

California State University  
Stanislaus Campus Master Plan  
Campus Parking Study

Final Report

Prepared for:

California State University  
Stanislaus

Prepared by:



**CALIFORNIA STATE UNIVERSITY STANISLAUS CAMPUS MASTER PLAN  
CAMPUS PARKING STUDY**

**FINAL REPORT**

**PREPARED FOR:  
CALIFORNIA STATE UNIVERSITY STANISLAUS**

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## **CAMPUS PARKING**

Parking, transit service and bicycle usage are each inter-related, as the increase in the latter results in a decrease to the former. The CSU Stanislaus campus functions well under the current conditions of 5977 student FTE and 8029 student headcount. The campus master plan is the document that will guide the campus with respect to future parking needs and the resultant traffic flow to and from the campus. This analysis has been designed to project the capability of the campus to meet the parking needs of the existing and future (10-year/20-year horizons) student enrollment along with the university support system of faculty and staff. To address these needs a major effort was undertaken which included:

- **Inventory of Current Parking Facilities**
- **Determine Magnitude of Current Usage**
- **Identify/Determine Future Demands/Opportunities**
- **Identify Potential Reductions through Enhanced Transit Usage**
- **Evaluate Proposed Sites for New and/or Expanded Parking Facilities**

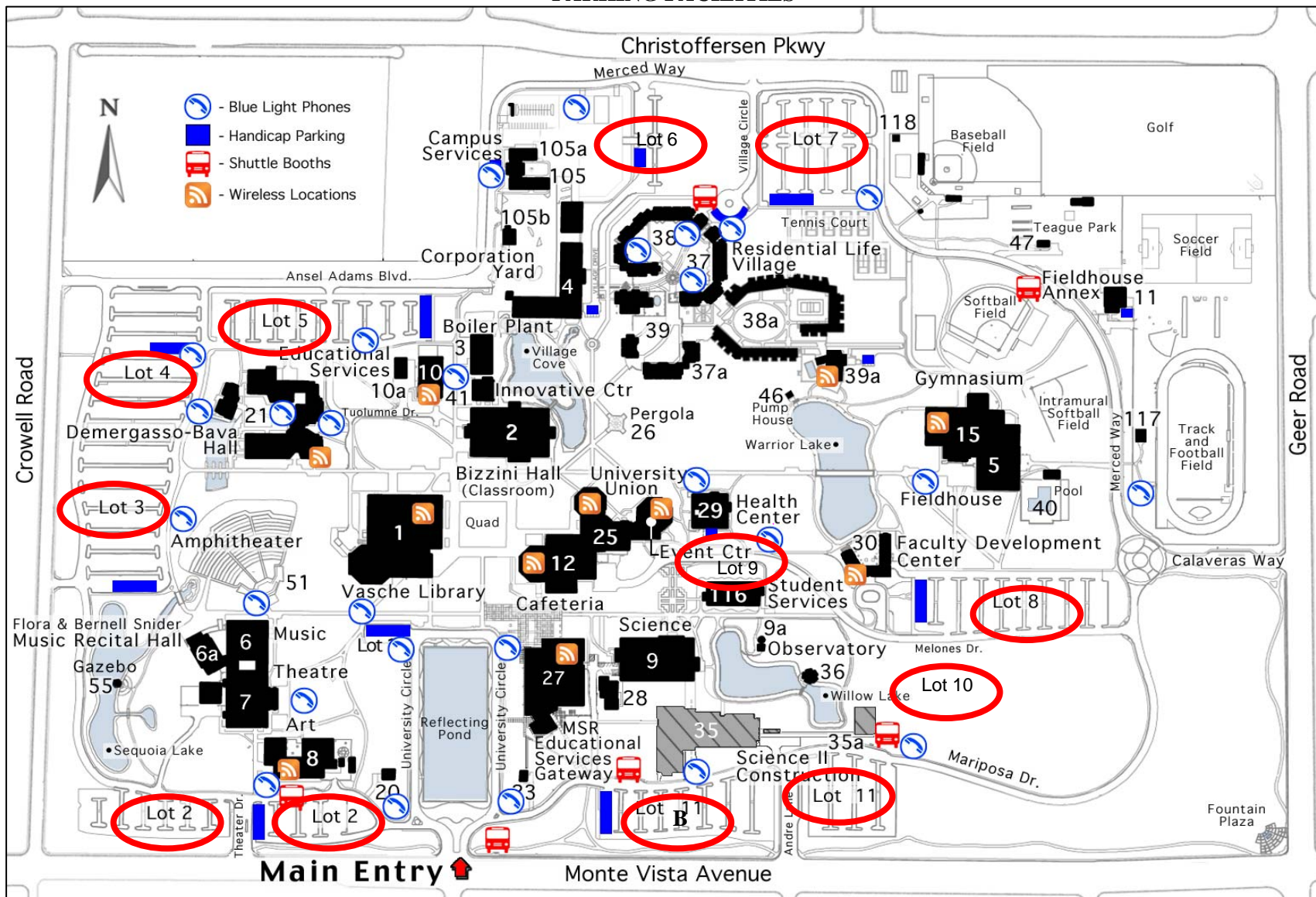
While the driving force behind each of these elements is the student enrollment, now and in the future, the measure of the specific impacts is ultimately a result of the location of parking facilities, as vehicular traffic (and in large measure pedestrian access as well), are initiated both within and external to the campus, as a function of the size and location of existing and future campus facilities.

