

**Yosemite Community
College District**

Modesto Junior College

PARKING STUDY



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EXECUTIVE SUMMARY

Overview

The Facilities Master Plan and the Measure 'E' bond campaign envisioned a parking structure to help alleviate parking congestion at MJC East campus. Because MJC East exists in an urban setting landlocked on every side of campus with surrounding development, parking structures will eventually become (if not already exists) the only effective solution to alleviate parking congestion without eliminating needed green space. The unfortunate reality with this circumstance is parking structures generally cost more than surface parking lots. Due to this reality, the MJC Measure 'E' Coordinating Committee requested we conduct a parking study to consider other perhaps less costly parking solutions.

This parking study establishes the primary goal, focuses on where imminent and future parking needs exist, considers parking options and compares those options based on criteria including safety/security, expandability, circulation and cost.

PRIMARY GOAL: This study examines the viable parking options at Modesto Junior College within a total project budget of \$12 million to best meet the most critical parking needs.

CURRENT PARKING NEEDS: Comparison of Full Time Equivalent Student (FTES) to student parking space counts reveals that MJC East currently has a 2:1 FTES to student space ratio and MJC West has a 1:1 ratio. The current parking condition at MJC East is clearly impacted.

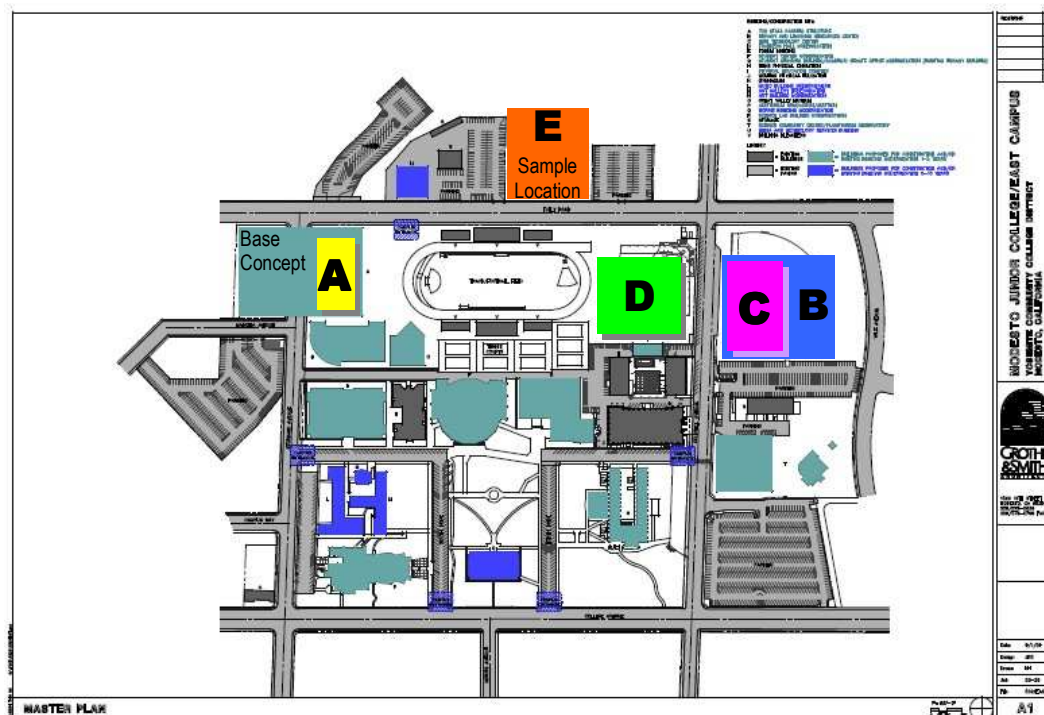
FORECASTED PARKING NEEDS: It is forecasted that MJC East will grow at the State-recognized 3% annual rate. Because of the addition of new departments, MJC West could double by 2012. This would result in approximately ½ FTES per space growth at MJC East and 1 FTES per space growth at MJC West. For planning purposes parking space counts are planned at one parking space per 3 students enrolled, which translates to 1-1/2 FTES per space. Both campuses will likely be in excess of 1-1/2 FTES per space by 2012.

PARKING OPTIONS: The most critical parking need exists at MJC East Campus. Several options were considered and several viable options emerged.

- **OPTION A** - Add a parking structure in place of existing surface parking lot(s) at the Southwest corner of MJC East.
- **OPTION B** - Relocate the existing baseball field at the Northwest corner of MJC East to MJC West and install a surface parking lot in its place.
- **OPTION C** - Relocate the existing baseball field at the Northwest corner of MJC East to MJC West and install a parking structure in its place.



- OPTION D - Relocate the existing baseball field at the Northwest corner of MJC East to MJC West, convert the baseball field to the football practice field and install a parking structure where the softball field (scheduled to move to MJC West) and the football practice field currently exists.
- OPTION E – Convert adjacent industrial property to surface parking.



SAFETY/SECURITY: A three-year history of incidents reveals an average of 38 incidents occurred per year that would threaten the safety or security of persons and their property on MJC parking lots and an average of 42 incidents occurred annually in two downtown Modesto parking structures. This translates to one incident per 100 parking spaces at MJC parking lots and three incidents per 100 parking spaces in City of Modesto parking structures suggesting surface parking lots are safer and more secure than parking structures. This may not be a representative sample of surface parking incidents versus parking structure incidents because the comparison is based upon surface parking in a campus setting versus parking structures in a downtown urban environment.

Logic suggests parking structures within a campus setting are safer and more secure than parking structures within a downtown urban setting, which would make this comparison of surface parking to parking structures more equal in the level of safety and security. Other factors that can enhance the safety and security of both parking lots and parking structures include the level of restricted access and the level of policing.

EXPANDABILITY: Expansion can be accomplished by adding additional levels to the Option A parking structure or by adding parking structures to any of the parking lots.



CIRCULATION: Option A would enhance accessibility to the core academic and student support facilities, which will improve overall campus circulation. Options B, C and D would introduce a significant amount of parking to the Northwest corner of MJC East. Options B and C would create significant pedestrian traffic across Coldwell Avenue. Option E would create significant pedestrian traffic across Tully Road or perhaps Stoddard.

COST: Option B would yield the most net parking spaces within the budget allowance adding 544 parking spaces for about \$9 million. Option D is among the least costly of the parking structure options. The following data comparison presents data gleaned from the more in-depth studies of each option.

Option	New Spaces	Displaced Spaces	Net Spaces	Total Project Cost (000's)	Cost per New Space	Cost per Net Space
Base Concept	730	330	400	\$19,355	\$26,514	\$48,388
A	470	180	290	\$11,984	\$25,498	\$41,324
B	544	0	544	\$8,631	\$15,866	\$15,866
C	415	0	415	\$11,998	\$28,911	\$28,911
D	435	0	435	\$11,955	\$27,483	\$27,483
E	540	0	540	\$11,221	\$20,780	\$20,780

Recommendations

Selection of the most appropriate option depends upon the District's priorities, legal considerations, political considerations and public perception.

District's legal counsel reviewed the legality of departing from the parking structure concept as defined in the FMP and the Measure 'E' bond language. They concluded installing a parking lot instead of a parking structure is an allowable option provided the Citizens Bond Oversight Committee approves a formal modification to the project originally envisioned in the FMP.

Data comparison of the various options presented on the previous page indicates Option B will yield the most parking spaces for the least cost; however, the following additional considerations should be measured in making a prudent decision:



- Prioritize the importance of adjacency & circulation, safety & security as compared to cost per added parking space.
- Test the political implications and public perception of departing from the parking structure concept as defined in the FMP and the Measure 'E' bond language.
- Consider land consumption implication of relocating the baseball field to MJC West as would be the case with options B, C and D.

To help facilitate the process through which the best parking option will ultimately be chosen, the below table is provided to succinctly present the primary benefit and drawbacks of each option.

Option	Primary Benefit(s)	Primary Drawback(s)
Base Concept	Exactly matches the FMP and Measure 'E' Bond Language	Exceeds the budget allowance for this project
A	Closely matches the intent of the FMP and Measure 'E' Bond Language	Second most expensive means of achieving parking per net added space
B	Least expensive means of achieving parking	Directly displaces the baseball field
C	A structure that also provides a buffer from adjacent neighborhoods as compared to Option B	Less desirable location for adjacency to core academic and student support facilities as compared with Option D
D	Lowest cost per net added space of the parking structure options. Adjacent to core academic and assembly functions	May be difficult to justify relocating the baseball field to MJC West as a secondary effect project
E	Additional adjacent land could provide future campus expansion opportunities	Anticipated property cost would result in the higher cost parking lot option

A two-step decision process is recommended in determining the most appropriate option:

1. Decide whether development of a parking lot is an allowable option considering commitments made through the FMP and the Measure 'E' Bond campaign. If not, eliminate surface parking options from consideration.
2. Prioritize factors such as cost, convenience and safety/security and choose the option that best meets those priorities.

