Dover Greens

Town of Dover,

New York 10533

Lead Agency Town of Dover Planning Board

Applicant **Dover Greens LLC**

Prepared by VHB *Engineering, Surveying and Landscape Architecture, P.C.*
White Plains, New York

September 3, 2015
Revised: August 10, 2016~~May 24, 2016~~
~~Revised: July 20, 2016~~

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J. Typical Building Elevations for Phase 1

K. Letter from Dover Knolls Development Co. II, LLC, August 9, 2016

Dover Greens Parking Management Plan

The Dover Greens campus was previously used as part of the Harlem Valley Psychiatric Center (HVPC). When the HVPC was originally built during the 1920's and 1930's, parking was not needed and therefore not incorporated into the campus design. Even as the campus expanded in later years, few parking areas were constructed on the site. As a result, the existing campus has a dense network of buildings and roads with limited areas designated for parking. Converting the site into a modern university campus presents unique challenges to adding sufficient parking to accommodate students, staff and visitors, several of whom will need parking. Dover Greens embraces the historic character of the landscaped campus and intends to celebrate the rural nature of the campus and only introduce the minimum required pavement while also recognizing the practical needs of parking. In order to maintain the campus character, parking lots have been incorporated into areas of the site that will best serve the needs of the campus population while avoiding natural resources and maintaining as much open space as possible.

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.

4.0 Alternative Transportation Modes

The site is well served by the Metro-North Railroad station located just across Route 22 from the campus. The campus also enjoys a dense network of buildings and sidewalks in its core, reducing the need to drive while on campus. Reducing vehicular traffic on the site will help maintain the campus character and lessen the amount of new parking lots required on campus. Phase 1 proposes a network of pedestrian walkways, trails, and sidewalks to allow pedestrian connections throughout the site. To further encourage alternative modes of transportation, the following are recommended for consideration in future phases of the project:

- Construct trails/pedestrian paths to connect the main campus to existing gravel roads within the undeveloped portions of the site providing access to the reservoir woodland areas.
- Encourage commuters and visitors to use Metro-North Railroad when feasible.
- Establish an on-site shuttle bus system if it is found that students and staff are driving from the northern end of the campus to the campus core or Dover Tech Park.
- Install bicycle racks throughout campus to encourage bicycle use.
- Consider implementation of a bicycle rental program for the campus. This encourages cycling while eliminating the burdens of having to store a bicycle in campus housing. This would also allow commuters access to bicycles for easy campus-wide transportation once they arrive on campus.

woodland areas. The proposed pedestrian trails will be 6 feet wide to accommodate two-way pedestrian and bicycle traffic constructed of permeable material including either mulch, wood fiber of stone dust. The trail system will not be lighted and will not have Blue Light emergency stations. Signage will be provided indicating that the trail system will only be open from dawn to dusk. The trail system is not anticipated to be open to the public. Access from the public to the trail system will be controlled by the security office and can be granted on a case by case basis.

As for heating and cooling, for Phase 1 individual building systems with dedicated fuel tanks will be utilized in the short term. For subsequent phases, Dover Greens will be exploring additional options for providing campus wide heating and cooling including establishment of a new central plant, centralized propane farm and/or extension of gas supply from the Iroquois natural gas transmission line to the northeast.

The undisturbed eastern portion of the site, which contains environmentally sensitive areas such as wetlands and steep slopes, will continue to be undisturbed natural open space.

Proposed Project Phasing

The proposed plan contemplates nine phases in redeveloping the site into the Dover Greens. These different phases and the uses proposed with each are described below and shown on Exhibit 2, Phasing Plan and Exhibit 3, Phase 1 Plan (see Appendix A). The three general uses that are proposed for the site include: education, business and partner organizations. See Exhibit 4, Campus Land Use, in Appendix A. Education uses envelop all typical components of a college campus such as: classrooms, offices, dining facilities, student recreation, libraries, housing for students and staff, and assembly spaces.

Business uses envisioned for the Dover Greens involve research and development companies that would work in collaboration with the university and would likely be started by Dover Greens alumni or staff. These companies would provide business incubator training for students. Partner organizations are those that work regularly with Dover Greens in sharing research, resources, and providing additional educational opportunities and training for students. Partner organizations include the World Evangelical Alliance (WEA) and World Evangelical Theological Institutes Association (WETIA). All business and partner organization uses would be geared toward student education, training and development and would, for zoning purposes, be considered as educational uses.

The shift in use to an educational facility serving resident and commuter populations is a departure from the previous facility design which accommodated a resident population that had minimal opportunities for external movement and community interaction. Retaining the attractive campus character of the site, while accommodating a more active use, is a high priority for the Dover Greens.

Approximately 92 spaces proposed remain unallocated within the four parking lots located in the vicinity of Buildings 35 and 107 (two parking lots to the north and two to the south of Building 35) and are being provided for support staff/employee parking. It is assumed that the assembly hall and chapel are accessory uses and the patrons will come walking from another area of the campus, so it is anticipated that no parking spaces are needed for said patrons however splitting the 96 parking spaces evenly, Buildings 35 and 107 will each have 48 parking spaces.

It is anticipated that the peak parking demand for these two buildings will occur on the campus's off-peak hours. If the case arises that the parking lots around the two buildings becomes full, overflow event parking will be accommodated/redirected to park in the flat grassed area that is to the north of the soccer field and building 11 or building 85's parking lot.

5.5.2 Parking – Full Build

It is anticipated that the campus at Full Build will be predominantly a resident campus with 80 percent of students living on site and the remaining 20 percent as commuters traveling to the site either by train or car.

For the Full Build campus, the parking need has been estimated to be 1,478 parking spaces to support all campus operations, based on the following need.

Required Full Build Parking:

Resident Students	400 spaces (2,000 students, 0.2 cars per student)
Commuter Students	450 spaces (500 students, 90% drive, 10% train)
Business/Incubator	225 spaces (1 space per employee)
Business/Incubator Students	90 spaces (20% of driving commuter student)
University Administration	212 spaces (3 per 1,000 sf)
PreK-12 School	53 spaces (42 staff + visitor/commuter)
Daycare	29 spaces (1.75 spaces per 1,000 sf)
Family Center	19 spaces (1.75 spaces per 1,000 sf)
Total	**1,478 Spaces**

The site provides ample locations for siting of parking areas to support the Full Build parking need. At this time, final design ~~locations~~for all parking required under the Full Build have not been determined. Anticipated locations of parking areas for the full build condition are presented on Exhibit 6, "Full Build Parking" in Appendix A.~~Locations will be formalized as site plans for each phase are developed.~~ Parking locations have been ~~will be~~ placed to the extent practical in presently cleared and

disturbed areas. It is not anticipated that parking for the Full Build will result in any significant impacts.

For the 13 proposed dormitories, parking will be provided adjacent to the dormitories and in long term parking areas to the northeast of the dormitories. It is anticipated the vast majority of the students will not require day to day need for their cars and will park in the long term parking area. Long term parking can be accessed by the roadway network and by the proposed pedestrian paths. Future phases also contemplate the potential addition of a site shuttle bus that could also provide connection between the dorms and long term parking area. –The long term parking area is anticipated to provide approximately 252 spaces. Parking lots adjacent to the dormitories are anticipated to provide approximately 200 spaces (15 per building). Adjacent parking will be for short term, visitor and daily parking. The dorms in Phase 1 provide 78 parking spaces. Therefore, the total provided parking dedicated to the dormitories is 530 spaces, well in excess of the estimated need of 400. Excess parking is provided at buildings 11 and 12 which will result in available parking for adjacent recreational uses. If parking at the dormitories becomes in excess of available parking, restrictions common to Universities that do not allow freshman and sophomores to have vehicles will be implemented.

