

It is Belmont’s intent with regard to the capacity, type and location of remaining and future parking provisions as follows:

- Continue the use and modification of current parking except in proposed Development Sites
- Determine the number of spaces based on a ratio to student, faculty and staff
- Not count public on-street parking in meeting parking requirements for proposed development
- Provide the number of spaces on a campus-wide basis rather than by parcel or site
- Share spaces among users rather than designate
- Provide a combination of surface and structure types
- Provide buffers for compatibility between future parking and adjoining neighborhoods
- When there is a change in building use, a study shall be conducted to determine if there is a need for additional parking; such study shall consider available parking

Current Parking Use and Modifications. Current parking provisions may continue in use except those associated with proposed Development Sites. Provisions associated with proposed Development are to be discontinued, altered or replaced in proportion and timing comparable to the future development.

Within parking provisions that are retained, modifications may occur. When modifications are 25 percent or less of a specific lot, modifications may be based on existing design standards. Modifications over 25 percent are subject to the entire specific lot’s compliance with the Metro Zoning Code and the Campus Master Plan.

Parking Capacity Ratio. Future parking capacity is to be determined based on a ratio of spaces to full-time students, faculty and staff. The ratio is identified as follows:

<u>No. Spaces Per</u>	<u>Type User</u>
0.8	Residential Student/Bed
1.0	Full-Time Staff
1.0	Day Full-Time Faculty
0.7	Day Full-Time Commuter Student
0.10	Temporary Based on Full-Time Staff
0.01	Disability Based on Day Full-Time Commuter Student

The ratio includes factors for turnover and non-driver. The turnover and non-driver factors assume the following:

- An average 80 percent of residential students bring a motor vehicle to campus
- Classes are scheduled over a 14-hour period and commuter students and faculty are distributed over the period
- Special events associated with the arena, auditoriums and theaters are typically scheduled for evenings and weekends when most commuter students, faculty and staff are off-campus
- Eight percent or more of day commuter students car-pool and walk to the campus

Current Parking Capacity. As of the year 2005, there are 3,093 total spaces, existing and pending construction, on campus. Another 33 on-street spaces on Acklen Avenue are used exclusively by Belmont. Belmont also owns a 70-space lot located three blocks from campus for students, faculty, staff, construction workers and temporary overflow during special events. The current capacity includes the following:

1,440	surface spaces
26	surface spaces pending construction
1,466	sub-total surface spaces
834	structure spaces
793	structure spaces pending construction
1,627	sub-total structure spaces
3,093	total spaces on-campus

- 33 spaces on-street (Acklen used only by students)
- 70 total spaces off-campus (12th & Wedgewood)
- 3,196 total spaces

Parking Ratio and Current Capacity Comparison. Upon completion of pending construction Belmont’s parking ratio and capacity are within the stated variance range. Based on enrollment as of 2005, a total of 3,234 spaces are projected compared to a capacity of 3,196. The projection includes the following:

<u>Projected Spaces</u>	<u>Ratio of Spaces Per</u>
1,326	0.8 x 1,657 Residential Students/Beds
371	1.0 x 371 Full-Time Staff
170	1.0 x 170 Day Full-Time Faculty
1,330	0.7 x 1,900 Day Full-Time Commuter Student
37	0.10 x 371 Temporary Based on Full-Time Staff
(19)	0.01 x 1,900 Disability Based on Day Full-Time Commuter Student (included with Day Full-Time Commuter)
3,234	Total

Parking Ratio and Proposed Capacity. The provision of additional parking is based on full-time student increase. Enrollment increase may be intermittent and fluctuating. Parking ratio and proposed capacity may vary by up to 100 spaces before an adjustment in provisions is made. A temporary loss of up to an additional 100 spaces due to construction may occur before an adjustment in provisions is made.

Calculation of capacity is to be determined at the time of any major future development involving a building or parking lot demolition, expansion or new start. During construction, calculation of capacity may include any vacant area on campus that provides temporary parking.

Proposed Parking Type and Location. Proposed parking is to be provided through a combination of surface and structure types. Structure parking is the preferred option in conjunction with major activity centers. Structure parking is currently associated with the major activity center at the Curb Event and Beaman Student Centers (834 spaces). Structure parking is pending in conjunction with the Health Sciences construction on Wedgewood Avenue (386 spaces) and the 350-bed dormitory construction at Bruin Hills (407 spaces).

Additional structure parking is proposed at the following locations:

- Addition to the Health Sciences Building on Wedgewood Avenue (300 spaces)
- Parking structure in the vicinity of Belmont Heights Baptist Church serving the Arts and Entertainment and South Campus activity zones (300-plus spaces)

Additional parking structures may occur at Belmont’s option where the approximate locations and number of spaces replaces current surface parking. The replacement may involve combining multiple current lots that are in close proximity.

Proposed surface parking may occur within proposed Development Sites. The location, design and access are to be determined at the time of any future development or parking lot new start. Subject to buffering and screening provisions, location is to be guided by the following:

- Parking lots of 10 spaces and less are to be located within side yards of buildings and/or the interior of the campus
- Parking lots of more than 10 spaces are to be located within the interior of the campus