

APPENDIX H
Parking Management Plan
July 22, 2016



Dover Greens Parking Management Plan

The following describes the proposed approach for management of resident, staff and commuter parking as well as special event parking for Dover Greens. The overflow parking areas will be established in Phase 1. As additional phases are constructed, the parking plans will be adjusted as needed to accommodate additional residents, staff, commuters and visitors. While the location and number of parking spaces may shift during additional phases, the management approach provided below will be applicable during Phase 1 and in Full Build of the campus.

1.0 Site Parking

Site parking will be utilized by residents (students and faculty), employees, commuters (student and faculty) and visitors.

All site residents will have designated parking areas in the vicinity of their residence. The Phase 1 plan provides a new network of sidewalks to promote pedestrian movement and allow residents to leave their vehicles at their residence. All resident cars will be assigned to a specific parking area and issued a sticker indicating the car as belonging to a resident. If parked in the incorrect lot, security will notify the owner.

All commuters will also be issued stickers, registered by license plate and assigned to a specific lot. The capacity of the site lots will be monitored by security personnel and notices will be issued as required to ensure the correct parking locations are utilized.

Site visitors that pass through the security gate will be issued a temporary pass and assigned a parking area based on their destination. Site maps will be provided to visitors to ensure correct navigation to their location. Parking lots will be designated by letter (i.e. Parking lot A) and directional signage will provide way finding to site buildings from the main entrance. Designated visitor parking areas will be in parking lots adjacent the building.

Long term parking need is anticipated for dormitory residents who will not need their vehicles on a daily basis. In Phase 1 sufficient dormitory parking is provided directly adjacent to buildings 11 and 12. In future phases the new dormitories will have minimal parking directly adjacent to the buildings. Parking for resident students in future phases will be transitioned to long term parking lots proposed to the east of the dormitory buildings up the hill as shown on Exhibit 2. A future pedestrian path is proposed to connect the dormitory expansion area to the proposed long term parking in addition to roadway connections.

2.0 Possible Events

All events on the Dover Greens campus will take place during off peak hours. Events will most likely be held at the chapel, amphitheater, auditorium, and at recreational facilities such as soccer games, tennis matches or baseball games. As noted below, event parking has been designated for each of these venues including temporary overflow parking areas.

Multiple large events on the Dover Greens campus will not occur at any one time. When an event is planned, the security office will be responsible for evaluating parking need based on available resources. Multiple smaller events will occur simultaneously if it is determined by the security office that sufficient



capacity exists. Events at each campus amenity will be provided with a detailed parking management plan.

2.1 Event Parking Control

All visitors will enter Dover Greens through the main campus entrance off Route 22. The campus security officer at the main entrance will direct visitors to designated traffic directors. As visitors pass the guard office there will be active traffic management which includes the positioning of traffic directors at key intersections to facilitate access to parking areas and site ingress and egress points. As the traffic directors assist the visitors to the appropriate parking areas, additional traffic directors will be positioned in various places throughout the parking area to advise each visitor into a parking spot. All parking areas will be delineated with wood hubs that will be flush with grade. As one parking area starts to reach its full capacity, the traffic directors will begin to direct visitors to the next parking area. This process will repeat until all parking areas reach the maximum capacity. As an event comes to a close, the traffic directors again will be directing all visitors out of their parking spot to the exit of the parking area where the visitor will come across another traffic director who will guide each visitor to the campus exit.

2.2 Chapel Event Parking

The Chapel (building 107) has a capacity of 605 people with a required parking amount of 242 spaces, assuming that 60% of the people will be coming from on campus and 40% will be coming from off campus. The 242 spaces are contained in several parking areas along Hutchinson Avenue and New Rochelle Road. Since additional parking for events will be provided in other areas on the Dover Greens campus, only 75% of the parking areas used for other buildings on campus can be accounted for. As an event begins in the Chapel, 53 spaces will be used from the parking lot to the north of the Chapel, 25 spaces to the east of the Partner Organization Office (building 14), 35 spaces to the north of the Campus Assembly Hall (building 35), 69 spaces to the south and southwest of the Campus Assembly Hall, and 60 spaces in the overflow parking area to the north of the Amphitheater (Event Parking B).