It is also recommended that a long-term parking strategy be implemented for both MJC West and MJC East. Data suggests parking congestion issues will exist at both campuses within the next 5 to 7 years even with the implementation of the initial parking project.



OVERVIEW

Primary Goal

Ample supplies of conveniently located parking will enhance instruction, learning, operations and visiting at MJC campuses. Challenged by limited budgets and limited space, it is prudent to study the factors that will lead to the best decisions for serving MJC's current and future parking needs.

This study examines the viable parking options at Modesto Junior College within a total project budget of \$12 million to best meet the most critical parking needs.

Current MJC Parking Condition

To determine where the most pressing current parking need exists, a comparison of Full Time Equivalent Student (FTES) statistics with current student parking space counts was conducted for MJC West and MJC East. The comparison (illustrated below) reveals that on average MJC East currently has a 2:1 FTES to student space ratio; whereas, MJC West enjoys a 1:1 ratio. The current parking condition at MJC East is clearly impacted.

TERM	East Campus			West Campus		
	*FTES	**Spaces	FTES/Space	*FTES	**Spaces	FTES/Space
Fall 2003	3,150	1662	1.9	1,070	1227	0.9
Fall 2004	4,063	1662	2.4	1,520	1227	1.2
Fall 2005	3,600	1662	2.2	1,496	1227	1.2
Spring 2003	2,879	1662	1.7	919	1227	0.7
Spring 2004	2,959	1662	1.8	959	1227	0.8
Spring 2005	3,767	1662	2.3	1,338	1227	1.1
Average	3,403	1662	2.0	1,217	1227	1.0

* FTES data provided by YCCD Information Technology Department for courses offered on campus and excludes FTE from offsite course offerings.

** Parking space counts provided by YCCD Security Department: Student designated spaces were used for the calculation.

Forecasted MJC Parking Condition

MJC East is currently impacted; however, this condition could shift to MJC West once the Measure 'E' capital program is complete. MJC West could be receiving some significant increases to FTES due to the addition of the Agricultural Department, Allied

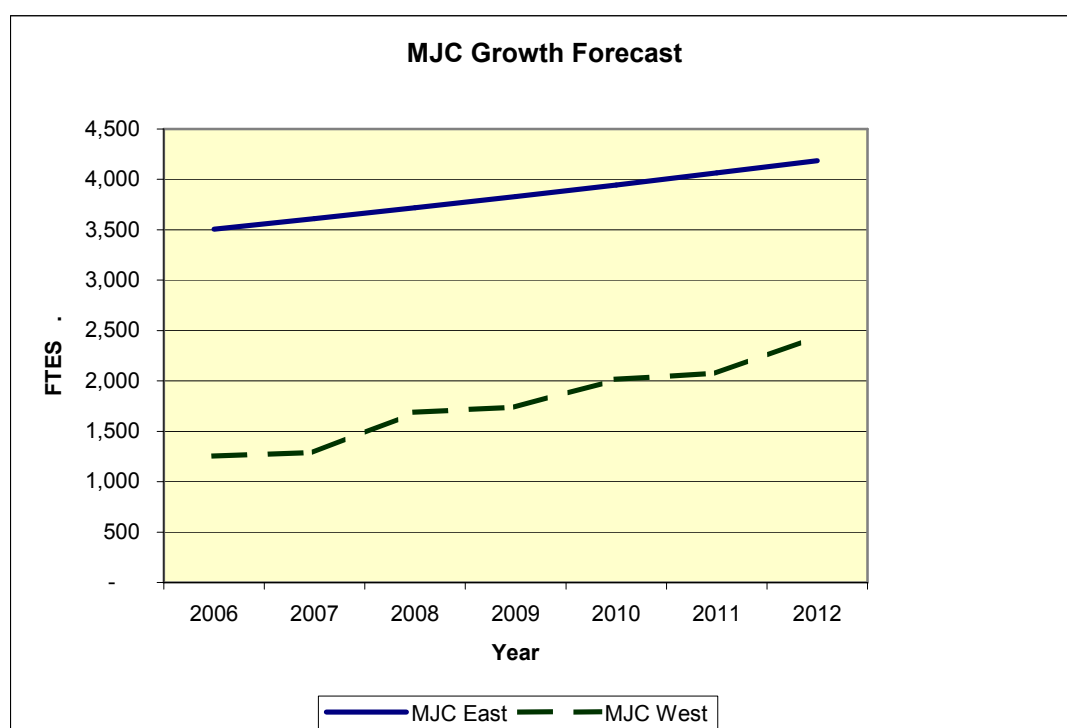


Health Life Sciences and perhaps the High Technology Center. Plans for MJC East focus primarily on secondary effects projects and modernizations. The themes for the two campuses appear to be growth of MJC West and maintenance of MJC East.

Translating these themes to an accurate FTES forecast can be a challenge; however, for the purposes of predicting future parking conditions, the following reasonable assumptions can be made:

1. MJC East could grow at the State-recognized normal 3% annual growth rate.
2. The additional facilities and departments at MJC West could result in 100% FTES growth by the time the new facilities are added and used for their intended purpose.

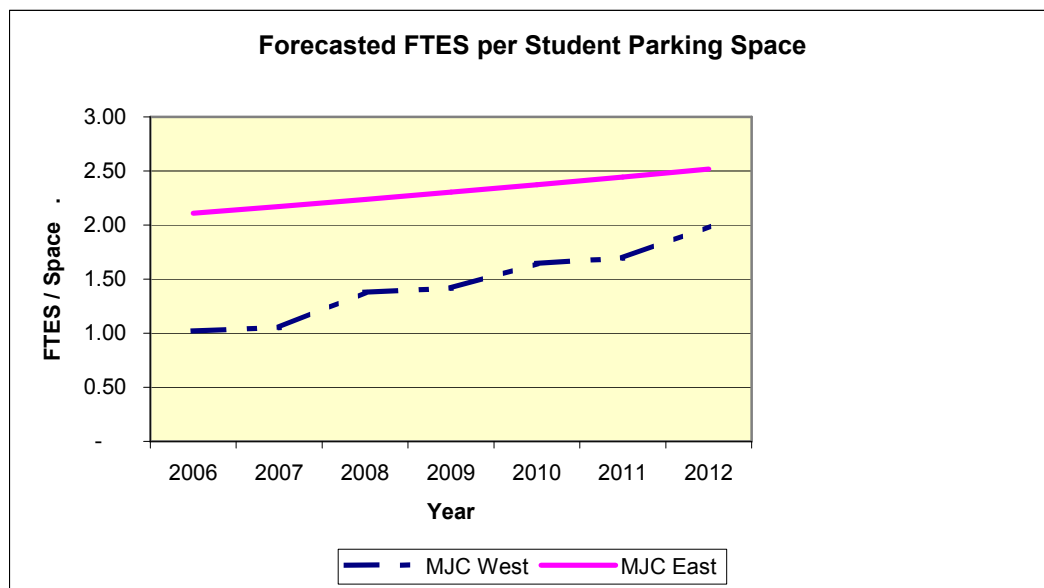
This trend is illustrated in the following graph:



The question becomes how the forecasted FTES growth will impact future parking conditions at MJC East and MJC West. In an attempt to illustrate parking condition changes at each campus over time, the forecasted FTES growth was compared with student parking space counts and applied to the following graph.

With no change to the current number of student parking spaces, parking conditions at MJC East could deteriorate by $\frac{1}{2}$ FTES per space by the year 2012. In the same time frame, MJC West would approach similar parking conditions that MJC East is currently experiencing.

It is apparent that the most crucial need to improve parking conditions currently exist at MJC East. Reasonable growth forecasts reveal that parking conditions at MJC West will also need to be addressed by the year 2012 or sooner.

