

IV. ANTICIPATED FUTURE CONDITIONS

Campus Future Conditions

The Campus anticipates a significant amount of campus growth over the next five years. As *TABLE IV-1* indicates, virtually every sector will be growing.

In addition to general enrollment growth, there will also be a change in the number of resident students. Four phases of residence hall construction will begin in the fall of 2005, resulting in nearly 750 new resident students on campus.

Fortunately for parking conditions, not all of this campus population is present during the peak periods during the day. The substantial evening enrollment means that some proportion of parking demand occurs only in the evening. However, that amount is not capable of being determined because separate permits are not designated for evening use, and figures are not regularly kept concerning evening parking in non-university spaces.

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TABLE IV-1: Existing and Projected Campus Population

	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Enrollment ("Head Count")	4,927	5,433	5,939	6,446	6,952	7,091
Full-time Faculty and Staff	374	439	496	561	633	702
Part-time Faculty and Staff	241	270	299	328	357	386
Faculty and Staff Total	615	709	795	889	990	1,088
TOTAL Faculty, Staff, Students	5,542	6,142	6,734	7,335	7,942	8,179
Faculty/Staff Percent of Growth		1.15	1.12	1.12	1.11	1.10
Student Growth ("Head Count")		1.10	1.09	1.09	1.08	1.02
USGS	110	110	110	140	140	140
CRI	40	80	85	90	95	100
FMRI	400	408	416	424	433	442
TOTAL CAMPUS	6,092	6,742	7,347	7,991	8,613	8,863

In addition to the growth in population on campus, there will also be changes related to the construction of buildings. With regard to parking, this construction will both increase parking demand and displace existing parking spaces.

TABLE IV-2: Parking Displacement and Demand from Building Projects illustrates the anticipated building construction changes, their dates, and their effects. The U.S.G.S. building will displace spaces, and additional demand will come later. Initial phases of student residence halls will not displace spaces, but the final two phases will both displace and increase demand.

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TABLE IV-2: Parking Displacement and Demand from Building Projects [1]

Building Projects	Dates	Displaced Parking Spaces	Increased Parking Demand
U.S.G.S. Phase III	Fall 2003	101	
Science/Technology Building	Fall 2004	169	
Student Residence			
Phase 1	Fall 2005		123
Phase 2	Fall 2006		123
Phase 3	Fall 2007	45	250
Phase 4	Fall 2008	35	250
		350	746
TOTAL ADDITIONAL SPACES NEEDED DUE TO BUILDING PROJECTS			1,096

[1] Data provided by USFSP

On-Campus Organizations

CHILDREN'S RESEARCH INSTITUTE

The Children's Research Institute (CRI) is a collaborative research institute between All Children's Hospital and the University of South Florida. At present, there are 40 employees at CRI, but the Institute will have approximately 120 employees when the total square footage of the building is occupied. This growth may occur as quickly as within the next two years, although it is projected to take longer (as shown on *TABLE IV-1*). Although there are no official plans, within the next ten years the institute may expand its facilities on the parking lot adjacent to CRI's building and create additional parking demand while displacing approximately 30 of the 120 spaces in the lot. No construction is planned within the next five years.

The CRI parking lot almost always has low occupancy. CRI administrators in interviews attribute this to the dangerous intersection that pedestrians must cross from the USFSP campus to CRI, and they believe that the Campus should discourage use of the lot for University staff and students as well until the intersection is rectified by the City. As indicated previously, the campus and the City are working on improvements for this intersection.

UNITED STATES GEOLOGICAL SURVEY

The USGS leases land from USFSP and is integrally located on campus. USGS no longer has adequate space at its building and is reviewing plans to expand the facility into the parking lot adjacent to the building on the south side. Due to security regulations and the nature of the vehicles using the lot (laboratory boats, large sports utility vehicles, etc.), the lot is a design challenge. However, it is anticipated that the construction of the addition will displace approximately 101 spaces in the Pianoman Parking Lot.

The parking demand is not anticipated to grow significantly. There are currently 110 employees with an anticipated additional 30 employees. The majority of USGS employees are engaged in field work at least fifty percent of the time. At peak, there are fifty people in the building, but the use of the building is constant, day and night, due to the nature of the research that takes place there. The reduction of the lot to 48 spaces will not satisfy the anticipated growth and staging for boats. There are seven boats being prepared for research at any given time. Most boats extend over at least two parking spaces. There are also twelve government sport utility vehicles that must park in the area. These vehicles and boats must be secure to meet regulations, and thus they must be within an enclosed area.

Peninsula Organizations

FLORIDA INSTITUTE OF OCEANOGRAPHY

There are approximately 30 employees at FIO and the institute does not intend to grow. However, FIO does plan to add another research vessel, thus utilizing three to five spaces for staging. FIO has special interests with its employees and professional guests sometimes parking for extended lengths of time and leaving their vehicles while are working off-shore. FIO, along with the USF College of Marine Science, is interested in gaining 40 parking spaces in the green space at the entrance of the building near the marina.

FLORIDA MARINE RESEARCH INSTITUTE

There are approximately 400 employees at FMRI, and it anticipates growing approximately two percent annually. Like FIO, FMRI has limited space for staging and preparing boats as well as parking. FMRI is interested in building a garage in partnership with the Campus. However, the area that would be most desirable for FMRI, just adjacent to the FMRI building, is not an ideal size and shape for a garage. It is possible that the campus and FMRI could locate another space that would serve both the campus and FMRI.