In the case of CSU Stanislaus, a significant portion of the campus parking demand (20%+-) is occurring on the adjacent city street system and within specific adjacent neighborhoods.

## **PARKING**

The campus parking facilities are provided within 13 surface parking lots located about the campus, but heavily oriented to the westerly side of the campus where the majority of the classroom and administrative facilities are located as shown on Figure 1.

**FIGURE 1  
PARKING FACILITIES**



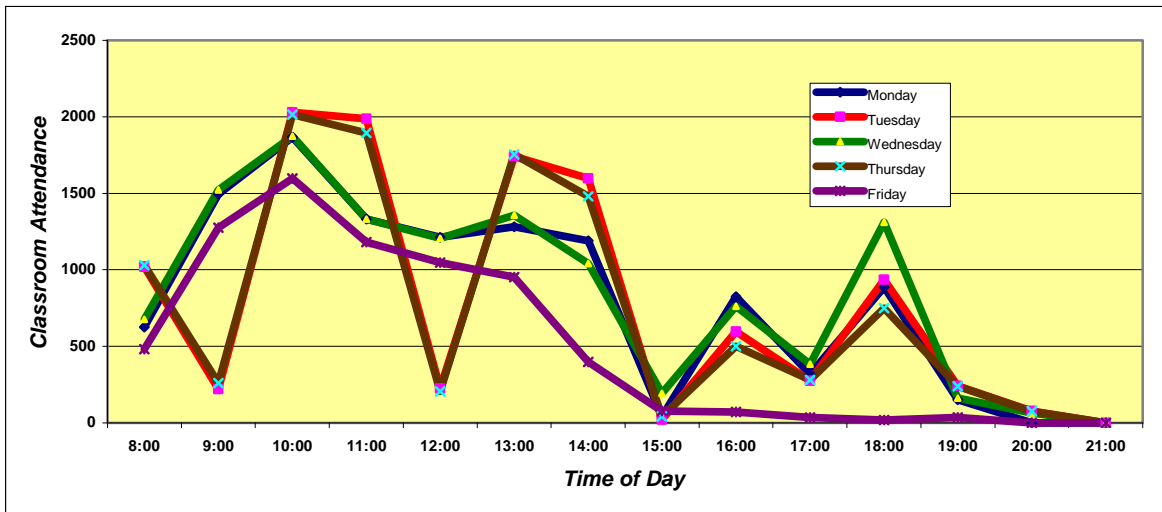
The current parking inventory, as shown in Table 1, was secured through the “Facilities Management” office of CSU Stanislaus. The campus contains a total of 2667 parking spaces of all types, from dedicated spaces for campus police, visitors, and motorcycle users, to faculty/staff and student/general designated lots. Facilities which are dedicated for principally faculty and staff use contain a total of 382 spaces, state vehicle restricted spaces total four, 19 are signed for service and visitor and the balance of 2644 are available to students and the general public. These spaces are open to faculty and staff parking as well, and as such it is nearly impossible to ascertain the parking component represented by students and/or faculty and staff within these spaces. With a faculty and staff population exceeding 1100 it is clear that the parking in the general parking facilities is a mix of these groups.

**TABLE 1  
CURRENT PARKING INVENTORY**

	General	Faculty/ Staff	Handi- capped	Service/ Visitor	State Vehicles	Motor-cycles	Total
<b>Available Spaces</b>							
<b>Lot #1</b>	17		8				<b>25</b>
<b>Lot #2A</b>	46	40	4				<b>90</b>
<b>Lot #2B</b>	132						<b>132</b>
<b>Lot #3</b>	247	34	9		1		<b>291</b>
<b>Lot #4</b>	523		4		1	8	<b>536</b>
<b>Lot #5</b>	62	202	12	8			<b>284</b>
<b>Lot #6</b>	47		2		2		<b>51</b>
<b>Lot #7</b>	306		11			3	<b>320</b>
<b>Lot #8</b>	283	40	8				<b>331</b>
<b>Lot #9</b>			1	6			<b>7</b>
<b>Lot #10</b>	156						<b>156</b>
<b>Lot #11A</b>	212						<b>212</b>
<b>Lot #11B</b>	149	66	12	5			<b>232</b>
<b>Total</b>	<b>1874</b>	<b>382</b>	<b>71</b>	<b>19</b>	<b>4</b>	<b>11</b>	<b>2667</b>

In order to determine the magnitude of the use of these facilities a series of parking occupancy surveys were conducted. The first matter to be dealt with was the days and times for these surveys to take place; which day(s) of the week, what time(s) of day. Again, the “Facilities Management” office provided outstanding information based on the fall 2006 and Spring 2007 enrollment. Since the traffic and parking data would be collected during the spring 2007 semester, it was determined to use the spring 2007 classroom data to provide the most meaningful correlation between parking observations, traffic counts and student activity. The information provided presented a diagram of classroom activity by day of the week and time of day, as shown in Figure 2.