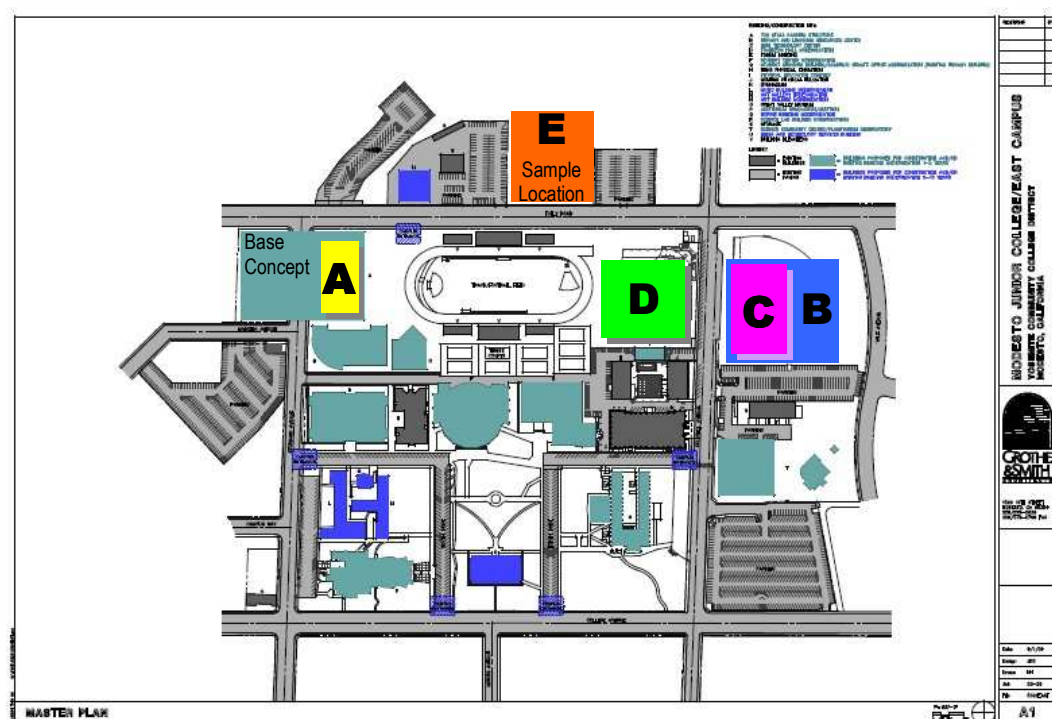


Options for Consideration

Recognizing the pressing parking need resides on MJC East Campus, several options were considered that could be categorized into two primary groups – parking structure options (A, C & D) and surface parking options (B & E). It should be noted that the most appropriate parking option may ultimately be a variation of one of the below options based on the District's priorities.

- Option A - Add a parking structure in place of existing surface parking lot(s) at the Southwest corner of MJC East.
- Option B - Relocate the existing baseball field at the Northwest corner of MJC East to MJC West and install a surface parking lot in its place.
- Option C - Relocate the existing baseball field at the Northwest corner of MJC East to MJC West and install a parking structure in its place.
- Option D - Relocate the existing baseball field at the Northwest corner of MJC East to MJC West, convert the baseball field to the football practice field and install a parking structure where the softball field (scheduled to move to MJC West) and the football practice field currently exists.
- Option E – Convert adjacent industrial property to surface parking.

These options are illustrated on the following diagram:



Options not Considered

Other options were contemplated but not included in this study pending more information to demonstrate their viability. These options include establishing a joint-use arrangement with the City of Modesto or other entity to construct a parking structure or parking lot on or adjacent to campus; however, there currently appears to be no compelling need for the City or other entity to partner on a shared parking project near MJC East. Availability of Federal transit center funds was also explored. Research is currently underway to locate available Federal funds. It should be noted capture and expenditure of Federal funds can be a long, drawn-out process. If the District's interest is in satisfying current parking needs within the next year, this shouldn't be considered a viable option. Another option to take advantage of incentives made available by developing inside the nearby economic development zone was considered. Proximity of this zone to campus would require a shuttle service be instituted. This does not appear to be a popular option with students and any realized savings could be offset by ongoing bus operations.

Safety/Security Considerations

The security and safety of staff, students, visitors and their property must be a consideration in determining the appropriate option to implement. Historical data of incidents in MJC parking lots as well as parking structures in Modesto was used to gauge relative safety/security of surface parking versus parking structures.

A three-year history of incidents on MJC parking lots reveals an average of 38 incidents occur per year that would threaten the safety or security of persons and their property. The City of Modesto supplied incident data for the same time period for the parking



structures at 1025 11th Street (Brenden Theaters) and 1101/1150 9th street (Double Tree). This data reveals an average of 42 incidents occurred annually in those two parking structures. Comparing the number of incidents to the number of parking spaces, one incident occurred every 100 parking spaces each year at MJC parking lots while three incidents occurred every 100 parking spaces in City of Modesto parking structures.

Description	Parking Space Quantity*	Average Annual Incidents**	Incidents per 100 Spaces
MJC Parking Lots	3,667	38	1
City Parking Structures	1,504	42	3

* Parking space quantities supplied by MJC Campus Security Department and the City of Modesto

** Incident data was supplied by MJC Campus Security Department and the City of Modesto. 2002, 2003 and 2004 data was used in calculation. Categories of incidents that don't pose a threat to the safety or security of persons and their property were excluded from consideration.

The above comparison of incidents to parking spaces suggests surface parking is safer and more secure than parking structures. This may not be a representative sample of surface parking incidents versus parking structure incidents because the comparison is based upon surface parking in a campus setting versus parking structures in a downtown urban environment.

Representatives within the police departments of universities located in Central California who maintain both surface parking lots and parking structures have been contacted to obtain more conclusive data. To date, data has not been made available to level of detail upon which conclusions can be drawn. Logic suggests parking structures within a campus setting are safer and more secure than parking structures within a downtown urban setting, which would make this comparison of surface parking to parking structures more equal in the level of safety and security.

Additional factors can impact parking safety and security. These factors include the level of restriction placed on access to either parking lots or parking structures. This can be accomplished through card access gates or manually locked gates. The level of policing will also impact safety and security.

Expandability

Future expansion of parking on campus can be accomplished whether and option utilizing a parking lot or a parking structure is chosen.



If a parking structure option is chosen, expansion can be accomplished by adding additional levels to the parking structure. If a parking lot option is chosen, expansion would be accomplished by adding parking structures to any of the parking lots.

Campus Circulation

Implementing Options B, C or D would introduce a significant amount of parking to the Northwest corner of MJC East. This would have benefits in giving students, staff and visitors more parking options at the primary access points to campus. One of these options would also provide substantial parking for sporting events at the gymnasium and football field. However, Options B and C would create significant pedestrian traffic across Coldwell Avenue creating additional risk of accidents as well as inconvenience to pedestrians and motorists. For this reason, these options include additional signalization of Coldwell Avenue.

Adding more parking to the Southwest corner of MJC East through implementation of Option A would enhance accessibility to the core academic and student support facilities, which would improve overall campus circulation. If adjacency to core academic and service facilities such as Founders Hall, the Student Center and the Library is a primary goal, then Option A would better serve MJC East. Option D would also serve this function being slightly less proximate to these services than Option A.

The exact location of Option E is not determined; therefore, predicting its impact on circulation is difficult. It is a logical conclusion that Option E would create heavy pedestrian traffic across one of the streets surrounding the campus (most likely Tully). Added signalization and pedestrian control measures would be needed with the implementation of Option E.

Neighborhood Permitting

No matter which option is ultimately chosen, parking congestion within the neighborhoods surrounding campus will likely not completely subside until the City of Modesto implements a permitting policy to control who is allowed to park within neighborhoods. Many students will chose the 'free' parking option no matter how much adjacent permit parking is available if given that choice. It is recommended the District work with the City of Modesto to implement a neighborhood permitting policy concurrent with development of additional parking.

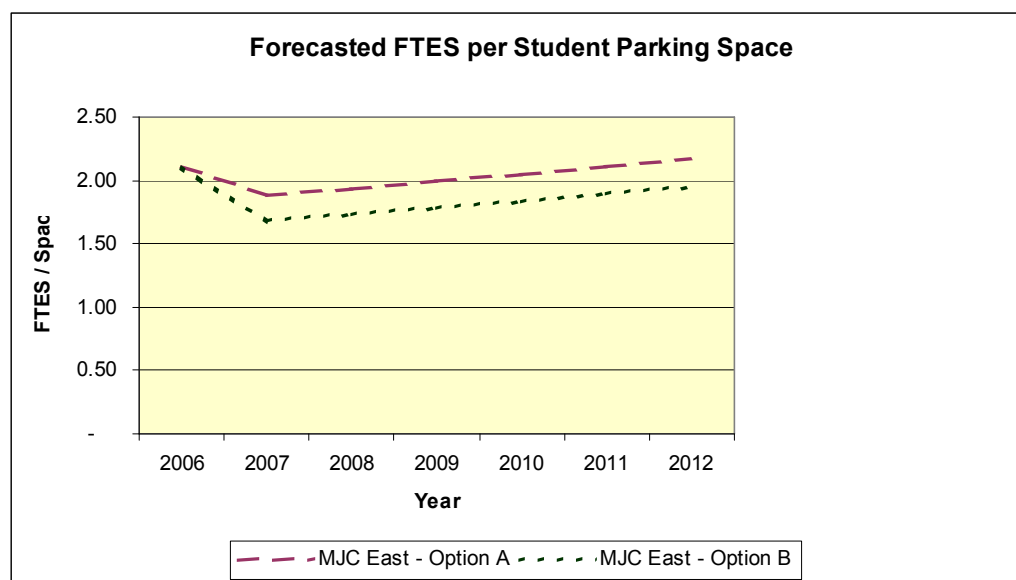
Comparison of Options

The following table compares data gleaned from the more in-depth studies of each option in the succeeding sections.



