.
- College officials do not anticipate an increase in enrollment in the future. The need for additional parking on campus is based on future development and the loss of existing spaces. The most prominent development projects in the near term are the Cornerstone Arts Center and Tejon Mixed-Use Development.
- The Cornerstone Arts Center is estimated to generate the demand for 111 parking spaces based on 444 seats, and 184 existing spaces will be displaced by the development. However, performances with off-campus attendees will take place in the evenings and on weekends when nearby parking is available. Even if some of the faculty and staff vehicles remain in the 197 spaces in nearby lots, there is adequate parking to meet the code required spaces for the arts center.
- The proposed Tejon Mixed-Use Development, consisting of 43,000 square feet of retail spaces, 28,000 square feet of office space, and 100 to 150 residential units, will require an estimated 291 to 351 spaces.
- Both surface lots and parking structures are considered to satisfy parking needs on campus. Surface lots are to be considered in the immediate future and parking structures sometime in the more distant future. Structured parking is inevitable on the Colorado College campus given limited land area for surface lots.



- Parking plans have been produced by Carl Walker for three interim surface parking lots, including:
  1. Northeast Lot (#23)
  2. Tejon and Cache La Poudre Lot (#'s 29, 30 and 31)
  3. Tenney Lot Expansion (#15)
  
- The existing dirt lot (#23), located at the northeast corner of Nevada Avenue and San Rafael Street, contains approximately 140 parking spaces. The expanded Northeast lot, which spans the alley and incorporates San Rafael Street, contains 276 spaces (refer to Figure 3 on page 26). Although the parking would be on the opposite end of campus, the larger lot would more than replace the parking spaces lost to the development of the Cornerstone Arts Center.
  
- The proposed lot at the Tejon and Cache La Poudre streets combines three smaller existing lots into one larger lot (refer to Figure 4 on page 28). Because there is only a net gain of 12 spaces in this layout, which represents a 10% increase in capacity, the lot is likely not justified. This block is also slated for the mixed-use development project previously discussed.
  
- The existing two-bay Tenney lot contains 62 parking spaces. Because the lot is centrally located, highly visible, and would conveniently serve campus visitors, it is being considered for possible expansion. The expanded lot contains 88 parking spaces in three bays (refer to Figure 5 on page 30). There is a net gain 23 parking spaces as three spaces are displaced in lot #14 for improved circulation within the proposed lot.
  
- Parking will be lost and gained on campus in six phases in the near term. Refer to Figure 6 on page 32 for the location of future development and parking on campus. Phases 1 and 2 consist of the Cornerstone Arts Center and the Northeast and Tenney lots, both of which are feasible and recommended near-

term parking improvements. There will still be an estimated net loss of 56 spaces on campus given the number of existing spaces lost to the Cornerstone Arts Center.

- Phase 3 will consist of a parking lot with approximately 100 spaces to be constructed east of the Cornerstone Arts Center and will be available for parking upon the completion of the center. At the same time, construction is expected to begin on the Tejon Mixed-Use Development (East side) and 117 spaces will be displaced, 71 of which are in managed property lots. There will be a net loss of 17 spaces until the mixed-use project is completed.
  
- Phase 4 is the the Tejon Mixed-Use Development. Carl Walker developed conceptual parking plans for the east side parking structure at the mixed-use development (the west side parking structure would be the same size and configuration). The Tejon Mixed-Use parking structure contains 250-space parking spaces on two levels (refer to Figures 6.0 and 6.1 on pages 34 and 35). The “half up-half down” structure would replace 117 existing spaces in three lots for a net gain of 133 parking spaces. It is a two-bay facility with two-way traffic flow and 90° parking. Access to the lower level is by an express ramp on the south side, and access to the upper level is by an express ramp on the west side. The parking structure is estimated to represent a construction cost of approximately \$2.8 million, or \$11,200 per parking space. The total development cost is estimated to be approximately \$3.4 million, or \$13,600 per parking space.
  
- The college’s Long-Range Development Plan (LRDP) indicates the expansion of the El Pomar Sports Center in Phase 5. Provided with the expansion will be an estimated 150 parking spaces in a two-level structure.
  
- Phase 6 consists of the construction of a library in the North Palmer Quad that will result in the loss of 196 spaces in the North Central lot (#1). Developed will

be a new 80-space lot in the northwest corner of the North Palmer Quad. There will be a net loss of 116 spaces.

- Upon completion of Phase 6, 1,763 spaces will be provided on campus, for a net gain of 211 spaces. Displaced by development are 531 existing spaces. To be added on campus are a total of 742 spaces in the expanded Tenney lot, the Northeast lot, the Tejon Mixed-Use structure, the El Pomar structure, and the North Palmer Quad lot.
- There will be the need for additional parking on campus in the future. The Long-Range Development Plan identifies locations for several other future parking lots and structures containing over 1,200 spaces (refer to Figure 8 on page 38). Proposed are a parking structure on the Northeast site, two remote lots and structure located northwest of the main campus, a lot near the new library, and a structure to support the second Tejon mixed-use project.
- Conceptual parking plan have been produced by Carl Walker for the proposed Northeast parking structure. The parking structure contains 458 spaces on three levels (refer to Figures 9.0 to 9.2 on pages 40 to 42). The parking structure would replace 240 spaces in the Northeast lot for a net gain of 218 parking spaces. It is a three-bay, single-helix garage with two-way traffic flow and 90° parking on the center bay and one-way traffic flow and 70° parking on the outside bays. One-way traffic flow on the outside bays is proposed in order to decrease the overall width of the structure so it fits the site better. The parking structure is estimated to represent a construction cost of approximately \$4.9 million, or \$10,699 per parking space. The total development cost is estimated to be approximately \$5.9 million, or \$12,882 per parking space.
- Future parking needs could result in the need to charge a fee for parking permits, should the college make the decision that parking revenues be used to help fund new parking facilities and future parking operations. An annual permit fee of

\$225 would be required just to cover the cost of constructing and maintaining The Northeast, Tenney and Cornerstone lots. Annual permit fees would be in the range of \$759 (per permit) to only cover the annual debt service and operating and maintenance expenses for the two parking structures.

- Colorado College conducted a survey of parking permit fees at 23 peer colleges and universities. The average permit fee per semester for student parking is in the \$50 range. The average permit fee for employee parking is significantly lower as most of the colleges do not charge employees for parking. It is not possible to set parking rates to cover all parking system expenses in a small college environment, especially under the block plan. However, colleges in larger cities have higher parking permit fees, and permit fees at the University of Colorado-Colorado Springs are significantly higher than the fees at most of the peer institutions.
  
- There are also various measures that can be considered to reduce the demand for parking and the impact of future parking expansion on permit prices, including:
  - ✓ Additional surface parking supplies should be fully explored before parking garages are considered.
  - ✓ Limit the number of parking permits.
  - ✓ Charge more for the most convenient parking.
  - ✓ Share the cost of parking with others.
  - ✓ Market other transportation options such as city transit, carpooling, biking, etc.
  - ✓ Institute a “transit fee” for all students.
  - ✓ Charge campus visitors for parking.
  
- In order to ensure parking areas are fully utilized, it is recommended to conduct regularly scheduled space utilization surveys throughout the year.