

Timelines and Scheduled Project Activities for the Parking Structure

November 13, 2014

We just met today to discuss logistics for the "two phase" plan for the parking structure construction. You might recall that the board had expressed some concern about delay costs should we start the project then find that some legal action has created a delay. Our schedule and plan at this point is as follows.

The initial construction phase will begin shortly after expected Board approval in February 2015. It will include site clearing and building demolition, utility relocation and earthwork including soils export to the fire technology/lot M site. This work may begin prior to final DSA approval of the documents. We will develop an understanding and agreement with DSA to avoid any potential concerns about following the field act.

The second phase of construction will begin approximately 3 months after final DSA approval, expected in February or March of 2015. A June 2015 board approval is expected. This second phase will include the remaining earthwork, shoring, structural improvements, and all surface and site improvement related construction activities. We will need city approval for the off-site construction. If Walnut does not approve the offsite work, the project can move forward, but without proposed mitigations to the intersection that will improve its ability to handle additional traffic.

The construction will require approximately 18 months to complete beginning in July, 2015 making the structure available for student use in January of 2017.

Mt. SAC currently has just over 7200 parking spaces, serving a student headcount of 36,000 plus staff.

Our growth forecasts developed by the state indicate that we should be planning for a student headcount of just under 50,000 by 2025, which translates to 10,000 spaces, using the more conservative figure of 1 space per 5 students. (The city of walnut suggests 1 space per 3 students in their planning information, but does not specify K-12 or community colleges).

In the near term, the temporary parking lot M will provide a net increase of 300 spaces, after we consider the impacts of construction projects at the athletics complex, business and computer technology, and parking structure sites. This will provide for forecasted growth through the fall of 2016.

The parking structure will provide an increase of 1800 spaces and bring us to a total of 9,000 spaces. Additional surface parking at the south of Temple Ave site (lot M) and the athletics site (stadium area) will bring us to about 9500 spaces, most of what is required to serve the expected growth needs of the college.

The remainder will need to be made up by increased use in public transportation and growth online learning.

Our master planning work focused on reducing traffic impacts on the most heavily used intersections near the college, primarily the Grand Avenue and Temple Avenue intersection, and the Temple Ave. and Bonita Intersection.

The site selection for the new parking structure achieves this goal by moving students onto campus before the most heavily impacted intersection.

The Grand and Mountaineer intersection was designed to handle much higher traffic levels than experienced today.

Even after the increase in traffic due to the parking structure, and all other planned projects at Mt SAC, the Grand and Mountaineer intersection will function better than most intersections in the city of walnut (level of service C on a A-F scale, where the city of walnut standards are a level of service D).

The traffic added by the parking structure will flow in the opposite direction of the traffic generated by the homes in the adjacent tract.

Worst case intersection wait times at Grand and Mountaineer are forecasted to increase from 20 seconds to just over 30 seconds during the most heavily impacted time of day at most heavily used time of the year (first three weeks of the fall and spring semesters). The remainder of the year, the intersection will function much as it does today.

At a formal meeting with the city of walnut planning department in June of 2013, these facts were discussed, along with the preliminary plans for the parking structure, and Walnut agreed that NO CITY APPROVALS would be required. Minutes for that meeting were distributed and accepted as submitted.

Gary Nellesen, Director of Facilities Planning & Management