Option	New Spaces	Displaced Spaces	Net Spaces	Total Project Cost (000's)	Cost per New Space	Cost per Net Space
Base Concept	730	330	400	\$19,355	\$26,514	\$48,388
A	470	180	290	\$11,984	\$25,498	\$41,324
B	544	0	544	\$8,631	\$15,866	\$15,866
C	415	0	415	\$11,998	\$28,911	\$28,911
D	435	0	435	\$11,955	\$27,483	\$27,483
E	540	0	540	\$11,221	\$20,780	\$20,780

No option would completely alleviate parking congestion at MJC East. The below graph illustrates that Option B would have the largest initial impact, but would effectively just offset forecasted growth through 2012.



Recommendations

Selection of the most appropriate option depends upon the District's priorities, legal considerations, political considerations and public perception.



District's legal counsel reviewed the legality of departing from the parking structure concept as defined in the FMP and the Measure 'E' bond language. They concluded installing a parking lot instead of a parking structure is an allowable option provided the Citizens Bond Oversight Committee approves a formal modification to the project originally envisioned in the FMP.

Data comparison of the various options presented on previous pages indicates Option B will yield the most parking spaces for the least cost; however, the following additional considerations should be measured in making a prudent decision:

- Prioritize the importance of adjacency & circulation, safety & security as compared to cost per added parking space.
- Test the political implications and public perception of departing from the parking structure concept as defined in the FMP and the Measure 'E' bond language.
- Consider land consumption implication of relocating the baseball field to MJC West as would be the case with options B, C and D.

To help facilitate the process through which the best parking option will ultimately be chosen, the below table is provided to succinctly present the primary benefit and drawbacks of each option.

Option	Primary Benefit(s)	Primary Drawback(s)
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B	Least expensive means of achieving parking	Directly displaces the baseball field
C	A structure that also provides a buffer from adjacent neighborhoods as compared to Option B	Less desirable location for adjacency to core academic and student support facilities as compared with Option D
D	Lowest cost per net added space of the parking structure options. Adjacent to core academic and assembly functions	May be difficult to justify relocating the baseball field to MJC West as a secondary effect project
E	Additional adjacent land could provide future campus expansion opportunities	Anticipated property cost would result in the higher cost parking lot option

A two-step decision process is recommended in determining the most appropriate option:



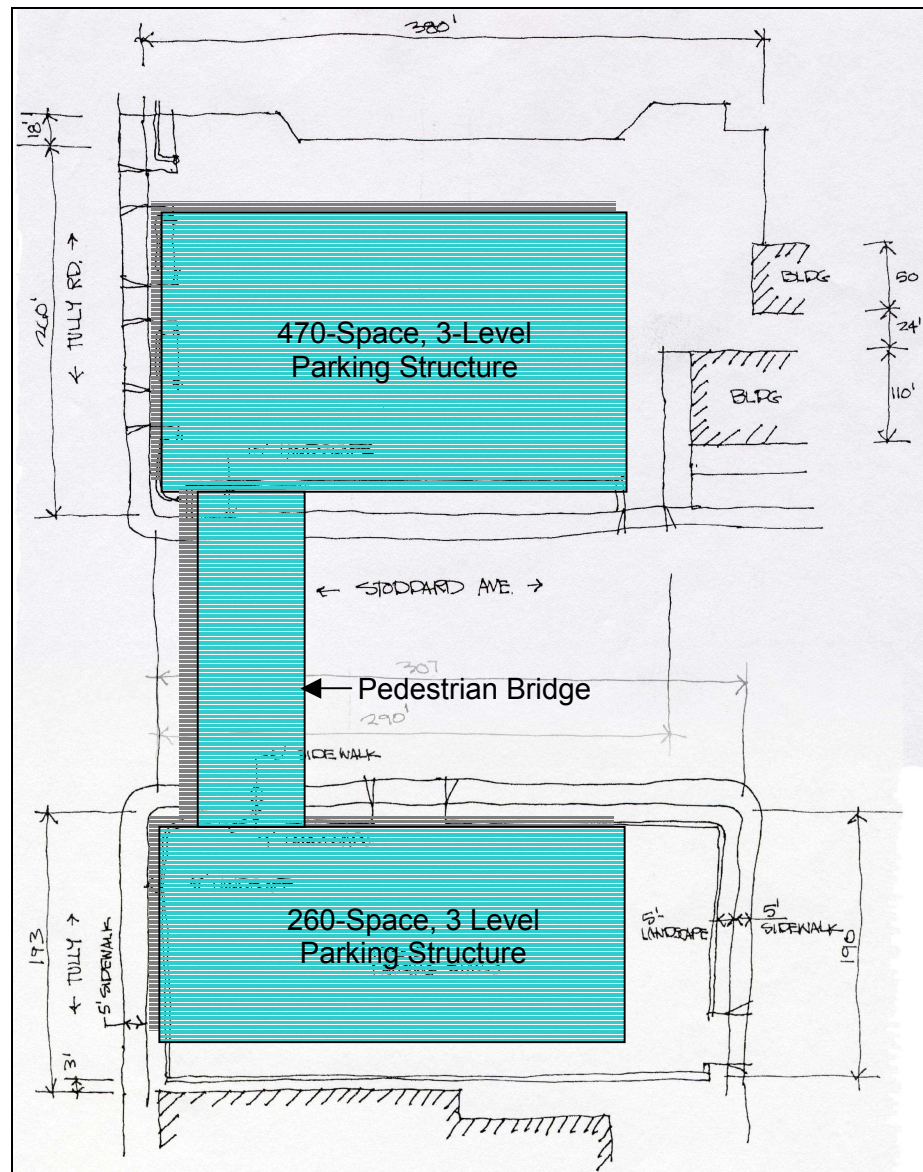
3. Decide whether development of a parking lot is an allowable option considering commitments made through the FMP and the Measure 'E' Bond campaign. If not, eliminate surface parking options from consideration.
4. Prioritize factors such as cost, conveniences and safety/security and choose the option that best meets those priorities.

It is also recommended that a long term parking strategy be implemented for both MJC West and MJC East. Data suggests parking congestion issues will exist at both campuses within the next 5 to 7 years even with the implementation of the initial parking project.

BASE CONCEPT 730-SPACE PARKING STRUCTURE

Description

The base concept studies the additional parking space yield, project cost, benefits and drawbacks of the originally envisioned concept to install parking structures where surface parking lots currently exist at the Southeast and Northeast corners of Tully Rd. & Stoddard Ave. This concept also includes a pedestrian bridge adjoining the two parking structures spanning Stoddard Ave.





Data

New Parking Spaces Added:	730
<u>Less Existing Parking Spaces Decommissioned:</u>	<u>330</u>
Net Parking Space Yield:	<u>400</u>
 Total Project Cost (see estimate):	 \$19,355,000

Benefits

1. The Southwest corner of the campus is an ideal location for a heavy concentration of parking because of close proximity to student services and academic buildings.
2. The base concept does not deviate from the Facilities Master Plan or the project envisioned in the Measure 'E' bond campaign.

Drawbacks

1. This is a comparatively expensive means of creating additional parking.
2. The base concept exceeds the \$12 million project budget established for this project.
3. The parking structure construction operation would create a significant parking shortage during the construction operation.

Assumptions

1. Start of construction is projected at June 1, 2006.
2. Escalation calculations are based on 5% annual increase.
3. The base concept estimate is conceptual for budgeting purposes only. Unit prices are based on current estimates on similar projects in the Central San Joaquin Valley.