2.3 Assembly Hall Event Parking

The Campus Assembly Hall (building 35) has a capacity of 845 people with a required parking amount of 338 spaces, assuming that 60% of the people will be coming from on campus and 40% will be coming from off campus. The 338 spaces is made up of several parking areas along Hutchinson Avenue and New Rochelle Road. Since additional parking for the event will be retained from other areas on the Dover Greens campus, only 75% of the parking areas used for other buildings on campus can be accounted for. As an event begins at the Campus Assembly Hall, 35 spaces will be used from the parking lot to the north of the Campus Assembly Hall, 93 spaces to the south and southwest of the Campus Assembly Hall (including Event Parking C), 53 spaces to the north of the Chapel (building 107), 25 spaces to the east of the Partner Organization Office (building 14), and 132 spaces in the overflow parking area to the north of the Amphitheater (Event Parking B).

2.4 Amphitheater Event Parking

The Amphitheater has a capacity of 700 people with a required parking amount of 280 spaces, assuming that 60% of the people will be coming from on campus and 40% will be coming from off campus. The 280 spaces is made up of several parking areas along Hutchinson Avenue and New Rochelle Road. Since



additional parking for the event will be provided in other areas on the Dover Greens campus, only 75% of the parking areas used for other buildings on campus can be accounted for. As an event begins at the Amphitheater, 135 spaces will be used from the overflow parking area to the north of the Amphitheater (Event Parking B), 25 spaces to the east of the Partner Organization Office (building 14), 53 spaces to the north of the Chapel (building 107), 35 spaces will be used from the parking lot to the north of the Campus Assembly Hall (building 35), and 32 spaces to the south of the Campus Assembly Hall.

2.5 Recreational Facilities Event Parking

The Recreational Facilities consist of a soccer field, four tennis courts and a baseball field. The soccer field requires 59 spaces, the tennis courts require 24 spaces and the baseball field requires 40 spaces for a total of 123 parking spaces. All parking requirements for the Recreational Facilities are based on the parking generation numbers provided in the ITE Parking Generation manual. As an event begins at any of the Recreational Facilities, 24 spaces will be used for the tennis courts from the overflow parking area to the north of the building 11 dormitory (Event Parking A), 59 spaces will be used for the soccer field from the overflow parking area to the north of the building 11 dormitory (Event Parking A), and 49 spaces will be used for the baseball field from the overflow parking area to the north of the building 11 dormitory (Event Parking A).

3.0 Shared Parking

In order to share parking resources for day to day users and off peak uses of the site, Dover Greens proposes to share parking to reduce the total parking spaces to be constructed and better utilize resources. The following provides the strategy for the Phase 1 development. This approach will be carried forward and refined in subsequent phases as use numbers become more refined as the collection of empirical parking use data is collected through operation of the campus.

As with day to day parking, the security office will be responsible to direct and manage parking operations for the site. Shared parking is intended to serve off peak use for gatherings and public assembly at the chapel, auditorium or events for business partners. In coordination with administrative personnel, parking need will be determined by security personnel and parking areas will be designated.

The attached Exhibit 5 presents parking lots allocated to each building in Phase 1 which is in accordance with the above parking day to day parking requirements. Parking lots have been selected based on proximity to the building to ensure convenient use. Each building has parking allocated for daily use. Parking lots are also allocated for public assembly and events buildings that overlap the daily use parking since those activities are proposed to be during off peak hours.

The buildings that are adjacent to NYS Route 22 on the Dover Greens site have individual designated parking areas without anticipated overlap from other uses, therefore, these buildings will not require the use of any shared parking lots. These buildings include the Dover Tech Park (buildings 19, 20, 29 to 32), the administrative building (building 23) and the proposed K-12 building (building 21).

For Phase 1, shared parking is required in the core of the campus along Hutchinson Avenue where the Chapel (building 107) and the Assembly Hall (building 35) are located. These buildings share parking with adjacent buildings for off peak usage. Parking is within view of each building and sidewalks have been provided to allow easy movement to and from each building.