**FIGURE 2  
CLASS ATTENDANCE BY DAY AND TIME**



The knowledge of classroom activity provided the necessary information to select the times of the day and the days of the week to collect parking occupancy data for the campus. Spring 2007 parking data was collected in April 2007. The field data relative to parking occupancy was conducted by campus personnel under the direction of the Facilities Management department personnel. It was determined to collect both Tuesday and Wednesday data, and the campus elected to record occupancy conditions for each parking facility hourly from 9:00 AM through 3:00 PM. The findings are summarized in Table 2.

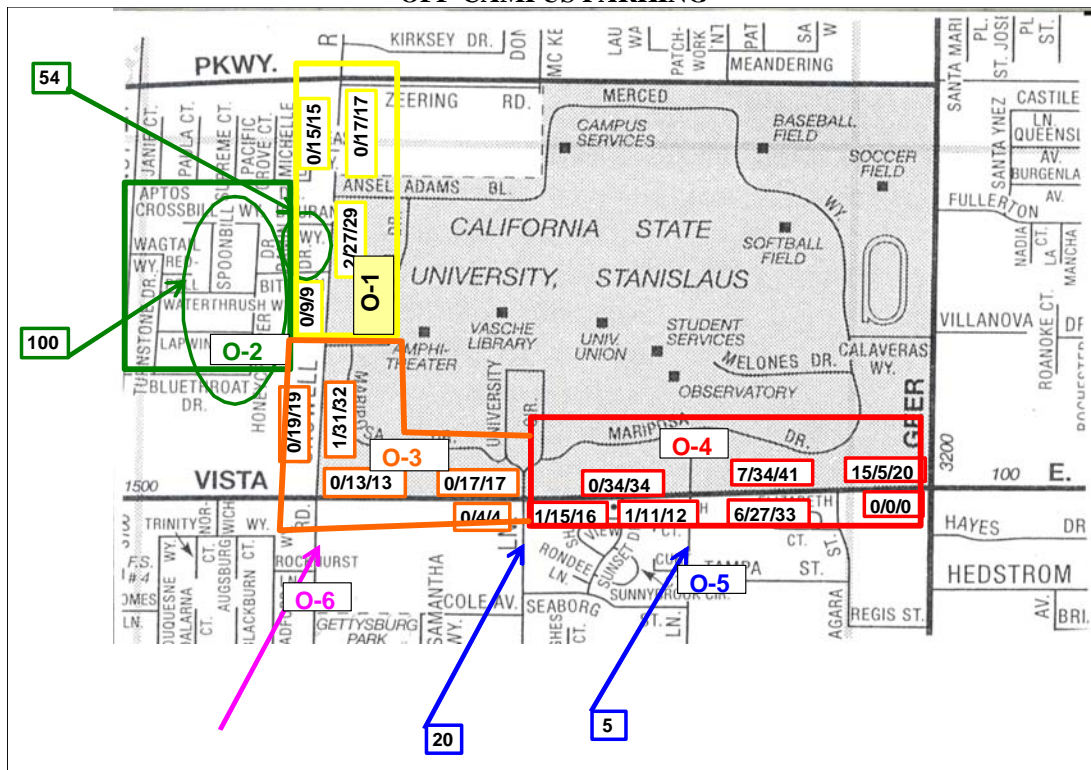
**TABLE 2  
ON-CAMPUS PARKING**

Tuesday September 15, 2007	General	Faculty/ Staff	Total	General	Faculty/ Staff	Total	General	Faculty/ Staff	Total
	Available Spaces			Occ Spaces (10 AM)			% Occupied		
Lot #1	25		25	25		25	100%		100%
Lot #2A	50	40	90	48	34	82	96%	85%	91%
Lot #2B	132		132	132		132	100%		100%
Lot #3	257	34	291	249	27	276	97%	79%	95%
Lot #4	535		535	514		514	96%		96%
Lot #5	82	202	284	82	160	242	100%	79%	85%
Lot #6	51		51	35		35	69%		69%
Lot #7	317		317	304		304	96%		96%
Lot #8	291	40	331	180	37	217	62%	93%	66%
Lot #9	7		7	2		2	29%		29%
Lot #10	156		156	32		32	21%		21%
Lot #11A	212		212	122		122	58%		58%
Lot #11B	166	66	232	163	66	229	98%	100%	99%

## ON-STREET AND NEIGHBORHOOD PARKING

It was further observed that there is significant parking activity occurring on all streets surrounding the campus, with the exception of Christopherson Parkway, and into the neighborhoods both west and south of the campus. As a result six (6) off campus parking areas were also included in the analysis; observations were made relative to the magnitude of campus parking occurring during the peak campus parking periods as well as estimates on the practical capacity for campus related parking to occur. These locations are show on Figure 3.