Parking for the remainder of the campus has been distributed in the anticipated location of need by expanding existing parking areas and extending existing areas of existing development to provide new parking. For the full build condition a total of 1,631 parking spaces are proposed, 153 in excess of the anticipated need. The additional spaces will allow flexibility.

As site plans are developed for each phase, the location and quantity of parking will be finalized based on the specific need. The selected areas of parking has been selected to minimize tree removal and disturbance. Parking need will be reevaluated in each phase based on data that will be collected during operation of the campus to ensure that the correct level of parking is provided.

5.6 Utilities

Since the closure of the Harlem Valley Psychiatric Center, aspects of the site infrastructure have either been cut off, not maintained or operated at significantly reduced below design, all of which potentially compromises the integrity of the systems. As a result, the existing site infrastructure to be used in the proposed development will require significant assessment and functional analysis to determine current condition, capacity and required replacement, upgrades and reconditioning. See Appendix D, Water and Wastewater Design Flow Calculations.

The anticipated need for the Full Build campus is 206,865 gallons per day. As noted above, the existing reservoir can safely sustain a withdrawal rate of 171 gallons per minute or 246,000 gallons per day during worst-case drought conditions and a rate of 332 gallons per minute during non-drought conditions. The calculated yield is well in excess of the anticipated need, therefore water need for the proposed Full Build campus will not result in any significant impacts.

Sewer

The project site is currently served by a network of sewer mains that collected the sanitary sewer loads of the former Harlem Valley Psychiatric Center. The sewer mains extend through the site and connect to all the existing buildings on the parcel. The majority of the existing sewer main network appears to have been constructed in the 1930's and consists of both clay and cement pipes with brick manholes.

The existing sewer network has been largely unused since the closure of the facility. Portions of the system were utilized during the past few years for partial occupation by state agencies. Currently the on-site use has been limited to the Chapel and Bethany House.

The campus sewer system conveys wastewater by gravity to a pump station located within the previous power plant on the west side of Route 22. Sewage is then conveyed via force main to the treatment plant located off site to the northwest across Route 22. This system was reportedly constructed in the 1930's with its last upgrade around 1990. Based on discussions with Dover Greens and the plant operator, the Dover Knolls Sewage-Works Corp., the plant is in poor condition and will require rehabilitation or replacement to meet the needs of the proposed campus. The existing sewage treatment plant discharges to the Swamp River on the west of Route 22.

~~The~~ Dover Greens intends to purchase the lot on the west side of Route 22 that includes the sewage treatment plant (see letter in Appendix K.~~will contract with the Dover Knolls Sewage-Works Corp. to replace the existing sewage treatment system.~~ In order to meet current New York State Department of Environmental Conservation and Dutchess County Department of Health standards it has been decided that the sewage treatment plant~~it~~ will be completely replaced. The design will incorporate a new expandable package plant that will be installed in phases as the flow grows with the increase in population. The existing outfall will continue to be used and therefore the existing SPDES permit which allows for the discharge of up to 1.2 million gallons per day (gpd) of treated water will be modified and utilized. The new plant will be a Membrane Bio-Reactor (MBR) which generally consists of a conventional biological treatment process and membranes that provide

Open Space/Recreation

Several active recreational resources are proposed in Phase 1, including a baseball field, a running track, tennis courts, and basketball courts. Passive recreation will include large open fields, hiking trails, an amphitheater, and kayaking and canoeing in the reservoir. Phase 1 will contain a total of approximately 27 acres of recreation space, including the large wooded area with hiking paths and the reservoir as well as the athletic fields located north of Wheeler Road and behind the dormitory buildings 11 and 12. The daily on-site population for Phase 1 is anticipated to be 408 students, staff, employees, and residents. Standard open space multipliers recommend a ratio of five to eight acres of open space per a population of 1,000 people. Using this standard, the Dover Greens campus should have at least 3.3 acres of recreation and open space in Phase 1. With 27 acres, the resident and daily populations on campus in Phase 1 will have ample open space and recreation resources.

In Full Build, the campus will contain approximately 76.5 acres of recreation and open space, including the Phase 1 facilities, a new field house, additional open athletic fields and the proposed community garden located in the northern part of the campus. The daily on-site population for Full Build will be 3,633 students, staff, employees, and residents. Using the standard open space ratio described above, the campus should have at least 29.1 acres of recreation and open space in Full Build. Therefore, the proposed 76.5 acres of recreation and open space will sufficiently satisfy the open space and recreational needs of the resident and daily populations utilizing the site in Full Build.

5.9 Hazardous Material

Attached in Appendix F is the Phase 1 report prepared by EBI Consulting and dated September 3, 2013. The report provides findings for the entire Knolls of Dover site on both the east and west side of Route 22. The project site does not include the western parcels of the previous Harlem Valley Psychiatric Center property which contain the identified landfill site. The Phase 1 recommendations for the project site (Page 65 of the Phase 1 report) include the following[1]:

- EBI recommends a comprehensive Phase II subsurface investigation at the subject property, in order to evaluate the potential subsurface impacts from underground storage tanks existing at the site.

[1] The recommendations are taken directly from the Phase 1 report in Appendix F but have been edited to only include recommendations relevant to the Dover Greens site.

79	Entrance Guard Shack	500	NO NEED	NO NEED
91	Staff Single Family Home	2,200	8/1/2016	9/30/2016
92	Staff Single Family Home	2,200	8/1/2016	9/30/2016
93	Staff Single Family Home	2,400	8/1/2016	9/30/2016
107	Chapel	29,000	COMPLETED	COMPLETED
119	Data Center	4,000	NO NEED	NO NEED
134	Storage Shed	600	NO NEED	NO NEED
19	Business Incubator/Research	36,000	8/1/2016	9/30/2016
20	Business Incubator/Research	36,000	8/1/2016	9/30/2016
29	Business Incubator/Research	36,000	9/1/2016	10/31/2016
30	Business Incubator/Research	36,000	9/1/2016	10/31/2016
31	Business Incubator/Research	36,000	11/1/2016	12/30/2016
32	Business Incubator/Research	36,000	11/1/2016	12/30/2016

Identified environmental issues will be closed out in each phase prior to commencement of construction in that phase.

All proposed abatement work will be conducted in accordance with OSHA standards and procedures. Proposed work zones establishing a perimeter around the subject building will be set up by the selected abatement contractor to restrict access during abatement activities. All abatement activities, as required by state standards, will monitor air quality downwind to ensure no external impact due to abatement activities. All abatement activities will be coordinated with Building Department personnel prior to implementation. Buildings awaiting abatement or not being utilized will be secured to prohibit access to unauthorized personnel.

In order to provide the Dover Greens facility with a proactive asbestos compliance program and protect the health and safety of employees, workers and residents, the following site specific plan was created by Asbestos & Environmental Consulting Corp (AECC).

Developing an Asbestos Operations & Maintenance Plan – A comprehensive asbestos operations & maintenance plan (O&M Plan) is critical for the management of asbestos-containing materials (ACMs) and presumed asbestos-containing materials (PACMs) at the Dover Greens facility. O&M Plan was completed by AECC and submitted to Dover Greens personnel on July 23, 2016 The O&M Plan includes the following:

- Warnings and Notifications
- Employee Training Records

- Inspections / Survey Reports
- Routine Work Practices
- Record keeping
- Medical Surveillance
- Emergency Response
- Short-Term Worker Activities

Providing Asbestos Awareness Training to Maintenance Personnel – Two-hour asbestos awareness training class shall be administered to Dover Greens personnel on an annual basis. The topics that shall be covered during this class shall include the following, at a minimum:

- Warnings and Notifications
- Employee Training
- Where Asbestos is Found
- Routine Work Practices
- Medical Surveillance
- Emergency Response
- Short-Term Worker Activities
- ACM / PACM Photographs

Developing a Plan for the Completion of Comprehensive Asbestos Surveys – Comprehensive asbestos surveys will be completed for the proper management of asbestos-containing materials and presumed asbestos-containing materials at the Dover Greens facility.

