Today’s Agenda

1. Warner College of Natural Resources – Open Space Development Guidelines: *Motion to Approve* - Fred Haberecht, University Campus Planner, Facilities Management

2. Building Expansion Process and Design Review Committee: *Motion to Approve* - Fred Haberecht and Jessica Kramer, Environmental Graphic Designer, Facilities Management

3. Exterior Mobility and Return to School Update: *Informational* - David Bradford, Director of Parking and Transportation Services
Warner College of Natural Resources – Open Space Development Guidelines (Request to Approve)
GUIDING PRINCIPLES

- Restrict Development in 100 Year Flood Plain
- Maintain + Reinforce Green Quads + Open Spaces
- Establish Green Setbacks at Campus Edges
- Expand + Reinforce Pedestrian Core/Plaza
- Preserve + Reinforce View Corridors

Pedestrian + Green Space: 35,000 Students
Building Expansion Process and Design Review Committee

(Request to Approve Process)
CSU Campus Building Planning and Design Philosophy

Our campus buildings are thoughtfully planned and designed with intent to create a unified campus that incorporates the principles of universal design.

The pattern of the CSU campus creates a strong sense of campus identity to visitors and the campus community alike. They feel a sense of community and connection to the outside environment, which creates an experience unique to CSU.
Any change in the net square footage of a building, by expanding the useable square footage in some manner needs to meet aesthetics, highest and best use, health/life safety/accessibility.

Expansion of useable square footage includes but is not limited to just building walls, roofs, decks, building trellises, etc.
What is the Process for Approving Building Expansions?

The process for reviewing and approving such expansions has historically not been clearly defined and needs to clarified.

Some past projects have been approved by the MPC and others have not. With limited funds, more campus clients would like to take advantage of existing building space and try to economically expand the building to allow for more useable square footage.

Currently, the University Design Review Committee has been reviewing recent requests for building expansions including additional rooftop and building decks.
What is the Design Review Committee?

In 2016, Facilities revived an internal CSU Design Review Committee that reviews and approves planning and design projects. The DRC reviews all projects to ensure new construction and building renovation projects are consistent with the architectural and landscape vocabulary on campus in alignment with CSU aesthetic guidelines including:

- New construction, additions to existing buildings, small support structures, or changes to the exterior massing, sequence or materiality
- Major campus planning or landscape improvements that may affect circulation or function
- Renovation projects to historical buildings, both designated and non-designated, to ensure the historical fabric remains intact

Some of these projects are reviewed before they proceed to the Master Plan Committee, to be vetted to see if they meet our planning and design guidelines. Capital construction projects are reviewed by the DRC throughout the course of the project.
Who is the DRC?

- University Architect
- University Building Code Official /Staff (Intern) Architect
- University Campus Planner
- University Landscape Architect
- Assistant Director for Engineering and Capital Construction
- Facilities Remodel and Construction Services representative(s)
- Facilities Environmental Graphic Designer
- Facilities representative from the Inclusive Physical and Virtual Campus Committee
Past Planned Building Expansions

Some buildings have been planned and designed with the intent of expanding the building in a future phase including:

- BSB
- Health and Medical Center (4th floor exterior roof patio)
Past Building Expansions Reviewed by the MPC

- Student Disability Center west entrance addition (Approved by the MPC)
- HEOC addition to the A-Z Building (Approved by the MPC)
- Rockwell Courtyard infill (Reviewed but not approved by the MPC)
- MRB Greenhouse expansion (Approved by the MPC but has not been implemented yet)
Past Building Expansions Reviewed by the MPC, Part 2
Past Building Expansions Reviewed by the MPC, Part 3

- Michael Smith Natural Resources Building addition
- JBS Global Food Innovation Center addition to the Animal Sciences Building
- HPCRL addition to Moby B-Wing
Past Building Expansions Reviewed by the MPC, Part 4
Past Building Expansions Approved by Facilities but not Approved by the MPC

- Weed Research Laboratory west addition
- Microbiology student study lounge addition
- NESB roof deck (southeast part of building)
Past Building Expansions Approved by Facilities but not Approved by the MPC, cont.
Other Projects Reviewed by the DRC since 2016:

• **Modifications to building exteriors:**
  - Ensure colors and materials of any significant architectural element complements existing building exterior and function (Railings, doors, windows, exterior paint, gutters, building-mounted lighting, pergolas, roof HVAC screens, etc. This also includes the proposed removal of existing architectural features.)
  - Utility additions to buildings (ie, roof hoist for Student Recreation Center)

• **Ensure placement and screening of small auxiliary structures is appropriate:**
  - Utility structures (ie, chillers) and enclosures (ie, small utility enclosure east of Moby for the Geothermal project)
  - Temporary placement of storage and/or construction trailers
Other Projects Reviewed by the DRC since 2016 (Part 2):

- **Major campus planning and landscape improvements:**
  - Ensure building additions/modifications maintain vehicular, pedestrian and bicycle access *(Changes in door locations or additions that may affect service access)*
  - Ensure colors and materials of significant landscape architectural features complement building exteriors and existing landscape *(ie., retaining/landscape walls, trash enclosures, etc.)*
  - Locations of trash enclosures *(ie., Admin Building trash enclosure)*

- **Currently serving as interim campus historical review committee:**
  - The DRC reviews these as part of the typical building exterior modifications review
  - Review historical exterior changes *(ie., Danforth fire system addition - which also affected the interior of this historical building)*
  - Review of historical interior changes *(ie., Ammons interior lobby wall change)*
Recent Request to DRC to Add a Roof Patio to BSB Roof
Recent Request to DRC to Add a Roof Patio to BSB Roof, cont.
Proposal for DRC to Review and Approve Building Expansions

• We recommend that DRC review and approve/not approve such building expansion proposals.
• If the client isn’t happy with DRC findings, then the client can appeal to MPC.
Motion Needed:

Approve the Design Review Committee reviewing and approving/not approving building expansions. The DRC decision can be appealed to the Master Plan Committee.
Exterior Mobility and Return to School Update (Informational)
Transportation

COVID-19 Preparedness Planning 2020/2021

Updated July 8, 2020 with PPT guidance
Parking and Transportation Services
Scenario Planning

- Operations – How do we provide safe movement for students, staff and visitors on campus?
- Financial – How do we manage revenue in a predictable way to navigate short and long-term operations?
Planning Assumptions Scenario 1

- Residence Hall Unrestricted Capacity - as Housing and Dining scenario planning becomes more restrictive to on-campus student housing, transportation restrictions lifted due to reduced demand (on-campus population density decline)
- Housing and Dining residence hall capacity down 20%
- Flexible course offerings online, evening, social distancing in classrooms with all large classes moving online reduce trips to and from campus by 50% as compared to fall 2019
- As the university prepares to open offices and more staff return to campus, 25% will continue to telework
- Student enrollment down 7%, with reduced staffing 5% (staff to student ratio on campus 25%)
- Increase in single occupancy transportation modes (bicyclist, e-scooter and vehicles)
- ADA accessibility standards and supporting Student Disability Center
- Transit demand impacted by class schedules
- University requirement for mask and social distancing
- Parking enforcement to continue in all university scenarios to support revenue planning
CSU Primary Transportation by Mode pre COVID-19

- Personal Vehicle (40%)
- Bus (20%)
- Walk (19%)
- Bike (16%)
- Van/Carpool (2%)
- Get a Ride (2%)
- Skateboard (1%)
- Other (1%)
- E-scooter (<1%)
- University-provided vehicle (<1%)

Source: 2020 CSU Transportation Survey Respondents
Vehicle, Bike & Ped Movement pre COVID-19

- Average daily total vehicle, bicyclist and pedestrian movement through campus intersections
- 600 bikes and peds on average per hour move through core campus intersections at class change
- Totals illustrate 3-hour snapshot (AM, Midday, PM)
- Stop sign controlled traffic movement with modes queuing at intersection
Vehicle, Bicycle & Ped Movement Scenario 1

- Assume 50% reductions across intersections assumed impact from course schedules (online, evening and no large classes)
- 160+ peds on average per hour move through core campus intersections at class change
- Vehicular and bike movements support social distancing
- North and south campus provide greatest concern with highest pedestrian movements
- High demand west east movement on Hughes Way, Pitkin and Plum
Bike trails primary access route providing movement for pedestrians on sidewalks