**FIGURE 3  
OFF-CAMPUS PARKING**



It was our observation that the on-street parking along Monte Vista Avenue and Crowell Road tended to fill early, a clear indication that when given the choice between adjacent campus fee parking and the nearly as close to the campus facilities free curb parking the curb parking was being selected in large numbers by early arrivals. We assume that a large portion of the early arrivals are staff and faculty members.

Combining the results of the on-campus surveys and the off-campus observations yields a clear picture of the distribution of campus parking during the peak activity periods of the campus accumulation, 10:00 AM to 11:00 AM.

The results of the field observations are presented on the following table, Table 3.

**TABLE 3  
PRIMARY PARKING FACILITY USAGE - 10:00 AM**

Tuesday September 15, 2007	General	Faculty/ Staff	Total	General	Faculty/ Staff	Total	General	Faculty/ Staff	Total
	Available Spaces			Occ Spaces (10 AM)			% Occupied		
Lot #1	25		25	25		25	100%		100%
Lot #2A	50	40	90	48	34	82	96%	85%	91%
Lot #2B	132		132	132		132	100%		100%
Lot #3	257	34	291	249	27	276	97%	79%	95%
Lot #4	535		535	514		514	96%		96%
Lot #5	82	202	284	82	160	242	100%	79%	85%
Lot #6	51		51	35		35	69%		69%
Lot #7	317		317	304		304	96%		96%
Lot #8	291	40	331	180	37	217	62%	93%	66%
Lot #9	7		7	2		2	29%		29%
Lot #10	156		156	32		32	21%		21%
Lot #11A	212		212	122		122	58%		58%
Lot #11B	166	66	232	163	66	229	98%	100%	99%
O-1	74		74	72		72	97%		97%
O-2	263		263	140		140	53%		53%
O-3	85		85	84		84	99%		99%
O-4	156		156	136		136	87%		87%
O-5	130		130	96		96	74%		74%
O-6	50		50	16		16	32%		32%
<b>Total</b>	<b>3039</b>	<b>382</b>	<b>3421</b>	<b>2128</b>	<b>324</b>	<b>2452</b>	<b>70%</b>	<b>85%</b>	<b>72%</b>

### CLASSROOMS ACTIVITY IN RELATION TO PARKING FACILITIES

The relationship between classroom activity and parking facility location is a precursor for use. Like in real estate, the most important factor to use, besides need, is location. The parking surveys we conducted emphasize this fact. The parking facilities most closely related to the campus centroid for classroom and administrative activity, Lots 1, 2A, 2B, 3, 4, 5, and 11B were observed to have an occupancy rate of 94%; the remaining campus facilities, excluding Lot 7 which primarily serves the campus residents, was at 54%. Meanwhile the off-campus locations which are for the most part closely related to the centroid of campus activity were parking nearly 23% of the total campus parking demand. This is important and meaningful in the context of the amount of on-campus parking that would be required should the City of Turlock determine that the neighborhood impacts, or the need to add capacity along Monte Vista Avenue, Geer Road or Crowell Road all or part of the on-street parking must be eliminated.

In order to better understand the underlying forces which lead to the current parking characteristics of the campus we need to identify the classroom activity centers and relate them to parking facility location. This information will provide a blueprint for appropriate locations of new or expanded parking facilities.

### CAMPUS GROWTH

The CSU Stanislaus University campus is expected to undergo a 100% increase in student enrollment over the next 20 years, 42% over the next 10 years. Unless travel patterns change the vast majority of students will be arriving on campus by private vehicle. The current number of on-campus residents represents about 10% of the FTE student body; the campus has a goal to reach 25% student resident

population and the master plan include enough residential units to meet that goal. The increase of on-campus resident students will lessen the peak hour traffic demands to and from the university, however based on current estimates, a night time survey was taken, about 58% of the resident students have there own vehicle and these vehicles require on-campus parking as well.

The campus master plan enrollment forecasts were provided and we have extrapolated these into an annual growth level, with campus capacity reached around 2027 depending upon demographic and financial capabilities to provide all of the facilities which will be required to meet capacity enrollment. Enrollment growth directly equates to parking needs and this information is vital to our analysis, the following table emphasizes this fact.