Instituting Control Measures to Prevent Further Disturbance - On regular basis, a NYSDOL certified Project Monitor and Asbestos Supervisor will walk around the perimeter of each building. Wherever ACM / PACM debris is identified, the material will be immediately wetted and bagged for disposal. This work shall only be performed with a NYSDOL approved site-specific variance petition.

Development of Abatement Design Plans for Projects – Prior to each renovation or demolition event, asbestos design plans shall be created. The design plans shall include specifications and drawings. Only a NYSDOL certified-Asbestos Project Designer shall be permitted to create these plans. Once completed, these documents shall be utilized for bidding purposes and to serve as the guide for abatement on each respective project.

Abatement Project & Air Monitoring Services – To comply with state and federal regulations, third party asbestos air monitoring shall be required during abatement projects. Air sampling shall only be conducted by a NYSDOL-certified Air Monitoring

Technician. Final visual inspections, required on projects greater than 10 SF or 25 LF, shall only be conducted by a NYSDOL-certified Project Monitor.

Continue to Provide Training & Update Surveys / Management Plan – In order to have an effective asbestos management program, the process will be ongoing at the Dover Greens facility.

5.10 Construction Phasing

Full Build of the Dover Greens is expected to take place in nine phases over approximately 25 years. Phase 1 will take approximately four years to complete, with the remaining nine phases spread out over the next 20 years. The phasing plan anticipates natural growth of the campus with additional classrooms and dormitories opening in each phase.

Construction staging would take place in an area at the terminus of Wheeler Road. This staging area will be established in Phase 1. In later phases, the construction staging and temporary uses will be removed and permanent student dormitories will be constructed in this area.

For Phase 1 construction will be commenced in four separate steps each consisting of approximately one year. Buildings in each step of Phase 1 have been grouped based on expected utility availability and functional need for operation of the campus. The below table presents the buildings contained in each of the four construction steps, A through D. See Exhibit 7~~6~~, Phase 1 Construction Steps in Appendix A.

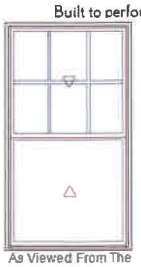
Table 9
Phase 1 Construction Steps

Construction Steps	Building	Building Use
Complete	15	Baseball Grandstand
Complete	107	Chapel
Complete	118	Bethany House
A	11	Dormitory
A	12	Dormitory
A	14	WEA - Partner Organization Office
A	23	University Administrative Building
A	35	Assembly Hall (Smith Hall)
A	46	Staff Home
A	94	Staff House

Window Detail for Structures Non-Eligible for Listing on Registers of Historic Places

Integrity from MARVIN Windows and Doors

Built to perform:



As Viewed From The Exterior

Egress Information
Width: 32 11/16" Height: 27 53/64"
Net Clear Opening: 6.32 SqFt
Performance Information
U-Factor: 0.3
ENERGY STAR: N, NC
Solar Heat Gain Coefficient: 0.3
Condensation Resistance: 57
Visible Light Transmittance: 0.51
CPD Number: MAR-N-332-00198-00001
Performance Grade
Licensee #870
AAMA/WDMA/CSA/101/ I.S.2/A440-08
LC-PG40 1054X1664 mm (41.5X65.5 in)
LC-PG40 DP +40/-40
FL9430

Stone White Exterior
Stone White Interior
Integrity Double Hung
All Ultrex
0 Degree Frame Bevel
Top Sash
IG
Low E2 w/Argon
GBG
Rectangular - Standard Cut 3W2H
Stone White Ext - White Int
Bottom Sash
IG - 1 Lite
Low E2 w/Argon
2 White Sash Lock
White Sash Lift
Exterior Aluminum Screen
Stone White Surround
Charcoal Fiberglass Mesh
2" Jambs
Thru Jamb Installation
Sheetrock Return
3" Frame Expander
***Frame Expander Ship Loose
***Note: Integrity All Ultrex rough openings are 1/2" greater than overall frame size width and 1/2" greater than frame Size height. Please take note of this when ordering All Ultrex custom sized units.

FILE

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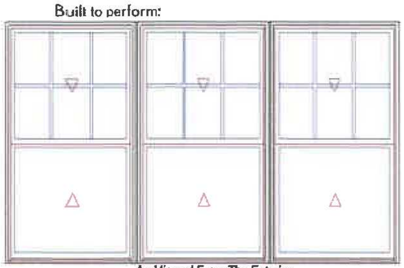
AUG 11 2016
BY: K. Fusco-PB

Integrity
from MARVIN
Windows and Doors
Built to perform:



As Viewed From The Exterior

Egress Information A1, A2, A3
Width: 32 25/64" Height: 22 61/64"
Net Clear Opening: 5.17 SqFt
Performance Information A1, A2, A3
U-Factor: 0.3
ENERGY STAR: N, NC
Solar Heat Gain Coefficient: 0.3
Condensation Resistance: 57
Visible Light Transmittance: 0.51
CPD Number: MAR-N-332-00198-00001
Performance Grade A1, A2, A3
Licensee #870
AAMA/WDMA/CSA/101/ I.S.2/A440-08
LC-PG50 902X1511 mm (35.5X59.5 in)
LC-PG50 DP +50/-50
FL9430

Stone White Interior
3W1H - Rectangle Assembly
Integrity Double Hung
All Ultrex
0 Degree Frame Bevel
Top Sash
IG
Low E2 w/Argon
GBG
Rectangular - Standard Cut 3W2H
Stone White Ext - White Int
Bottom Sash
IG - 1 Lite
Low E2 w/Argon
2 White Sash Lock
White Sash Lift
Exterior Aluminum Screen
Stone White Surround
Charcoal Fiberglass Mesh
Integrity Double Hung
All Ultrex
0 Degree Frame Bevel
Top Sash
IG
Low E2 w/Argon
GBG
Rectangular - Standard Cut 3W2H
Stone White Ext - White Int
Bottom Sash
IG - 1 Lite
Low E2 w/Argon
2 White Sash Lock
White Sash Lift
Exterior Aluminum Screen
Stone White Surround
Charcoal Fiberglass Mesh
Integrity Double Hung
All Ultrex
0 Degree Frame Bevel
Top Sash
IG
Low E2 w/Argon
GBG
Rectangular - Standard Cut 3W2H
Stone White Ext - White Int
Bottom Sash
IG - 1 Lite
Low E2 w/Argon
2 White Sash Lock
White Sash Lift
Exterior Aluminum Screen
Stone White Surround
Charcoal Fiberglass Mesh
Vertical Space Mull 1/2"
2 1/4" Jambs
Thru Jamb Installation
Frame Filler
3" Frame Expander
***Frame Expander Ship Loose
***Note: Integrity All Ultrex rough openings are 1/2" greater than overall frame size width and 1/2" greater than frame Size height. Please take note of this when ordering All Ultrex custom sized units.

Window Detail for Structures Eligible for Listing on Registers of historic Places

ENERGY STAR® Certified in Highlighted Regions

ENERGY STAR

Certified

NFRC

National Fenestration Rating Council ®

CERTIFIED

TRI-STATE WINDOW FACTORY CORP.