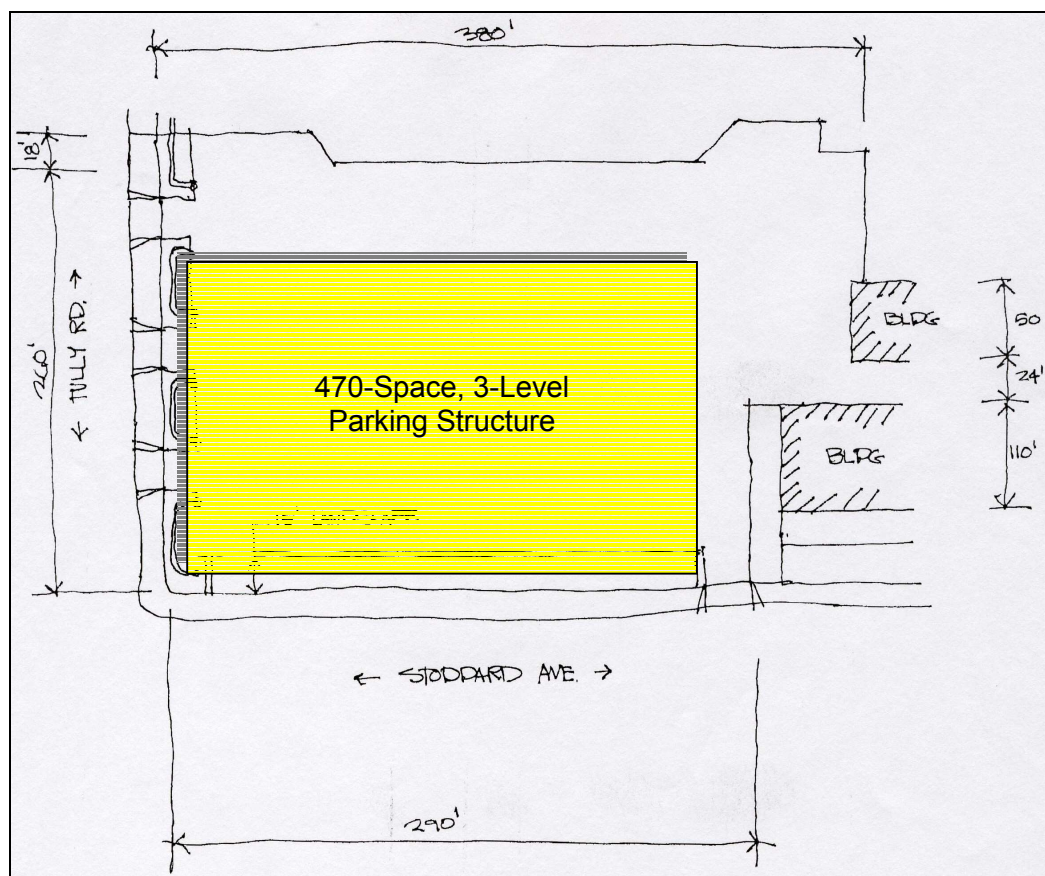
Base Concept Estimate

Item Description	Unit	Quantity	Unit Price	Total
Hard Construction Costs				
Relocate Underground Utilities	Allowance	1	100,000.00	100,000
Remove Existing Light Poles & Trees	Allowance	1	20,000.00	20,000
Demolition: Site, Paving, Sidewalks & Curbs	Allowance	1	60,000.00	60,000
Scarify, Overexcavate, Recompact, Grade Site	Cy	15,000	28.00	420,000
Sidewalks/Drive Approaches	Sf	8,200	8.00	65,600
Curb & Gutter	Lf	1,100	25.00	27,500
Asphalt Paving	Sy	250	25.00	6,250
Landscape/Irrigation	Sf	18,000	8.00	144,000
Pedestrian Bridge	Allowance	1	200,000.00	200,000
Precast Parking Structure	Space	730	13,000.00	9,490,000
Sub-Total Construction Costs w/o Mark-ups				10,533,350
GCs, O/H&P & Estimating Contingency (25%)				2,633,338
Sub-Total Construction Costs				13,166,688
Escalation at 5% per year to 6/1/06				658,334
Total Bid-Day Construction Cost				13,825,022
Construction Contingency (5% of Bid-Day Cost)				691,251
Total Hard Construction Cost				14,516,273
Soft Costs (25% of Total Project Cost)				4,838,709
Total Project Cost Calculation				19,354,982
Total Project Cost (Nearest Thousand)				19,355,000

OPTION A 470-SPACE PARKING STRUCTURE

Description

Option A studies the additional parking space yield, project cost, benefits and drawbacks of installing a 470-space parking structure where surface parking currently exists on one of the parking lots at the Southwest corner of MJC East.



Data

New Parking Spaces Added:	470
<u>Less Existing Parking Spaces Decommissioned:</u>	<u>180</u>
Net Parking Space Yield:	<u>290</u>
 Total Project Cost (see estimate):	 \$11,984,000



Benefits

1. The Southwest corner of the campus is an ideal location for a heavy concentration of parking because of close proximity to student services and academic buildings.

Drawbacks

1. This is a comparatively expensive means of creating additional parking.
2. Due to current cost projections, the feasible number of parking spaces for a \$12 million project budget will be much less than the planned 730-space parking structure.
3. The parking structure construction operation would create a significant parking shortage during the construction operation.

Assumptions

1. Start of construction is projected at June 1, 2006.
2. Escalation calculations are based on 5% annual increase.
3. Option A estimate is conceptual for budgeting purposes only. Unit prices are based on current estimates on similar projects in the Central San Joaquin Valley.
4. Due to reduction in quantity of parking spaces compared with the planned 730-space structure spanning Stoddard Avenue, the estimate assumes the parking structure to be located on the Northeast corner of Tully Rd. & Stoddard Ave. with no span over Stoddard Ave.



Option A Estimate

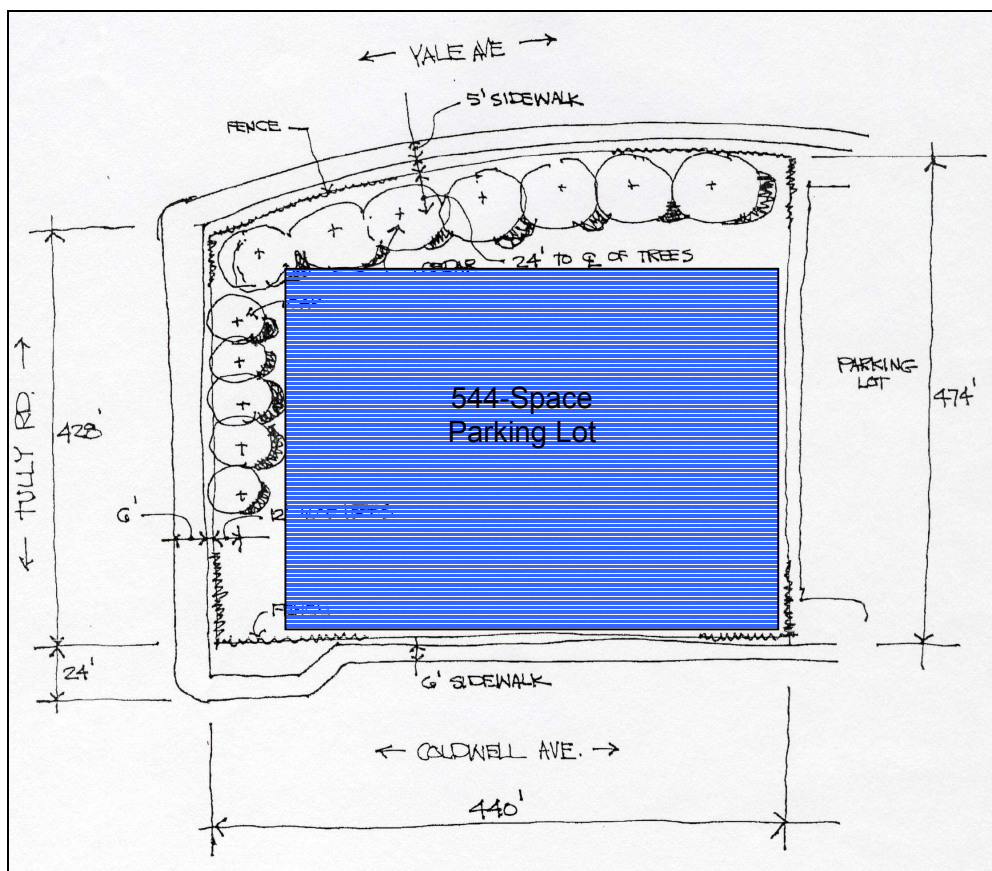
Item Description	Unit	Quantity	Unit Price	Total
Hard Construction Costs				
Relocate Underground Utilities	Allowance	1	50,000.00	50,000
Remove Existing Light Poles & Trees	Allowance	1	10,000.00	10,000
Demolition: Site, Paving, Sidewalks & Curbs	Allowance	1	30,000.00	30,000
Scarify, Overexcavate, Recompact, Grade Site	Cy	7,200	28.00	201,600
Sidewalks/Drive Approaches	Sf	4,100	8.00	32,800
Curb & Gutter	Lf	510	25.00	12,750
Asphalt Paving	Sy	120	25.00	3,000
Landscape/Irrigation	Sf	9,000	8.00	72,000
Precast Parking Structure	Space	470	13,000.00	6,110,000
Sub-Total Construction Costs w/o Mark-ups				6,522,150
GCs, O/H&P & Estimating Contingency (25%)				1,630,538
Sub-Total Construction Costs				8,152,688
Escalation at 5% per year to 6/1/06				407,634
Total Bid-Day Construction Cost				8,560,322
Construction Contingency (5% of Bid-Day Cost)				428,016
Total Hard Construction Cost				8,988,338
Soft Costs (25% of Total Project Cost)				2,996,083
Total Project Cost Calculation				11,984,421
Total Project Cost (Nearest Thousand)				11,984,000

OPTION B

SURFACE PARKING AT BASEBALL FIELD

Description

Option B studies the additional parking space yield, project cost, benefits and drawbacks of installing a surface parking lot where the baseball field currently exists at the Northwest corner of MJC East. This Option also includes relocation of the baseball field to MJC West, addition of a home/visitor locker building at MJC West and added signalization of Coldwell Avenue to alleviate dangers from heavy pedestrian traffic crossing the street from the parking lots to classrooms.