Bus and rental vehicles available and reliable

Hourly Parking improvement to mobile payment options
Bicycle Trails and Storage pre COVID-19

- 9.9 miles of bike facilities on campus (trails, bike lanes, etc.)
- 4,411 average daily bicycle trips on campus (2019)
- 4,018 bicycles registered in 2019
- 1,788 bicycle racks with 18,354 spaces
- 1 secure bike storage facility with 35 spaces, second secure storage available fall 2020 with 40 spaces
Bicycle Trails and Storage Scenario 1

- Signage to direct bikes to trails, to provide more space on sidewalks (ADA access)
- Route bikes to Pitkin to free up newly constructed pathways on Hughes Way for pedestrians
- Increased Rambassador presence
- No change to bike racks or bike storage due to available options across campus (see map on prior slide)
Around the Horn pre COVID-19

- 4+ miles route circulation
- 3,000-4,000 monthly riders
- Fall 2019 >80% of Horn stops reported max capacity exceeded
- Max capacity 30 riders
- 10-minute scheduled frequency
- Five buses dedicated to route
- Temporary detour pending Shepardson completion
CSU Bus & Car Rental pre COVID-19

- 9 charter buses
- 700 bus charter trips 2019
- Avg 58 bus rentals per month January to December 2019
- 100 rental vehicles
- 3,319 rental transactions 2019
- Avg 277 vehicle rentals per month January to December 2019
CSU Charter Bus and Car Rental Scenario 1

- Bus driver wearing gloves and mask
- Require mask for all riders in order to board bus
- Ridership levels restricted to 50% capacity on charter bus and vehicle rentals
- Charter bus loading and unloading patterns to support social distancing
- Hand sanitizer available on buses
- External customers follow county requirements for trip manifest supporting contact tracing
- Internal customers must confirm EHS approval at time of reservation to ensure manifest was created and available supporting contact tracing
- Support community service (current food delivery)
CSU Charter Bus and Vehicle Rental Scenario 1

✔️ Enhanced three-part cleaning procedures are in-place for use on all charters and rental vehicles.
  ▪ Standard cleaning of entire vehicle inside and out to remove trash, debris, and dirt.
  ▪ Sanitize all high-touch hard surfaces with appropriate commercial product.
  ▪ Disinfect cloth seating with (hooded) UV-C light wand if the vehicle will be rented/used within 24 hours after cleaning/sanitizing.
    o If vehicle unused for following 24+ hours, spray cloth seats with approved commercial disinfecting product and lock/close all doors to let dry completely.

✔️ Proper PPE must be worn while cleaning.
  ▪ Steps one and two above: closed toe shoes, long pants, long-sleeved shirts, facemask, and gloves are required.
  ▪ UV-C wand operation, all PPE shown for steps one and two plus: UV resistant goggles, UV resistant face shield, and gauntlet gloves. Protected coveralls available (as requested).

UV wand pending EHS follow up prior to implementing
Follow City of Ft Collins and Transfort guidance with no ridership restrictions

Require mask for all riders in order to board bus

Hand sanitizer available on buses

Working with Transfort to request tents for staging outside of transit center

No Horn route changes anticipated

Assume reduction in Horn ridership due to campus schedule changes

Support Student Disability Center (Dial A Ride)

Pending documentation from Transfort on Dial A Ride protocols
Parking pre COVID-19

- 500+ vehicles per hour (fall 2019) cross Hughes/Meridian

- Library parking
  - 335 hourly spaces
  - 196 A permit spaces
  - 531 spaces

- Engineering parking
  - 252 hourly spaces
  - 258 A permit spaces
  - 510 spaces

- Hughes Way
  - 168 Z permit spaces

- Library Oct 1 – Nov. 22 Avg 3 transactions by space with >8,000 unique vehicles
Hourly Parking pre COVID-19

➢ >300,000 transactions on campus Sep 2019-Feb 2020

➢ 63% of hourly transactions are manually entered by customer at a pay station

➢ Customers are charged $0.35 per transaction for current mobile usage

➢ Construction and contractors are required to use in-person contact and paper permits
Parking Scenario 1