4100 Maxi Double Hung

Vinyl foam filled frame and sash, Aluminum reinforced sash, Double glazed, One soft-coat Low E Pane (e=0.027, S2), 1/8" double strength glass, 1" thick IGU, Argon/air filled, Grids

TWC-K-22-00016-00002

ENERGY PERFORMANCE RATINGS

U-Factor (U.S./I-P)	Solar Heat Gain Coefficient
0.27	0.25

ADDITIONAL PERFORMANCE RATINGS

Visible Transmittance	Air Leakage
0.45	≤ 0.3

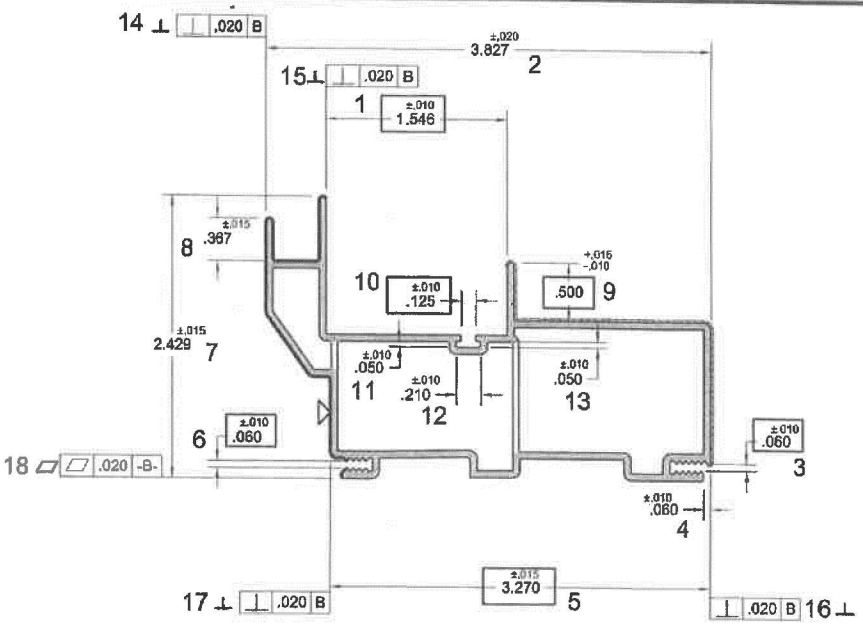
Manufacturer stipulates that these ratings conform to applicable NFRC procedures for determining whole product performance. NFRC ratings are determined for a fixed set of environmental conditions and a specific product size. NFRC does not recommend any product and does not warrant the suitability of any product for any specific use. Consult manufacturer's literature for other product performance information.
www.nfrc.org

QC PRINT NUMBER: 441FQC	DRAWN BY: JPP	APPROVED BY:	DATE:	DEVELOP	INPROCESS	PRODUCTION
PART NAME: 441F	DESCRIPTION: DOUBLE HUNG HEAD	SUPPLIER/PLANT: .S				

ILLUSTRATION OF PART AND CONTROL POINTS

NOTES:

1. MATERIAL = RIGID P.V.C.
2. FLEXIBLE P.V.C. =
3. EXTERIOR COATING =
4. LAMINATE =
5. THINNER INTERIOR WALLS =
6. WALL THICKNESS = .060
7. RADIUS = .010
8. LOCATION FOR IMPACT TEST
9. ANGULARITY =
10. PERPENDICULARITY =
11. PARALLELISM =
12. FLATNESS =
13. SPECIFICATION LENGTH TO±3/8"
14. ANGULARITY TO BE ± 1°
15. PROFILE MUST MEET Q-303 PER AAMA SPECIFICATIONS
16. PROFILE MUST MEET Q-304 PER AAMA SPECIFICATIONS
17. PROFILE MUST MEET Q-901 PER AAMA SPECIFICATIONS
18. PROFILE MUST MEET Q-902 IMPACT RESISTANCE PER AAMA SPECIFICATIONS



WEATHERSTRIP SPECIFICATION		
POSITION	SIZE	WEATHERSTRIP TYPE

FUNCTIONAL CHECK

727 MULLION CLIP

749 1/2" MULLION CLIP

DRAWN DATE: 06-01-03

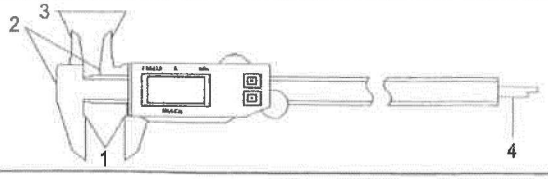
NO.	REVISION	BY	DATE
2	MADE DIM 6 CRITICAL: WO#464	JPP	02-20-04
1	REVISED EXT OF PART	JPP	09-02-03

CUSTOMER LENGTH	CHELSEA CUT LENGTH	TOLERANCE

Use the caliper diagram as your guide to measure the following control points.
Measure the following control points using #1 on the caliper diagram:
Measure the following control points using #2 on the caliper diagram:
Measure the following control points using #3 on the caliper diagram:
Measure the following control points using #4 on the caliper diagram;

Frequency of sampling: Process Specialist- 3 samples per shift recorded every 4 hours.
Auditor- 1 sample per shift recorded 1 hour after shift start.

IF ANY CONTROL POINTS ARE NOT IN SPEC.
CORRECTIVE ACTION REQUIRED



QC PRINT NUMBER: 443FQC	DRAWN BY: JPP	APPROVED BY:	DATE:	DEVELOP	INPROCESS	PRODUCTION
PART NAME: 443F	DESCRIPTION:	SUPPLIER/PLANT:				

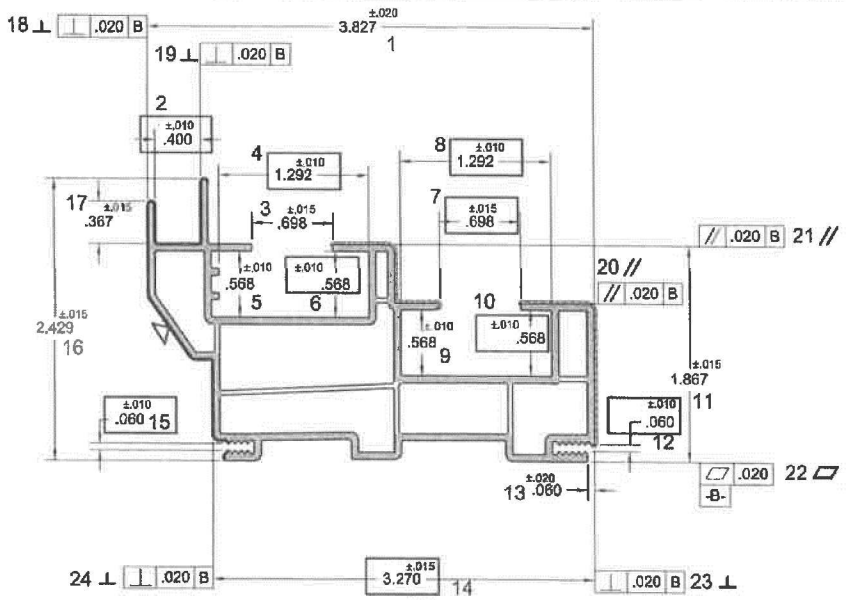
ILLUSTRATION OF PART AND CONTROL POINTS

56b CEDAR WAY, OAKMONT, PA 15139

PROPERTY OF REGD.