**TABLE 4  
ENROLLMENT FORECASTS**

<b>CSU Stanislaus - Enrollment Forecasts</b>		
<b>Anticipated Change in Enrollment</b>		
<b>School Year</b>	<b>Forecast Growth</b>	
	<b>FTE</b>	<b>Headcount</b>
2007	7,042	8,810
2008	6,713	8,398
2009	6,996	8,752
2010	7,202	9,010
2011	7,414	9,276
2012	7,632	9,548
2013	7,856	9,829
2014	8,087	10,117
2015	8,325	10,415
2016	8,569	10,720
<b>2017</b>	<b>8,821</b>	<b>11,035</b>
2018	9,087	11,368
2019	9,360	11,710
2020	9,642	12,062
2021	9,932	12,425
2022	10,231	12,799
2023	10,538	13,184
2024	10,855	13,580
2025	11,182	13,989
2026	11,518	14,409
<b>2027</b>	<b>11,864</b>	<b>14,843</b>

**PARKING DEMAND REDUCTION**

The continued growth of campus enrollment will likely increase the demand for additional campus parking facilities proportionately. The campus has plans to increase the campus resident population from the current 10% (based on FTE) to nearly 25% over the life of this master plan. This will reduce peak period traffic to and from the campus but will likely increase the demand for on-campus parking facilities.

Most new campus parking will be housed in parking structures, these facilities currently cost \$15-20,000 per space.

The reduction in the individual vehicle trip to campus, even in a minor way, could result in enormous savings in capital expenditures on new parking facilities. The table below illustrates the potential parking reductions that could be achieved through reductions in the demand for campus parking.

**TABLE 5  
POTENTIAL EFFECTS OF PARKING DEMAND REDUCTIONS**

School Year	Net Increase Parking Demand Based on Potential TDM Reductions			
	0%	5%	10%	15%
2006-07	0			
2007-08	-129	0	0	0
2008-09	-18	0	0	0
2009-10	63	0	0	0
2010-11	146	1	0	0
2011-12	232	82	0	0
2012-13	320	166	11	0
2013-14	411	252	93	0
2014-15	504	341	177	13
2015-16	600	432	263	95
2016-17	699	526	352	179
2026-27	1,895	1,662	1,429	1,196

This figure illustrates that with the anticipated enrollments over the three (3) to five (5) years TDM programs could have the net effect of reducing existing campus parking demand, ranging from minimal to dramatic, depending upon the level of activity accepted by the faculty and student body. The demand will continue to increase but potentially at a reduced rate, again depending upon the effectiveness of the TDM program.

To achieve this benefit will require altering the home to school travel behavior of those students and faculty who live within walking or bicycling distance of the campus, as well as those near to existing or potential future transit routes. Each parking space not placed in a new structure will save the university \$15-20,000. A 5% change in current behavior over the life of the master plan would reduce the need to construct around 300 new spaces, a savings of \$4.5 to \$6 million dollars in today's costs; a 10% change doubles that savings. This is a goal worth planning for!

#### **FUTURE NEW AND/OR EXPANDED PARKING FACILITY LOCATIONS**

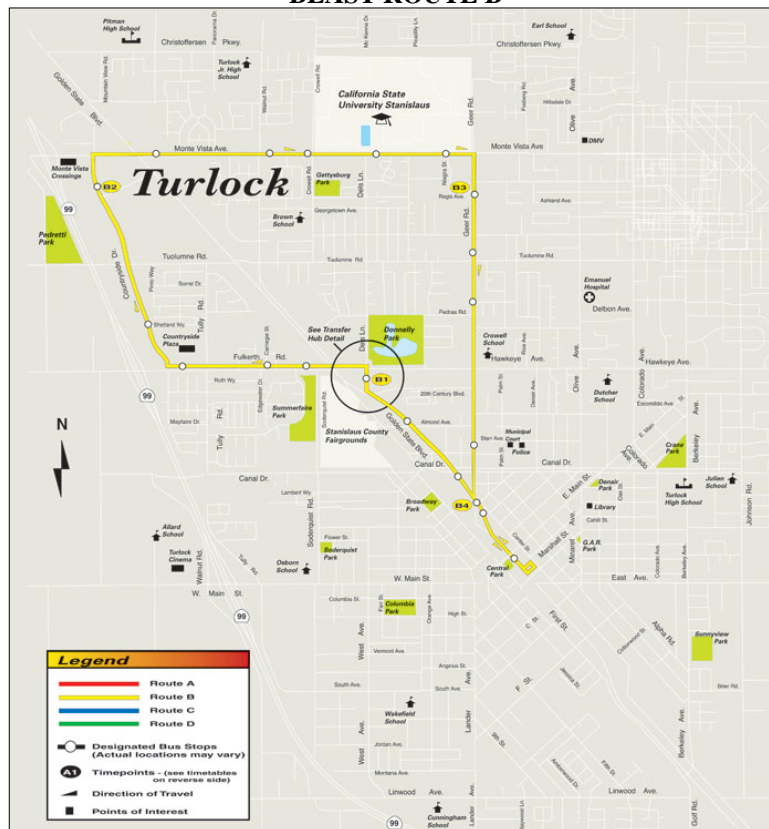
The proper location of parking facilities is a function of location-location-location. This was evident in our findings regarding the use of existing campus parking. One of the prime considerations is the ability to locate new and/or expanded facilities where they will serve all campus activities, taking into account the various times of use. The campus master plan calls for much of the campus growth in classroom and residential facilities to the east, where more campus open space exists; in fact the master plan identifies new student housing and related parking to occur on the eastside of Geer Road opposite the main entrance at Calaveras. This change will reduce the demand for increased parking along the Crowell Road corridor, and will result in greater usage of existing and new parking considered for location off Geer Road and Monte Vista Avenue .