Data

New Parking Spaces Added:	544
<u>Less Existing Parking Spaces Decommissioned:</u>	<u>0</u>
Net Parking Space Yield:	<u>544</u>
 Total Project Cost (see estimate):	 \$8,631,000



Benefits

1. Because parking under this option can be accomplished relatively inexpensively, other enhancements such as baseball locker rooms and traffic signalization can be added within the project budget.
2. From a campus-wide standpoint, addition of parking at the Northwest corner combined with existing parking at the Northeast and Southwest corners would enhance overall access to parking.
3. The Northwest parking lot would be convenient to the larger assembly areas such as the Gymnasium, softball field and football field.
4. The athletic department sees relocation of baseball to MJC West as a positive move towards developing a comprehensive baseball/softball sports complex.

Drawbacks

1. The MJC East parking project was not originally proposed as a parking lot in lieu of a baseball field to the voters during the Measure 'E' bond campaign. Potential legal and political ramifications would need to be explored before implementing this option.
2. A large parking lot in lieu of a baseball field could negatively impact the aesthetics of the Northwest corner of the campus.
3. Introducing a large concentration of traffic to Tully Road and Coldwell Avenue may negatively impact traffic congestion at this location. A thorough traffic study is recommended.
4. Introducing a large concentration of pedestrian traffic across Coldwell Avenue will necessitate measures such as signalization to prevent accidents.
5. Land consumption at MJC West could become an issue.

Assumptions

1. Start of construction is projected at June 1, 2006.
2. Escalation calculations are based on 5% annual increase.
3. Option B estimate is conceptual for budgeting purposes only. Unit prices are based on current estimates on similar projects in the Central San Joaquin Valley.
4. The specific location of the baseball field at MJC West is not known at this time. If a location requiring demolition of existing improvements is chosen, additional costs of this activity will need to be taken into account.



Option B Estimate

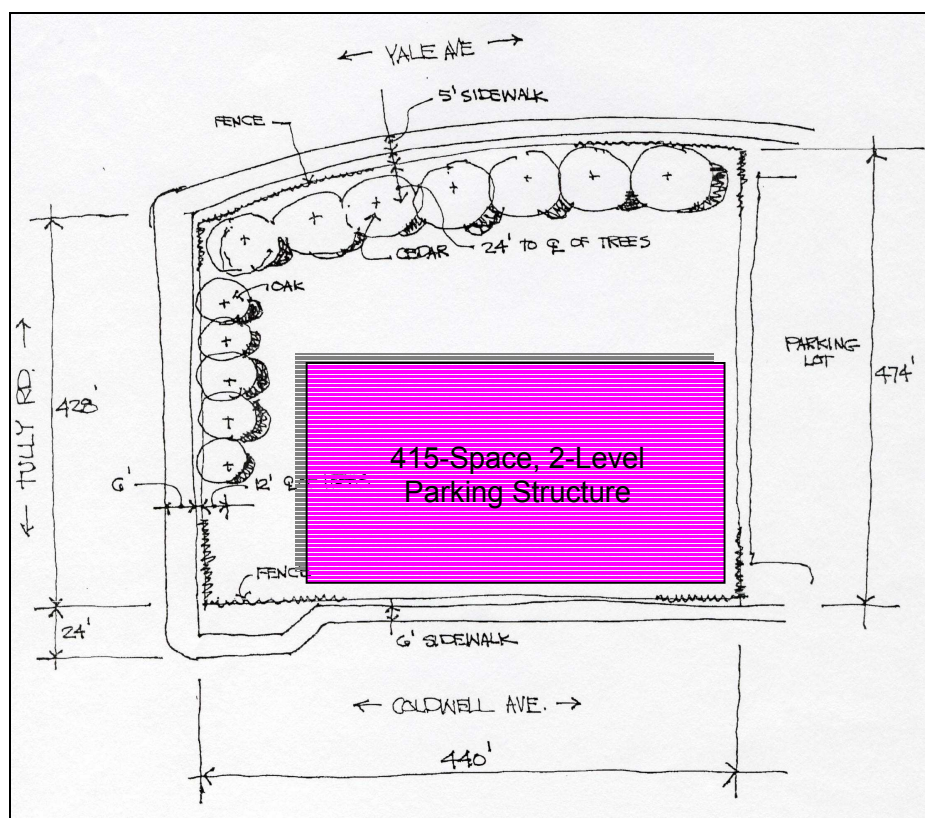
Item Description	Unit	Quantity	Unit Price	Total
Hard Construction Costs				
Relocate/Upgrade U.G. Utilities - MJC East	Allowance	1	225,000.00	225,000
MJC East Baseball Field Demolition	Allowance	1	30,000.00	30,000
Scarify, Recompact, & Grade Site - MJC East	Cy	11,100	28.00	310,800
Sidewalks/Drive Approaches - MJC East	Sf	7,000	8.00	56,000
Curb & Gutter - MJC East	Lf	2,000	25.00	50,000
Curb - MJC East	Lf	5,000	15.00	75,000
Asphalt Paving - MJC East	Sy	19,700	25.00	492,500
Parking Lot Striping - MJC East	Lf	15,000	1.20	18,000
Parking Lot Lighting - MJC East	Allowance	1	400,000.00	400,000
Parking Lot Island Landscape/Irrig. - MJC East	Allowance	1	250,000.00	250,000
Coldwell Ave. Signalization	Allowance	1	400,000.00	400,000
Clear & Grub - MJC West	Allowance	1	30,000.00	30,000
Scarify, Recompact, & Grade Site - MJC West	Cy	11,100	27.00	299,700
New Sports Irrigation & Grass - MJC West	Sf	150,000	3.00	450,000
Field Sports Clay - MJC West	Sf	2,500	5.00	12,500
Sports Lighting - MJC West	Allowance	1	300,000.00	300,000
Backstop/Dougouts - MJC West	Allowance	1	50,000.00	50,000
Fencing - MJC West	Lf	1,500	5.00	7,500
Concrete Walkways - MJC west	Sf	5,000	8.00	40,000
New Home/Visitors Locker Building - MJC West	Sf	300	4,000.00	1,200,000
Sub-Total Construction Costs w/o Mark-ups				4,697,000
GCs, O/H&P & Estimating Contingency (25%)				1,174,250
Sub-Total Construction Costs				5,871,250
Escalation at 5% per year to 6/1/06				293,563
Total Bid-Day Construction Cost				6,164,813
Construction Contingency (5% of Bid-Day Cost)				308,241
Total Hard Construction Cost				6,473,053
Soft Costs (25% of Total Project Cost)				2,157,663
Total Project Cost Calculation				8,630,716
Total Project Cost (Nearest Thousand)				8,631,000

OPTION C

TWO LEVEL PARKING STRUCTURE AT BASEBALL FIELD

Description

Option C studies the additional parking space yield, project cost, benefits and drawbacks of installing a two-level parking structure occupying half of the field where the baseball field currently exists at the Northwest corner of MJC East. This Option also includes relocation of the baseball field to MJC West, addition of a home/visitor locker building at MJC West and added signalization of Coldwell Avenue to alleviate dangers from heavy pedestrian traffic crossing the street from the parking lots to classrooms.



Data

New Parking Spaces Added:	415
<u>Less Existing Parking Spaces Decommissioned:</u>	<u>0</u>
Net Parking Space Yield:	<u>415</u>
 Total Project Cost (see estimate):	 \$11,998,000



Benefits

1. Because parking under this option can be accomplished relatively inexpensively, other enhancements such as baseball locker rooms and traffic signalization can be added within the project budget.
2. From a campus-wide standpoint, addition of parking at the Northwest corner combined with existing parking at the Northeast and Southwest corners would enhance the adjacency of parking to athletic and academic facilities.
3. The Northwest parking lot would be convenient to the larger assembly areas such as the Gymnasium, softball field and football field.
4. Modifying the parking lot option as described in Option B to a two-level parking structure alleviates potential legal and political ramifications of not developing a parking structure.
5. The athletic department sees relocation of baseball to MJC West as a positive move towards developing a comprehensive baseball/softball sports complex.
6. Concentrating parking on the Southern portion of the baseball field will provide a visual buffer from Yale Ave. as compared to Option B.