NOTES:

1. MATERIAL = RIGID P.V.C.
2. FLEXIBLE P.V.C. =
3. EXTERIOR COATING =
4. LAMINATE =
5. THINNER INTERIOR WALLS =
6. WALL THICKNESS = .060
7. RADIUS = .010
8. LOCATION FOR IMPACT TEST
9. ANGULARITY =
10. PERPENDICULARITY =
11. PARALLELISM =
12. FLATNESS =
13. SPECIFICATION LENGTH TO±3/8"
14. ANGULARITY TO BE ± 1°
15. PROFILE MUST MEET Q-303 PER AAMA SPECIFICATIONS
16. PROFILE MUST MEET Q-304 PER AAMA SPECIFICATIONS
17. PROFILE MUST MEET Q-901 PER AAMA SPECIFICATIONS
18. PROFILE MUST MEET Q-902 IMPACT RESISTANCE PER AAMA SPECIFICATIONS



WEATHERSTRIP SPECIFICATION

POSITION	SIZE	WEATHERSTRIP TYPE

FUNCTIONAL CHECK

BALANCE SHOE CALDWELL #16Y85

BALANCE SHOE ASHLAND #81030-ANA

2763 SASH STOP

2348 BALANCE COVER

DRAWN DATE: 06-01-03

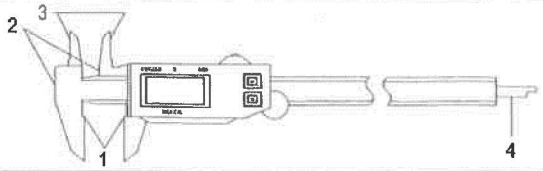
NO.	REVISION	BY	DATE
2	MADE DIM 15 CRITICAL; WO#464	JPP	02-20-04
1	REVISED EXT PART	JPP	09-02-03

CUSTOMER LENGTH	CHELSEA CUT LENGTH	TOLERANCE

Use the caliper diagram as your guide to measure the following control points.
Measure the following control points using #1 on the caliper diagram:
Measure the following control points using #2 on the caliper diagram:
Measure the following control points using #3 on the caliper diagram:
Measure the following control points using #4 on the caliper diagram:

Frequency of sampling: Process Specialist- 3 samples per shift recorded every 4 hours.
Auditor- 1 sample per shift recorded 1 hour after shift start.

IF ANY CONTROL POINTS ARE NOT IN SPEC. CORRECTIVE ACTION REQUIRED

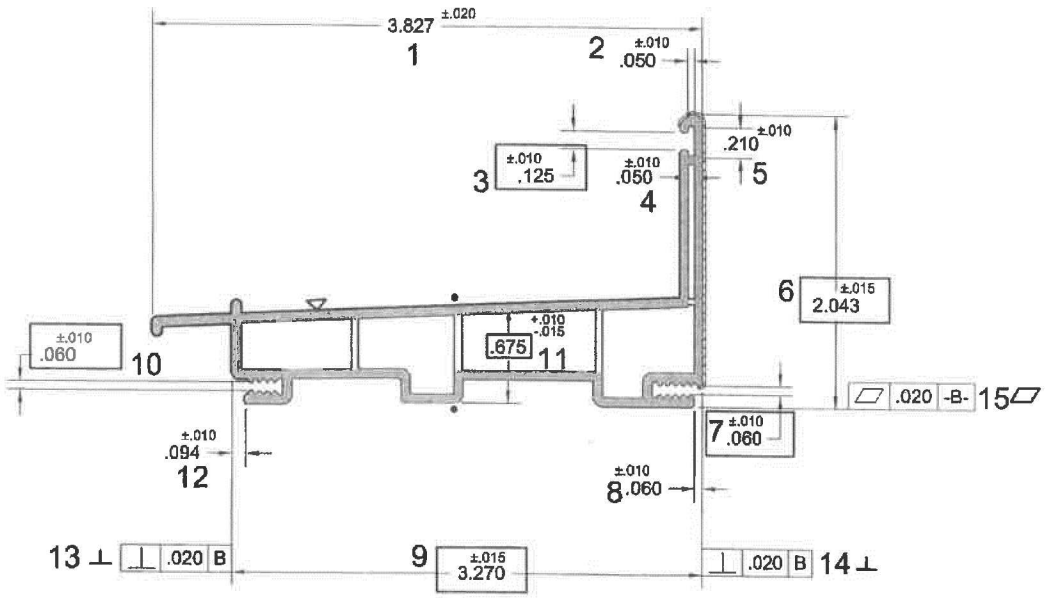


QC PRINT NUMBER:	DRAWN BY:	APPROVED BY:	DATE:	DEVELOP	INPROCESS	PRODUCTION
442FQC	JPP					

PART NAME:	DESCRIPTION:	SUPPLIER/PLANT:
442F	DOUBLE HUNG SILL	[illegible] TS

ILLUSTRATION OF PART AND CONTROL POINTS

MAX. BOW 1/2" PER LENGTH



NOTES:

1. MATERIAL = RIGID P.V.C.
2. FLEXIBLE P.V.C. =
3. EXTERIOR COATING =
4. LAMINATE =
5. THINNER INTERIOR WALLS =
6. WALL THICKNESS = .060
7. RADIUS = .010
8. LOCATION FOR IMPACT TEST
9. ANGULARITY =
10. PERPENDICULARITY =
11. PARALLELISM =
12. FLATNESS =
13. SPECIFICATION LENGTH TO ±3/8"
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17. PROFILE MUST MEET Q-901 PER AAMA SPECIFICATIONS
18. PROFILE MUST MEET Q-902 IMPACT RESISTANCE PER AAMA SPECIFICATIONS

WEATHERSTRIP SPECIFICATION		
POSITION	SIZE	WEATHERSTRIP TYPE

FUNCTIONAL CHECK

WOOLPILE (.187 BACK)

DRAWN DATE: 06-01-03

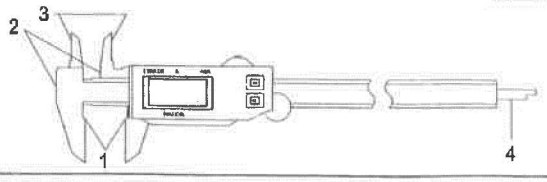
NO.	REVISION	BY	DATE
3	MADE DIMS 7 & 10 CRITICAL; WO#464	JPP	02-20-04
2	ADDED DOTS TO DIM 11; WO#3518	JPP	12-19-03
1	UPDATED PROFILE	BLG	07/21/03