Off-Campus Organizations

The two hospitals that are adjacent to the campus own much of the property west of the campus. They are growing, aggressive, and sensitive to issues of who is parking where and perhaps infringing on someone else's parking. In addition, each institution has land it would consider swapping with the other, under the right circumstances. There would appear to be several years upcoming during which development will be occurring at either one or both of these important institutions.

BAYFRONT HOSPITAL

Bayfront Hospital is currently suffering from a parking shortage; however, since parking is only tight for patients and visitors during the day, there are approximately 300 spaces that the campus could lease for evening student use. Bayfront Hospital would be interested in considering future joint ventures for building a mixed-use parking garage that both institutions could use. Such a garage could also physically bring the institutions closer together by eliminating perceptions of the gap that pedestrians often find when walking between the institutions.

ALL CHILDREN'S HOSPITAL

While USFSP has a recent agreement to lease spaces from All Children's Hospital (ACH) for use in the evening, this may not be a stable source of spaces for the long-term. ACH is adding 300,000 square feet to the Hospital, and this development (as yet unsited but planned to be under construction by December 2003) will have significant effects both on programmatic buildings and on parking facilities.

ACH owns a considerable number of properties surrounding its primary campus. Areas on 6th Avenue, between 5th Street and 7th Street, are planned for renovation, including adding surface parking. Because not all development plans are settled, the ability for the campus to lease any additional spaces, particularly for any long-term period, is very limited.

Future Plans for the City of St. Petersburg

City on-street parking is woven through the urban St. Petersburg campus. This free parking is an ideal alternative to permit parking located on campus. The City does not plan on metering this area as part of its initiative to meter downtown streets; however, the City would be willing to consider a joint on-street parking program with the Campus. The following items would need to be negotiated:

- payment for meters, any necessary upgrades, and their installation;
- funding for enforcement and maintenance of the meters; and
- percentage split of the revenue from the meters and the inevitable parking tickets.

The City has in storage approximately 90 high-quality multi-space meters that could be utilized in this area. The advantage of multi-space meters is that the visual effect of parking meters on campus streets would be much diminished, as only one meter would be installed per block face.

While eliminating the free parking on City spaces will likely be unpopular, it is a critical issue for the campus. As long as approximately one-third of the parking supply serving the campus is free, it will be impossible to generate sufficient revenue from parking permits and related activities to support needed parking improvements. If the 444 free spaces were included in a meter program, the campus and the City would both gain revenue from areas that are currently in high demand with low turnover. Furthermore, the 444 on-street spaces would not be in competition with the campus permit system.

Residential development continues north of the campus, between USFSP and downtown. The City plans to expand Residential Permit Parking to support residents as housing is developed. This is important to the campus only because it limits on-street parking directly north of the campus in residential areas.



On-street parking adjacent to new residential development limits parking by those who do not qualify for residential permits.

The airport and runway is located on valuable land to the east of the campus. Although the development of the land is a political issue in St. Petersburg, any development of the area is crucial to the campus. Any sort of development would create increased traffic in the area and generate large amounts of parking demand. However, the land could potentially also offer development opportunities for the campus -- parking and other uses. The elimination of the height restrictions put on the campus buildings would also bring a change to the Master Plan of the campus; thereby changing the displacement of spaces and development of buildings. For the short-term, however, a portion of surface parking can be leased from the City by the campus. This will provide the campus approximately 169 spaces for the next five years.

Entertainment cruise ships are anticipated to dock south of the runway. It is planned for two cruises to leave each day, with the evening cruise generating the most demand. The cruise ships have the potential of generating parking demand of 600-1,000 spaces per cruise in the area. The City is in negotiations with the cruise line, insisting that cruise ship employees park in remote locations, thereby limiting further parking demand. Exactly how the other demand will be accommodated is unknown at this time. The parking space demand may be ameliorated by many people taking buses, but then the bus parking and staging must have suitable areas also. Regardless of the mix of buses and private vehicles, the cruise activity is likely to create parking demand and perhaps traffic congestion in the area surrounding the campus.

Summary

When taken in total, the known future parking conditions result in the figures shown in *TABLE IV-3: Future Parking Demand* found on the following page. Nearly 1,500 new spaces will be needed on or close to campus by 2007-2008. It is doubtful that much of that demand can be met by other means, since transit is not a major factor in St. Petersburg and not viewed by much of the campus population as a viable alternative.

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TABLE IV-3: Future Parking Demand

	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08
Existing Demand [1]	1,470					
Spaces Needed for Campus Growth [2]		157	146	249	150	157
Building Displacement [3]		101	169		45	35
Additional Resident Demand [4]				123	123	250
Likely Loss of ACH Spaces		110				
TOTAL SPACES	1,470	1,690	2,005	2,377	2,695	3,136
Additions to the Parking Supply [5]		169				
<i>Spaces Needed Each Year</i> [6]		51	315	372	318	442
<i>Cumulative Spaces Needed</i>		51	366	738	1,056	1,497

[1] Supply is 1,618, but 148 spaces are vacant at peak.

[2] These are spaces needed due to population growth, as estimated by USFSP.

[3] Building replacement figures provided by USFSP.

[4] Residential demand provided by USFSP.

[5] These spaces are those developed on the airport east of 1st Street, which the City will lease to the campus.

[6] Beginning 2003-2004, it is assumed that the 148 vacant spaces are in use, thus reducing the additional spaces needed.