## ENHANCED TRANSIT SERVICE TO REDUCE PARKING DEMAND

One of the primary goals of the Campus Master Plan will be to generate opportunities to reduce the incidence of single occupant vehicle; encourage walk-in and bicycling from the neighborhoods; and, improve the function and opportunity to utilize public transit. The city of Turlock is served by three (3) public transit carriers; “BLAST” operated by the City of Turlock, “THEBUS” operated by a Merced County Joint Powers Authority, and the “StaRT” operated by Stanislaus County.

While all three provide mobility to Turlock only one, “BLAST” has a route which serves the campus. With transfers it is possible to reach the campus via each of these carriers. With incentives, high fuel prices, and perhaps more costly campus parking an increase in transit ridership can be achieved.

**FIGURE 4  
BLAST ROUTE B**



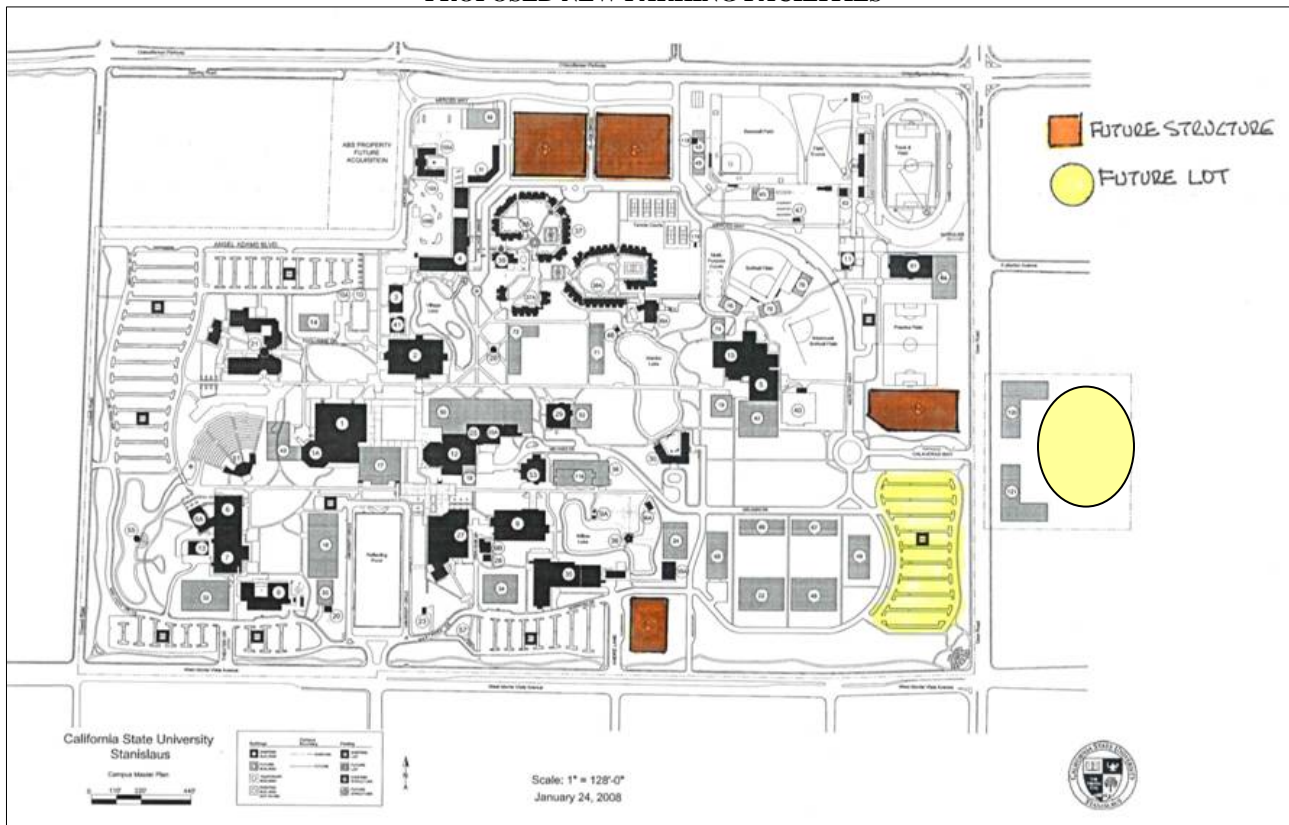
## POTENTIAL PARKING STRUCTURE LOCATIONS

Several locations have come under primary consideration as potential locations for expanded campus parking. The appropriate size and location for these new facilities is a function of the anticipated campus growth and the magnitude and location of planned classroom building demolition and new construction. The growth of campus facilities into the future will move the classroom centroid to the west towards Geer Road. This will result in a more effective utilization of on-campus parking, as well as the opportunity to construct new parking structures over existing parking surface lots.

The central theme regarding new parking facilities is to maximize those currently available, and to use techniques to encourage other travel modes, specifically pedestrian, bicycle, and transit.

The most appropriate locations for new structures are within easy access to all campus venues. Therefore, five (5) locations, four (4) new structures over three (3) over existing surface parking facilities the fourth near the main entrance from Geer Road (700 spaces), and two new surface facilities; one to be located on vacant lands near the intersection of Geer Road and Monte Vista Avenue (Lot 9) and the other to be located across Geer Road adjacent to a new campus residence community (Lot 12). The three (3) which will be placed over existing surface parking will be located on existing lots “6” (1010 spaces), “7” (1050 spaces) and “11A” (800spaces). The new surface lot, to be labeled Lot “9” (500 spaces), will be constructed over the first five years of the master planned growth, the balance of the parking facilities will be phased in through the life of the master plan. Lot “10” a temporary unpaved lot will be removed; and, Lot “8”, a permanent paved facility, will be removed during the later stages of campus development. See Figure 5.