Drawbacks

1. Parking in lieu of a baseball field at this location could negatively impact the aesthetics of the Northwest corner of the campus, although possibly improved from Option B.
2. Introducing a large concentration of traffic to Tully Road and Coldwell Avenue may negatively impact traffic congestion at this location. A thorough traffic study is recommended.
3. Introducing a large concentration of pedestrian traffic across Coldwell Avenue will necessitate measures such as signalization to prevent accidents.
4. Land consumption at MJC West could become an issue.

Assumptions

1. Start of construction is projected at June 1, 2006.
2. Escalation calculations are based on 5% annual increase.
3. Option C estimate is conceptual for budgeting purposes only. Unit prices are based on current estimates on similar projects in the Central San Joaquin Valley.
4. The specific location of the baseball field at MJC West is not known at this time. If a location requiring demolition of existing improvements is chosen, additional costs of this activity will need to be taken into account.



Option C Estimate

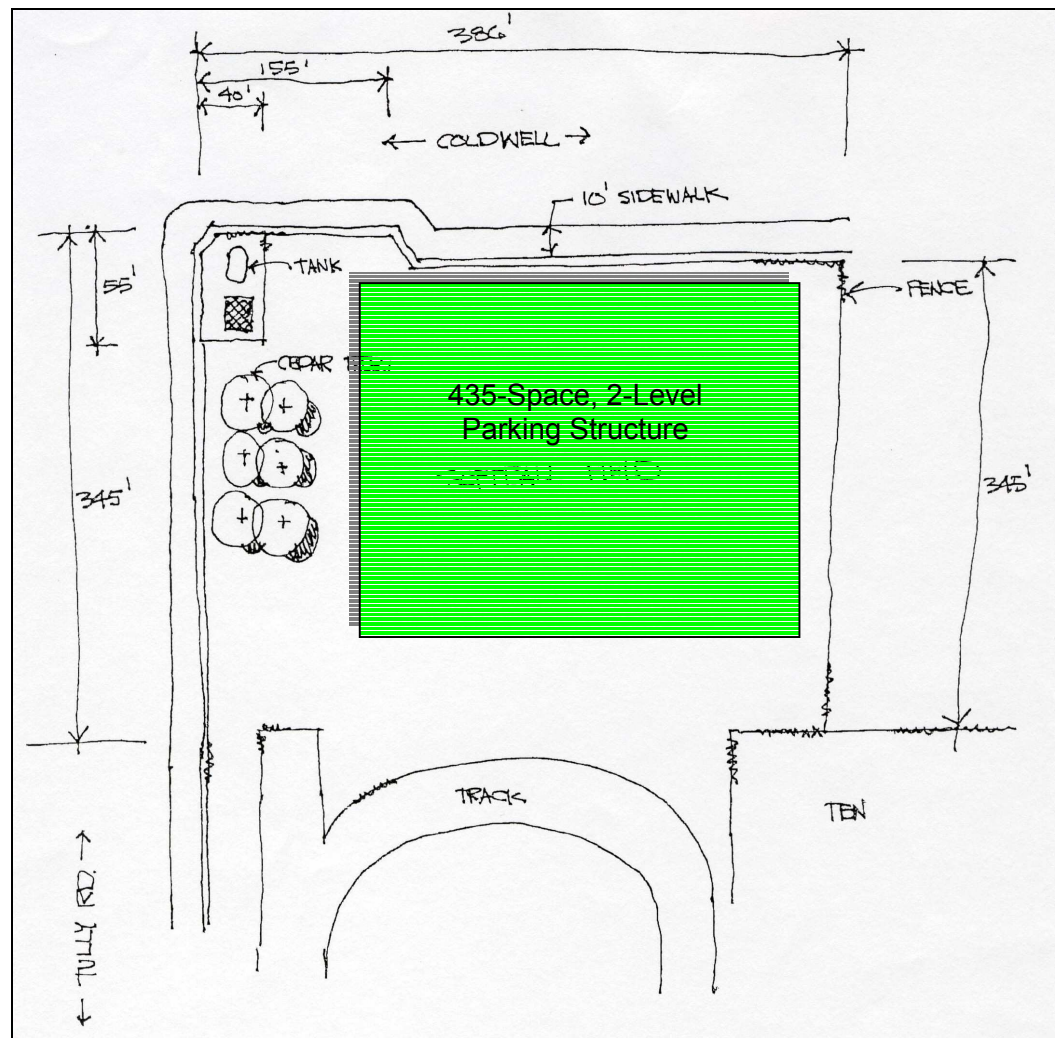
Item Description	Unit	Quantity	Unit Price	Total
Hard Construction Costs				
Relocate/Upgrade U.G. Utilities - MJC East	Allowance	1	150,000.00	150,000
MJC East Baseball Field Demolition	Allowance	1	30,000.00	30,000
Scarify, Recompact, & Grade Site - MJC East	Cy	8,400	28.00	235,200
Sidewalks/Drive Approaches - MJC East	Sf	5,000	8.00	40,000
Curb & Gutter - MJC East	Lf	1,200	25.00	30,000
Curb - MJC East	Lf	2,000	15.00	30,000
Asphalt Paving - MJC East	Sy	8,400	25.00	210,000
Parking Lot Striping - MJC East	Lf	12,000	1.20	14,400
Parking Lot Lighting - MJC East	Allowance	1	300,000.00	300,000
Replanting/P. Lot Island Landscape/Irrig: East	Allowance	1	100,000.00	100,000
Parking Structure	Space	200	13,000.00	2,600,000
Coldwell Ave. Signalization	Allowance	1	400,000.00	400,000
Clear & Grub - MJC West	Allowance	1	30,000.00	30,000
Scarify, Recompact, & Grade Site - MJC West	Cy	11,100	27.00	299,700
New Sports Irrigation & Grass - MJC West	Sf	150,000	3.00	450,000
Field Sports Clay - MJC West	Sf	2,500	5.00	12,500
Sports Lighting - MJC West	Allowance	1	300,000.00	300,000
Backstop/Dougouts - MJC West	Allowance	1	50,000.00	50,000
Fencing - MJC West	Lf	1,500	5.00	7,500
Concrete Walkways - MJC west	Sf	5,000	8.00	40,000
New Home/Visitors Locker Building - MJC West	Sf	300	4,000.00	1,200,000
Sub-Total Construction Costs w/o Mark-ups				6,529,300
GCs, O/H&P & Estimating Contingency (25%)				1,632,325
Sub-Total Construction Costs				8,161,625
Escalation at 5% per year to 6/1/06				408,081
Total Bid-Day Construction Cost				8,569,706
Construction Contingency (5% of Bid-Day Cost)				428,485
Total Hard Construction Cost				8,998,192
Soft Costs (25% of Total Project Cost)				2,999,367
Total Project Cost Calculation				11,997,559
Total Project Cost (Nearest Thousand)				11,998,000

OPTION D

TWO LEVEL PARKING STRUCTURE AT SOFTBALL FIELD

Description

Option D studies the additional parking space yield, project cost, benefits and drawbacks of installing a surface parking lot where the softball field currently exists at the Northwest corner of MJC East. This option assumes the baseball field would be converted to the football practice field currently located at the softball field. Therefore, Option D also includes relocation of the baseball field to MJC West and addition of a home/visitor locker building at MJC West.





Data

New Parking Spaces Added:	435
<u>Less Existing Parking Spaces Decommissioned:</u>	<u>0</u>
Net Parking Space Yield:	<u>435</u>
 Total Project Cost (see estimate):	 \$11,955,000

Benefits

1. From a campus-wide standpoint, addition of parking at the Northwest corner combined with existing parking at the Northeast and Southwest corners would enhance the adjacency of parking to athletic and academic facilities.
2. A parking structure at this location would be convenient to the larger assembly areas such as the Gymnasium and football field.
3. The athletic department sees relocation of baseball to MJC West as a positive move towards developing a comprehensive baseball/softball sports complex.
4. This option alleviates the introduction of a large concentration of pedestrian traffic across Coldwell Avenue, which would be present with Options B and C.

Drawbacks

1. A parking structure at this location in lieu of a softball field could negatively impact the aesthetics of the Northwest corner of the campus; although, less than options B and C.
2. Introducing a large concentration of traffic to Tully Road and Coldwell Avenue may negatively impact traffic congestion at this location. A thorough traffic study is recommended.
3. Land consumption at MJC West could become an issue.