CUSTOMER LENGTH	CHELSEA CUT LENGTH	TOLERANCE

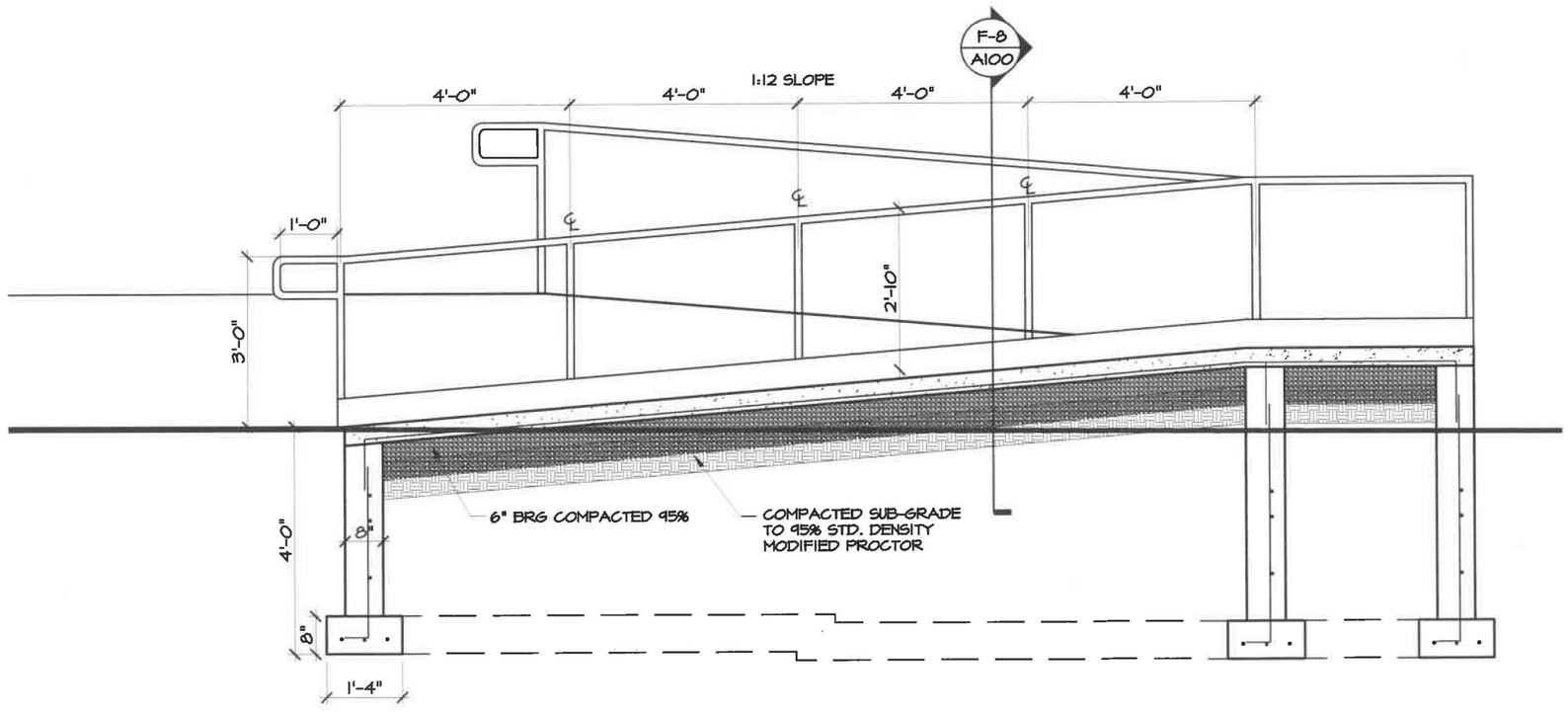
Use the caliper diagram as your guide to measure the following control points.
Measure the following control points using #1 on the caliper diagram:
Measure the following control points using #2 on the caliper diagram:
Measure the following control points using #3 on the caliper diagram:
Measure the following control points using #4 on the caliper diagram:

Frequency of sampling: Process Specialist- 3 samples per shift recorded every 4 hours.
Auditor- 1 sample per shift recorded 1 hour after shift start.

IF ANY CONTROL POINTS ARE NOT IN SPEC.
CORRECTIVE ACTION REQUIRED

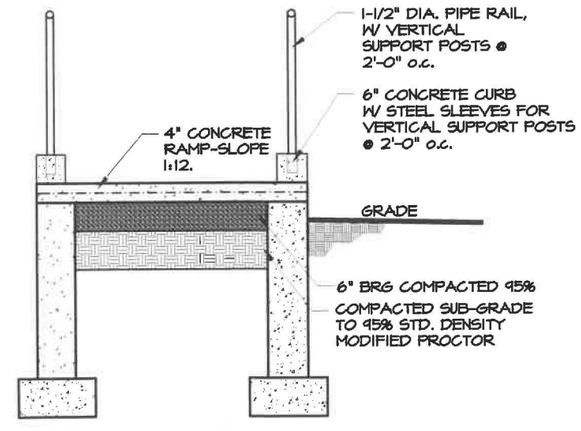


Ramp Detail

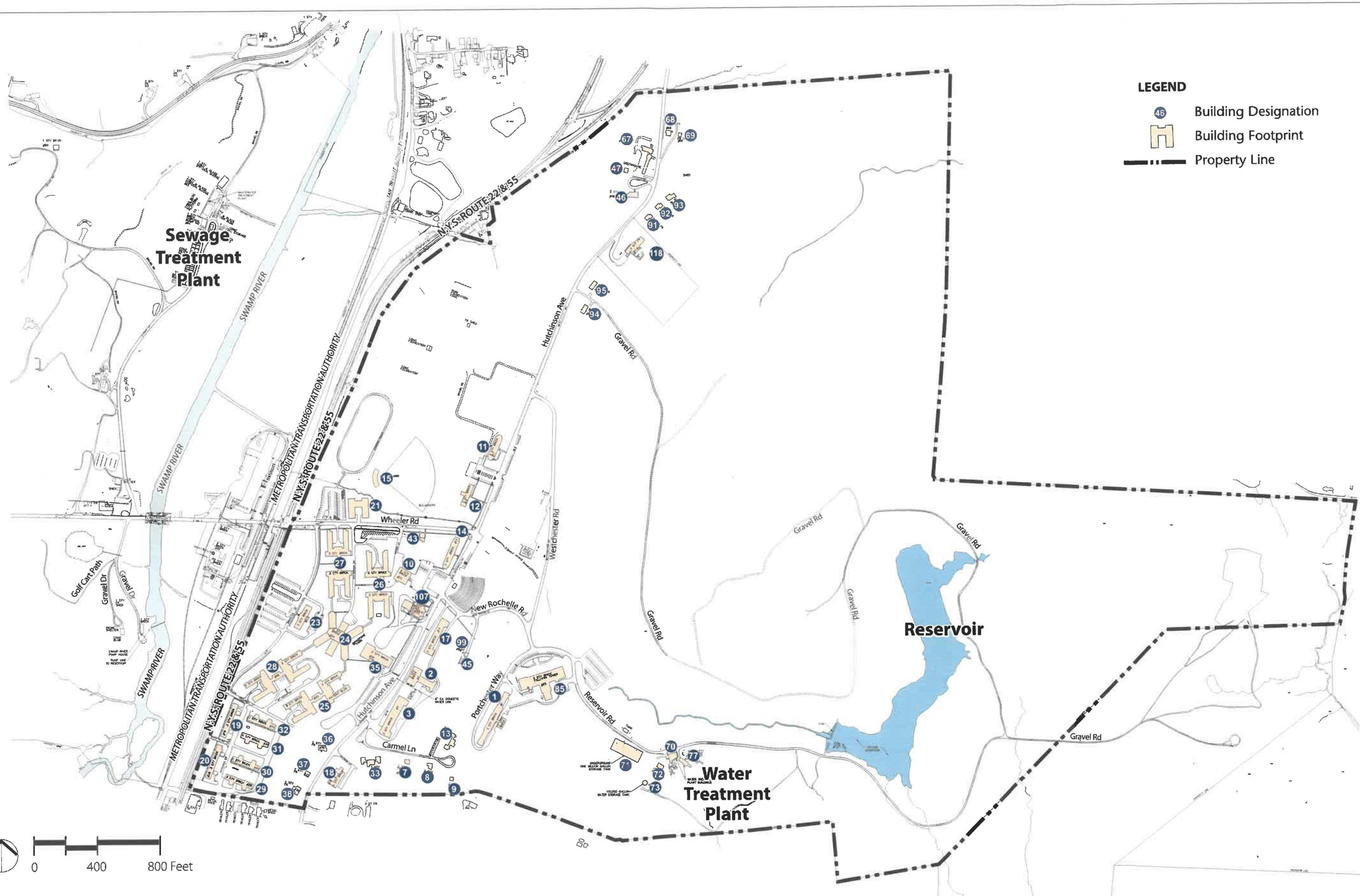


F-1	ACCESSIBLE RAMP DETAIL
1/2" = 1'-0"	

MATERIALS: BLACK METAL 1 ½ INCH PIPE RAIL, PAINTED CONCRETE SIDING AND LANDSCAPED



F-8	ACCESSIBLE RAMP SECTION DETAIL
1/2" = 1'-0"	