- No movement of existing permitted areas or repurposing of existing lots
- Improve mobile experience with improve customer alerts and wayfinding
- Reduce transaction fee, passing savings onto customers
- Increase contactless mobile transactions >60%
- Increase mobile signage presence and mobile parking marketing campaign
- Move remaining physical construction permits to virtual mobile environment
Permit Overview pre COVID-19

11,500 average unique monthly permit holders
Downward trend starting April with 35% decline
YOY reported June
Financial & Operational Planning

- Monitor campus access for non-university activities
- Support vehicle and customer safety regarding transportation movement
- Utilize and advance current technologies to support safety
- Inventory abandoned vehicles on campus and inherent safety related risks
- 1,200 average vehicles access campus each day during the non-enforcement period (Mar 23-Jun 30)
- Charter buses operating at 50% capacity drives up cost for departments requesting rentals
- Permit sales summer open July 1, 2020 with fall permit sales August 1, 2020
- Full staff on-site to provide service effective July 27, 2020
  - Maintenance
  - Foothills campus transition
  - Transit
- Enforcement and paid parking to continue service in all university scenarios (includes a second COVID-19 outbreak)
  - In addition to reduced permit sales resulting from reduced on campus populations, providing free service creates additional concerns regarding funding sources ($600k revenue loss specific to refunds with an additional $1 M+ of delayed revenue loss related to over 6,500 permit credits pending)
Additional Restrictive Measures

Transit Capacity Restriction

- Route change to reduce capacity and support social distancing on bus with impact on social distancing at transit center.
- Routes distance reduced to increase frequency in order to meet rider demand.
- Multiple short mileage routes to increase frequency eliminates one seat ride and adds walking distance to final destination.

Parking Re-alignment

- Move short term parking with focus on less vehicular movement.
- Short term parking re-distributed from library lot to the engineering lot shifts traffic congestion off Laurel with an increase of vehicular turnover and staff permit holders with longer walk to final destination (northeast campus destination). Parking changes requirement alignment with Around the Horn to support increased pedestrian movement.

Road Circulation Restrictions

- Restrict road movement to open access to other transportation modes (pedestrians).
- Closing or restricting transportation movement to vehicles creates congestion on reduced access points redistributing transportation conflicts and safety concerns to city perimeter roadways (Laurel, Shields, Prospect).
Transportation indicators for additional restrictions

Observation
- Rambassador reporting
- University communication

Data
- Kimley-Horn counts
- Ram Ambassador counts
- Parking lot occupancy (tube counter, fixed license plate recognition and occupancy counter)
- Eco-counter (bicycle and pedestrian trail count data)
- Transport capacity
- Permit Holders
- Hourly parking transactions

Pandemic Preparedness Team ongoing guidance
Request that ADA access be embedded in all university scenarios plans. Planning inside or outside university buildings on campus to include wayfinding to support safe access.

Wayfinding:
- Signage, limiting traffic or providing directional movement (one way or identified areas to stand) must consider staff, students and visitors with disabilities, addressing alternative methods for communication (positioning, location, braille or raised lettering).
- Building access points impacted by additional directional restrictions to support one-way directional flow for social distancing to further evaluate and provide successful ADA access and mobility.

Education and Collaboration with Student Disability Center:
- Scenario planning to include partnership with Student Disability Center to accommodate safe movement around campus.
- Sharing information in multiple formats, to include printed materials, to support safety and social distancing.
- Specifically addressing staging areas or route changes that create interruption and challenges to previously shared campus wayfinding.
Summary

Parking and Transportation Services request building access to the public with limitations in place effective July 27, 2020.

➢ Request submitted July 6, 2020 to allow staff to return with social distancing and all COVID-19 safety guidelines in place.
➢ Scenario planning or changes have no impact on enforcement and paid parking (services continue without further interruption).
➢ Bike movement redirected to open space to support pedestrian and ADA mobility on campus with careful consideration and partnership regarding communication.
➢ Transfort guidelines evaluated and ridership monitored to ensure mask enforcement and impact to staging areas support safety and social distancing.
➢ CSU charter bus and vehicle rentals to implement safe loading and unloading, mask enforcement and regular cleanings and capacity restrictions.
➢ Implement new software for contactless hourly parking payments and paperless (in office) environment.
➢ Ongoing evaluation of transportation movement with PPT support as necessary to adjust transportation resources.
Questions or Comments?