Assumptions

1. Start of construction is projected at June 1, 2006.
2. Escalation calculations are based on 5% annual increase.
3. Option D estimate is conceptual for budgeting purposes only. Unit prices are based on current estimates on similar projects in the Central San Joaquin Valley.
4. The specific location of the baseball field at MJC West is not known at this time. If a location requiring demolition of existing improvements is chosen, additional costs of this activity will need to be taken into account.



Option D Estimate

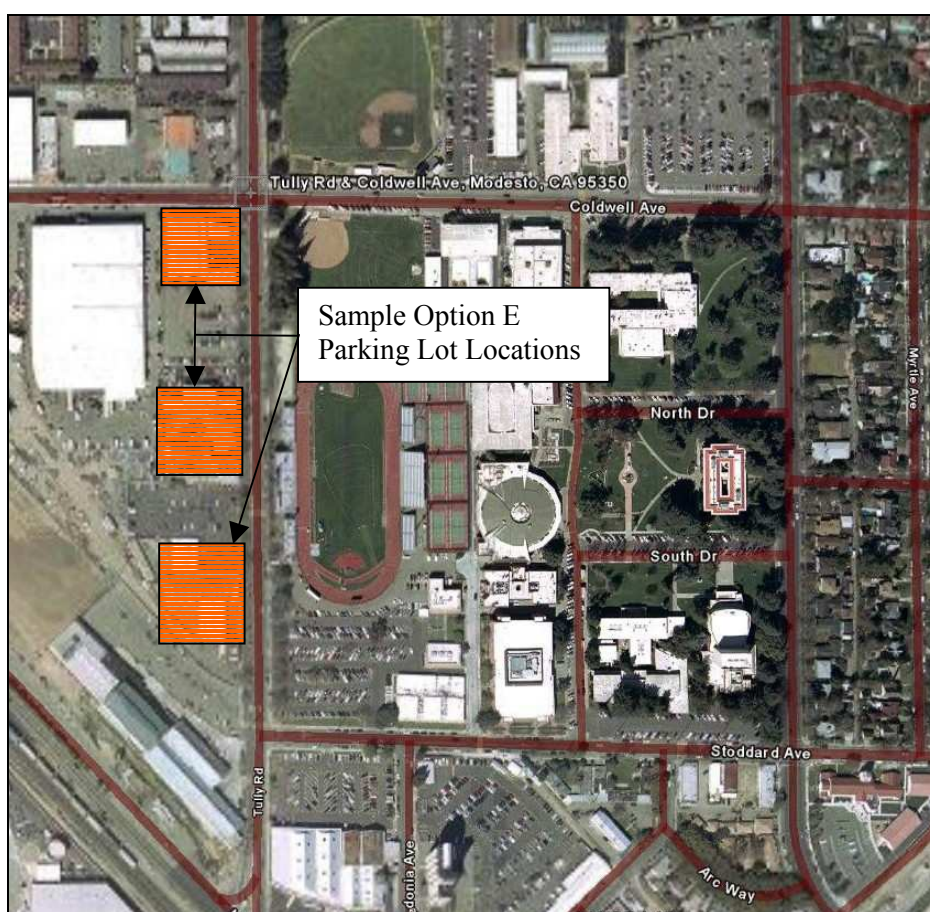
Item Description	Unit	Quantity	Unit Price	Total
Hard Construction Costs				
Relocate/Upgrade U.G. Utilities - MJC East	Allowance	1	150,000.00	150,000
MJC East Softball Field Demolition	Allowance	1	30,000.00	30,000
Scarify, Recompact, & Grade Site - MJC East	Cy	8,800	28.00	246,400
Sidewalks/Drive Approaches - MJC East	Sf	1,500	8.00	12,000
Curb & Gutter - MJC East	Lf	1,300	25.00	32,500
Curb - MJC East	Lf	2,000	15.00	30,000
Asphalt Paving - MJC East	Sy	8,800	25.00	220,000
Parking Lot Striping - MJC East	Lf	13,000	1.20	15,600
Parking Lot Lighting - MJC East	Allowance	1	300,000.00	300,000
Replanting/Landscape/Irrig. - MJC East	Allowance	1	100,000.00	100,000
Parking Structure	Space	210	13,000.00	2,730,000
Convert Baseball Field to Football Practice Field	Allowance	1	250,000.00	250,000
Clear & Grub - MJC West	Allowance	1	30,000.00	30,000
Scarify, Recompact, & Grade Site - MJC West	Cy	11,100	27.00	299,700
New Sports Irrigation & Grass - MJC West	Sf	150,000	3.00	450,000
Field Sports Clay - MJC West	Sf	2,500	5.00	12,500
Sports Lighting - MJC West	Allowance	1	300,000.00	300,000
Backstop/Dougouts - MJC West	Allowance	1	50,000.00	50,000
Fencing - MJC West	Lf	1,500	5.00	7,500
Concrete Walkways - MJC west	Sf	5,000	8.00	40,000
New Home/Visitors Locker Building - MJC West	Sf	300	4,000.00	1,200,000
Sub-Total Construction Costs w/o Mark-ups				6,506,200
GCs, O/H&P & Estimating Contingency (25%)				1,626,550
Sub-Total Construction Costs				8,132,750
Escalation at 5% per year to 6/1/06				406,638
Total Bid-Day Construction Cost				8,539,388
Construction Contingency (5% of Bid-Day Cost)				426,969
Total Hard Construction Cost				8,966,357
Soft Costs (25% of Total Project Cost)				2,988,756
Total Project Cost Calculation				11,955,113
Total Project Cost (Nearest Thousand)				11,955,000

OPTION E

SURFACE PARKING ON ACQUIRED ADJACENT INDUSTRIAL PROPERTY

Description

Option E studies the additional parking space yield, project cost, benefits and drawbacks of installing a surface parking lot adjacent to MJC East on property currently owned by YCCD or that could be purchased from an undetermined private party.



Data

New Parking Spaces Added:	540
<u>Less Existing Parking Spaces Decommissioned:</u>	<u>0</u>
Net Parking Space Yield:	<u>540</u>
 Total Project Cost (see estimate):	 \$11,221,000



Benefits

1. Having additional land surrounding MJC East would benefit the campus in providing for future expansion opportunities.

Drawbacks

1. The MJC East parking project was not originally proposed as a parking lot to the voters during the Measure 'E' bond campaign. Potential legal and political ramifications would need to be explored before implementing this option.
2. Introducing a large concentration of traffic to streets surrounding MJC East may negatively impact traffic congestion. A thorough traffic study is recommended.
3. Introducing a large concentration of pedestrian traffic across streets surrounding MJC East may necessitate measures such as signalization to prevent accidents.
4. This option creates no secondary effects project that would result in a future baseball/softball sports complex at MJC West.
5. Viability of this option depends upon available adjacent property or eminent domain proceedings.

Assumptions

1. Start of construction is projected at June 1, 2006.
2. Escalation calculations are based on 5% annual increase.
3. Option E estimate is conceptual for budgeting purposes only. Unit prices are based on current estimates on similar projects in the Central San Joaquin Valley.
4. Property acquisition cost assumes adjacent commercial property acquisition from a private party at current market rates with no HazMat mitigation requirements. Estimated property market value is based on the professional opinions of local commercial real estate agents.



Option E Estimate

Item Description	Unit	Quantity	Unit Price	Total
Hard Construction Costs				
Demolition/Site Preparation	Allowance	1	1,500,000.00	1,500,000
Scarify, Recompact, & Grade Site	Cy	11,100	28.00	310,800
Sidewalks/Drive Approaches	Sf	7,000	8.00	56,000
Curb & Gutter	Lf	2,000	25.00	50,000
Curbs	Lf	5,000	15.00	75,000
Asphalt Paving	Sy	19,700	25.00	492,500
Parking Lot Striping	Lf	15,000	1.20	18,000
Parking Lot Lighting	Allowance	1	400,000.00	400,000
Parking Lot Island Landscape/Irrig.	Allowance	1	250,000.00	250,000
Additional Street Signalization	Allowance	1	400,000.00	400,000
Sub-Total Construction Costs w/o Mark-ups				3,552,300
GCs, O/H&P & Estimating Contingency (25%)				888,075
Sub-Total Construction Costs				4,440,375
Escalation at 5% per year to 6/1/06				222,019
Total Bid-Day Construction Cost				4,662,394
Construction Contingency (5% of Bid-Day Cost)				233,120
Property Acquisition	Acre	4	880,000.00	3,520,000
Total Hard Construction Cost				8,415,513
Soft Costs (25% of Total Project Cost)				2,805,143
Total Project Cost Calculation				11,220,657
Total Project Cost (Nearest Thousand)				11,221,000