DOVER GREENS
Dover, New York

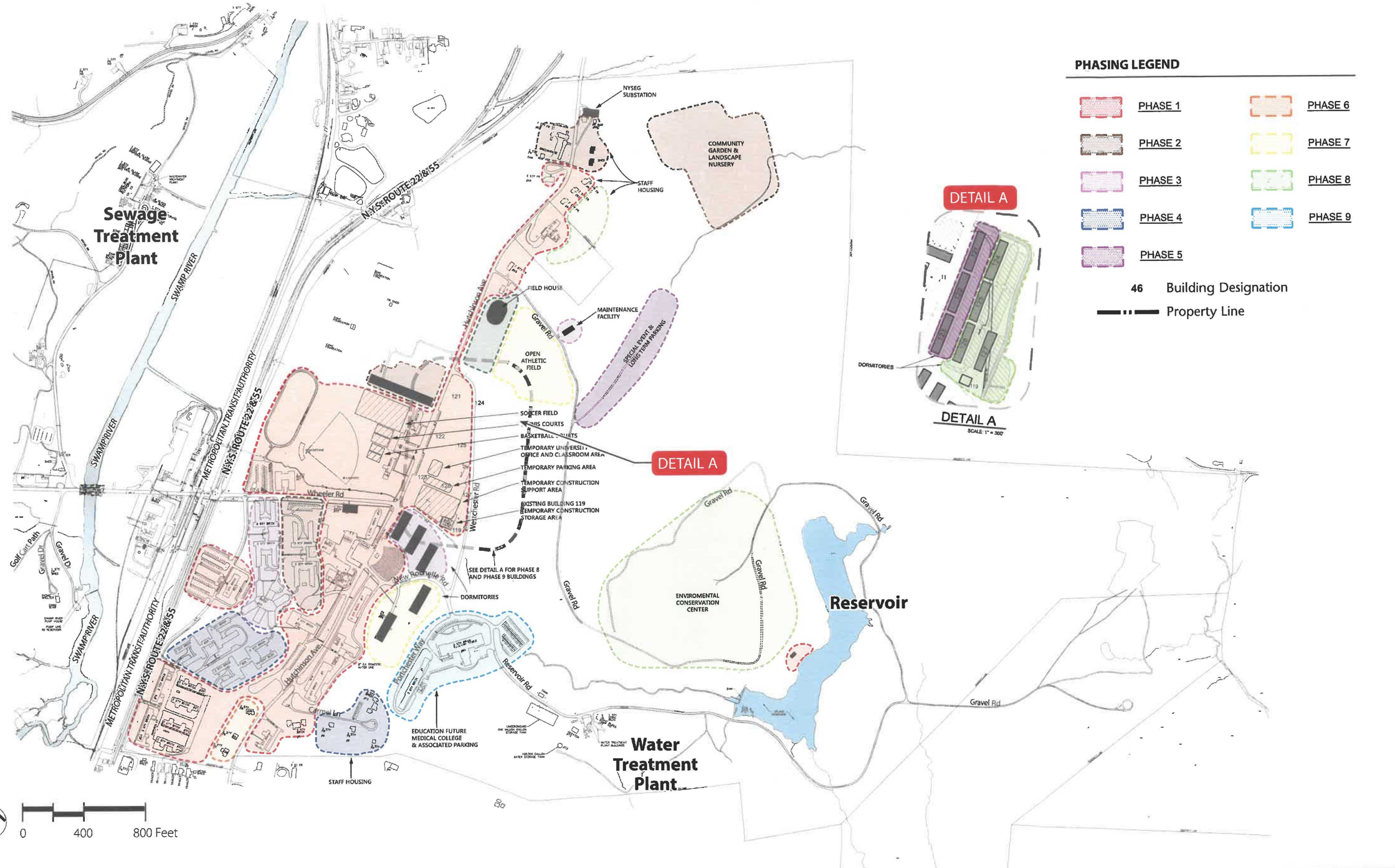
ENTERED

FILE

Existing Conditions

Exhibit **1**

RECEIVED
AUG 11 2016
BY: K. Fusco



PHASING LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8
- PHASE 9

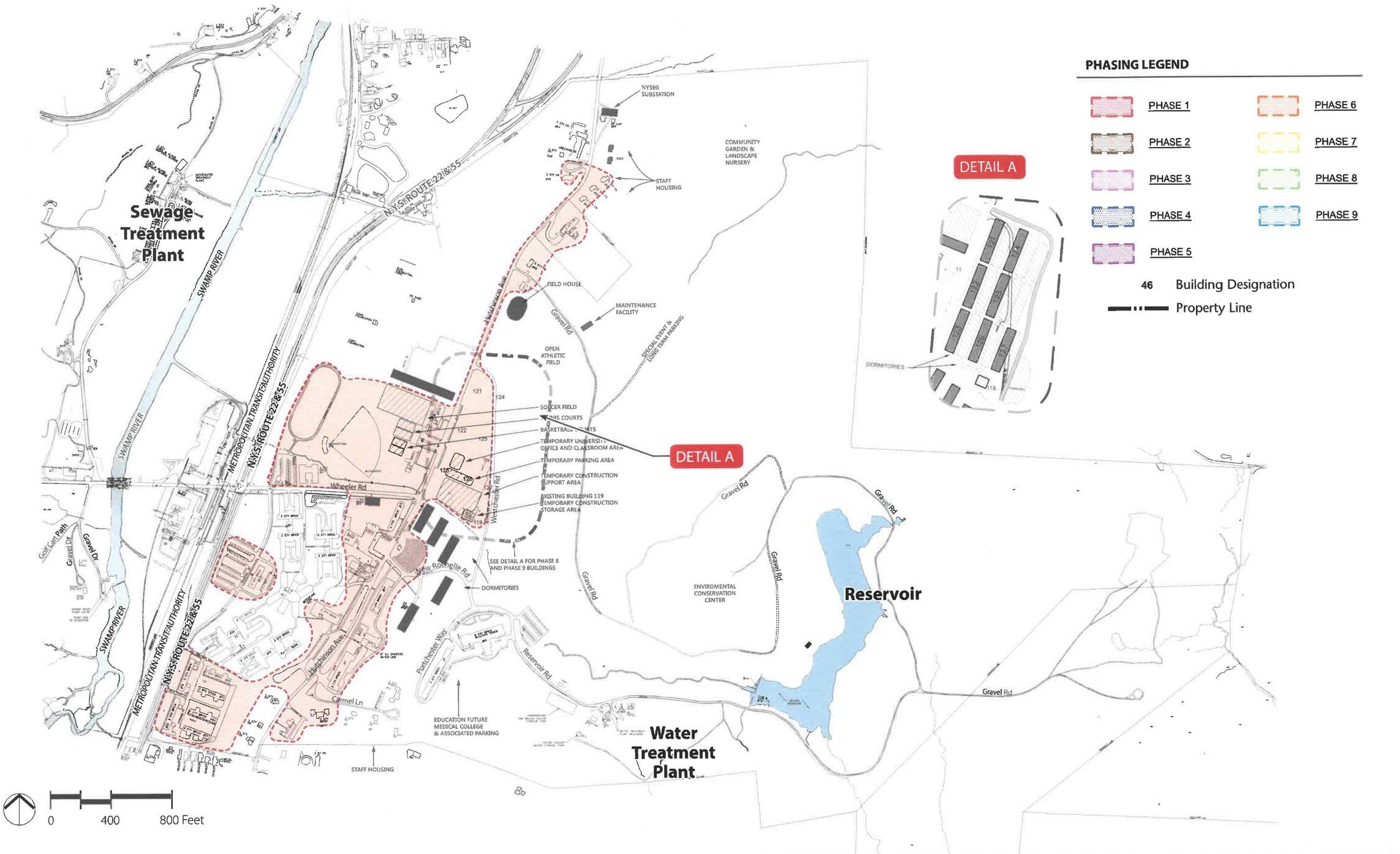
46 Building Designation