**FIGURE 5  
PROPOSED NEW PARKING FACILITIES**



The net increase in parking will be of about 3368 spaces. Our analysis suggests that this will prove adequate with the opening of the additional surface parking facilities Lots “9 and 12” over the next few years. Table 6 illustrates the anticipated parking usage in 2017.

TABLE 6  
10-YEAR PARKING

<b>Model - Results</b>					
<b>School Year 2017</b>					
<b>CSU Stanislaus</b>					
Lot #	Parking Capacity	Added Parking	Parking Summary		
			Lot #	Forecast	% Capacity
1	25	0	1	25	100%
2A	90	0	2A	69	77%
2B	132	0	2B	98	74%
3	291	0	3	239	82%
4	536	0	4	464	87%
5	284	0	5	284	100%
6	239	188	6	208	87%
7	320	0	7	270	84%
8	331	0	8	331	100%
9	500	500	9	204	41%
10	0	(78)	10	0	0%
11A	212	0	11A	118	56%
11B	232	0	11B	232	100%
9 (old)	7	0	9 (old)	7	100%
0	0	0	0	0	0%
12	500	500	12	362	72%
O-1	116	0	O-1	116	100%
O-2	263	0	O-2	85	32%
O-3	43	0	O-3	43	100%
O-4	156	0	O-4	156	100%
O-5	130	0	O-5	118	91%
O-6	50	0	O-6	38	76%
<b>Total</b>	<b>4457</b>	<b>1110</b>	<b>Total</b>	<b>3,467</b>	<b>78%</b>
<b>Design Loading</b>		<b>100%</b>	<b>Parking Vacant / Shortfall</b>		<b>0</b>
<b>Separate Student/Faculty-Staff Parking</b>			<b>no</b>	<b>Total Demand</b>	<b>3467</b>
<b>Continue to Include Off-Campus Parking</b>				<b>Resident Parking</b>	<b>618</b>
<b>O-1</b>	<b>100%</b>	<b>O-4</b>	<b>100%</b>	<b>% Resident Stud</b>	<b>7%</b>
<b>O-2</b>	<b>100%</b>	<b>O-5</b>	<b>100%</b>	<b>Stud/Gen Demand</b>	<b>3467</b>
<b>O-3</b>	<b>100%</b>	<b>O-6</b>	<b>100%</b>	<b>Fac/Staff Demand</b>	<b>incl</b>
<b>Student FTE</b>					<b>8821</b>

From the analysis it may be necessary to accelerate the construction of the initial parking structure to offset possible parking shortages. Increase transit, bicycle and/or pedestrian access could offset this shortage as well. Clearly the first parking structure must be planned and financed for delivery on or about School year 2017. An alternative solution in the short term would be to defer the elimination of the

unpaved lot “10” which is avoided presently. Paving this facility would enhance it’s viability, and would aid in off setting the expected shortfall.

In the long term, campus buildout, the additional parking structures will become a reality. Table 7 illustrates this anticipated condition.

**TABLE 7  
20-YEAR PARKING**

<b>Model - Results</b>					
<b>School Year 2030</b>					
<b>CSU Stanislaus</b>					
Lot #	Parking Capacity	Added Parking	Parking Summary		
			Lot #	Forecast	% Capacity
1	25	0	1	25	100%
2A	90	0	2A	52	58%
2B	132	0	2B	73	55%
3	291	0	3	178	61%
4	536	0	4	344	64%
5	284	0	5	284	100%
PS1	1,010	959	PS1	597	59%
PS2	1,050	730	PS2	634	60%
8	0	(331)	8	0	0%
9	500	500	9	500	100%
10	0	(78)	10	0	0%
PS3	800	588	PS3	503	63%
11B	232	0	11B	232	100%
9 (old)	7	0	9 (old)	7	100%
PS4	700	700	PS4	265	38%
12	500	500	12	355	71%
O-1	116	0	O-1	107	92%
O-2	263	0	O-2	58	22%
O-3	43	0	O-3	35	82%
O-4	156	0	O-4	156	100%
O-5	130	0	O-5	92	70%
O-6	50	0	O-6	49	99%
<b>Total</b>	<b>6915</b>	<b>3568</b>	<b>Total</b>	<b>4,546</b>	<b>66%</b>
<b>Design Loading</b>		<b>100%</b>	<b>Parking Vacant / Shortfall</b>		<b>0</b>
<b>Separate Student/Faculty-Staff Parking</b>			<b>no</b>	<b>Total Demand</b>	<b>4663</b>
<b>Continue to Include Off-Campus Parking</b>				<b>Resident Parking</b>	<b>1596</b>
<b>O-1</b>	<b>100%</b>	<b>O-4</b>	<b>100%</b>	<b>% Resident Stud</b>	<b>13%</b>
<b>O-2</b>	<b>100%</b>	<b>O-5</b>	<b>100%</b>	<b>Stud/Gen Demand</b>	<b>4663</b>
<b>O-3</b>	<b>100%</b>	<b>O-6</b>	<b>100%</b>	<b>Fac/Staff Demand</b>	<b>incl</b>
				<b>Student FTE</b>	<b>11864</b>

The elimination of all or part of the on-street/neighborhood parking will exacerbate the campus parking situation. Our study indicates that the issue will be major if any restrictions go into effect over the next ten (10) years. A full restriction could result in a shortage of nearly 1000 spaces, requiring the construction of the initial parking structure. An alternative at campus buildout, 11,864 FTE, the planned parking facilities will accommodate campus parking demand, with or without on-street parking.

<b>Model - Results</b>					
<b>School Year 2030</b>					
<b>CSU Stanislaus</b>					
Lot #	Parking Capacity	Added Parking	Parking Summary		
			Lot #	Forecast	% Capacity
1	25	0	1	25	100%
2A	90	0	2A	76	84%
2B	132	0	2B	89	67%
3	291	0	3	202	69%
4	536	0	4	386	72%
5	284	0	5	284	100%
PS1	1,010	959	PS1	641	64%
PS2	1,050	730	PS2	678	65%
8	0	(331)	8	0	0%
9	500	500	9	500	100%
10	0	(78)	10	0	0%
PS3	800	588	PS3	673	84%
11B	232	0	11B	232	100%
9 (old)	7	0	9 (old)	7	100%
PS4	700	700	PS4	381	54%
12	500	500	12	372	74%
O-1	0	(116)	O-1	0	0%
O-2	0	(263)	O-2	0	0%
O-3	0	(43)	O-3	0	0%
O-4	0	(156)	O-4	0	0%
O-5	0	(130)	O-5	0	0%
O-6	0	(50)	O-6	0	0%
<b>Total</b>	<b>6157</b>	<b>3189</b>	<b>Total</b>	<b>4,546</b>	<b>74%</b>
<b>Design Loading</b>		<b>100%</b>	<b>Parking Vacant / Shortfall</b>		<b>0</b>
<b>Separate Student/Faculty-Staff Parking</b>			<b>no</b>	<b>Total Demand</b>	<b>4663</b>
<b>Continue to Include Off-Campus Parking</b>				<b>Resident Parking</b>	<b>1596</b>
<b>O-1</b>	<b>0%</b>	<b>O-4</b>	<b>0%</b>	<b>% Resident Stud</b>	<b>13%</b>
<b>O-2</b>	<b>0%</b>	<b>O-5</b>	<b>0%</b>	<b>Stud/Gen Demand</b>	<b>4663</b>
<b>O-3</b>	<b>0%</b>	<b>O-6</b>	<b>0%</b>	<b>Fac/Staff Demand</b>	<b>incl</b>
<b>Student FTE</b>					<b>11864</b>