Property Line

DOVER GREENS
Dover, New York

Phasing Plan

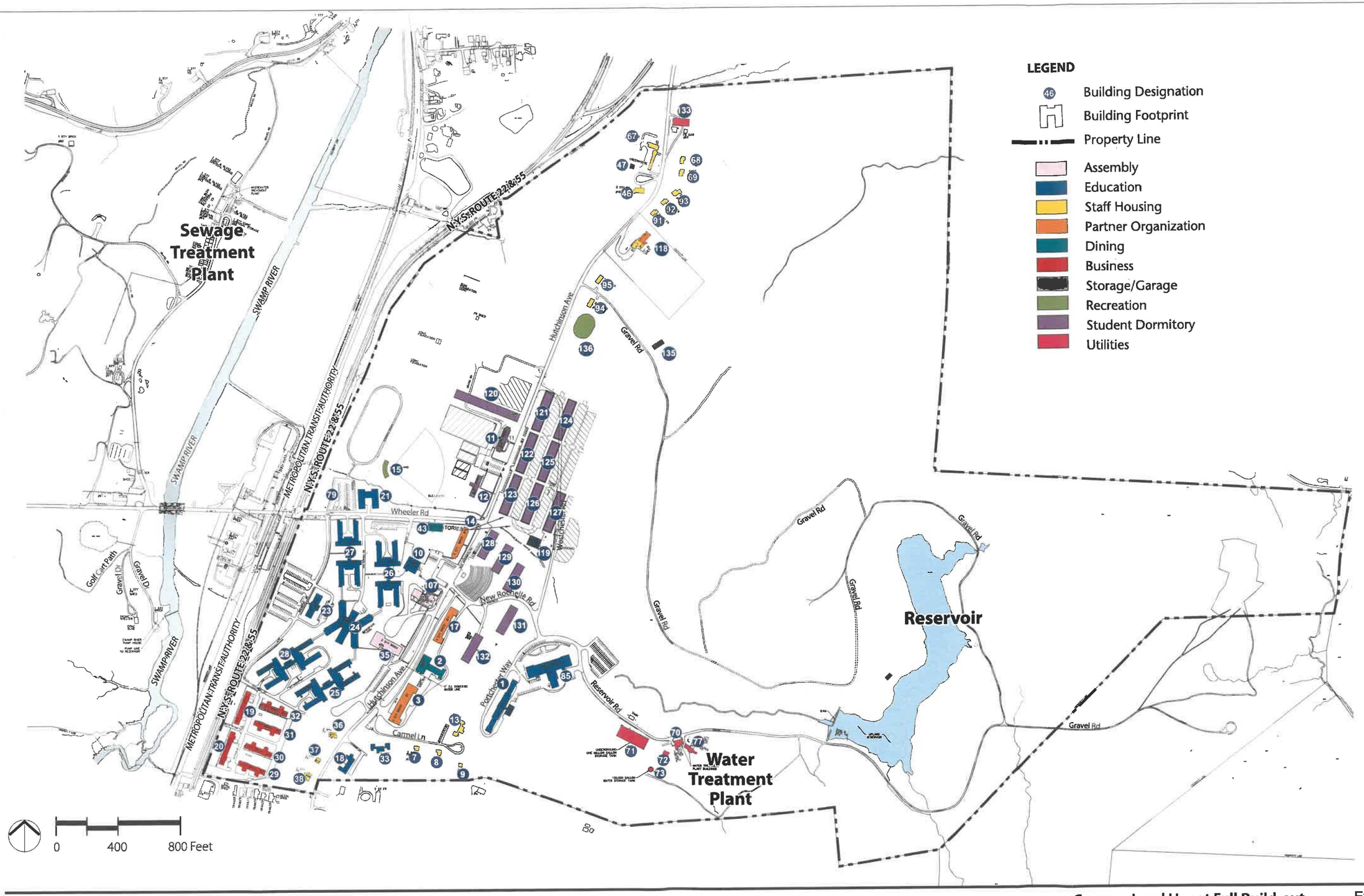
Exhibit **2**



DOVER GREENS
Dover, New York

Phase 1 Plan

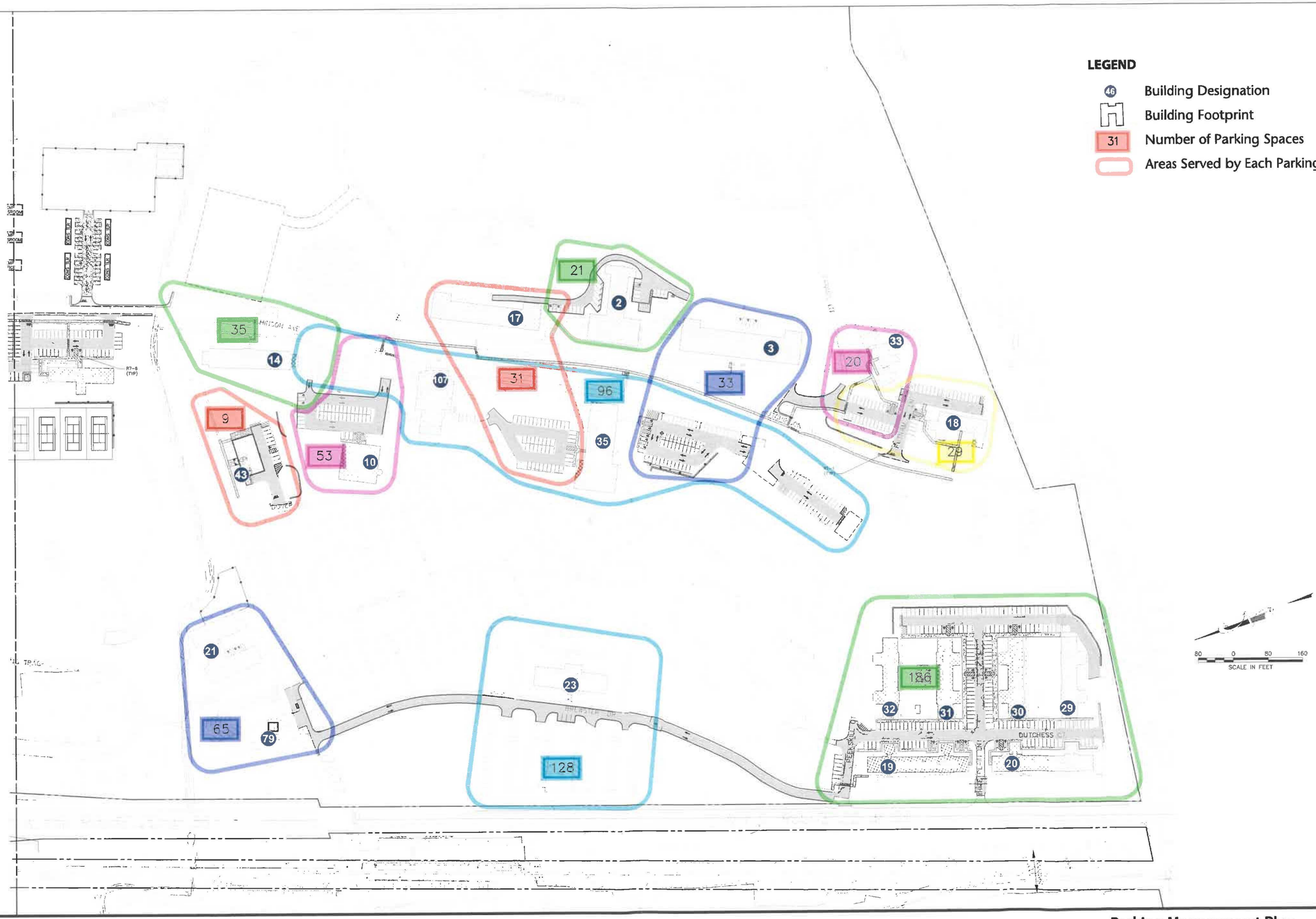
Exhibit
3



DOVER GREENS
Dover, New York

Campus Land Use at Full Build-out

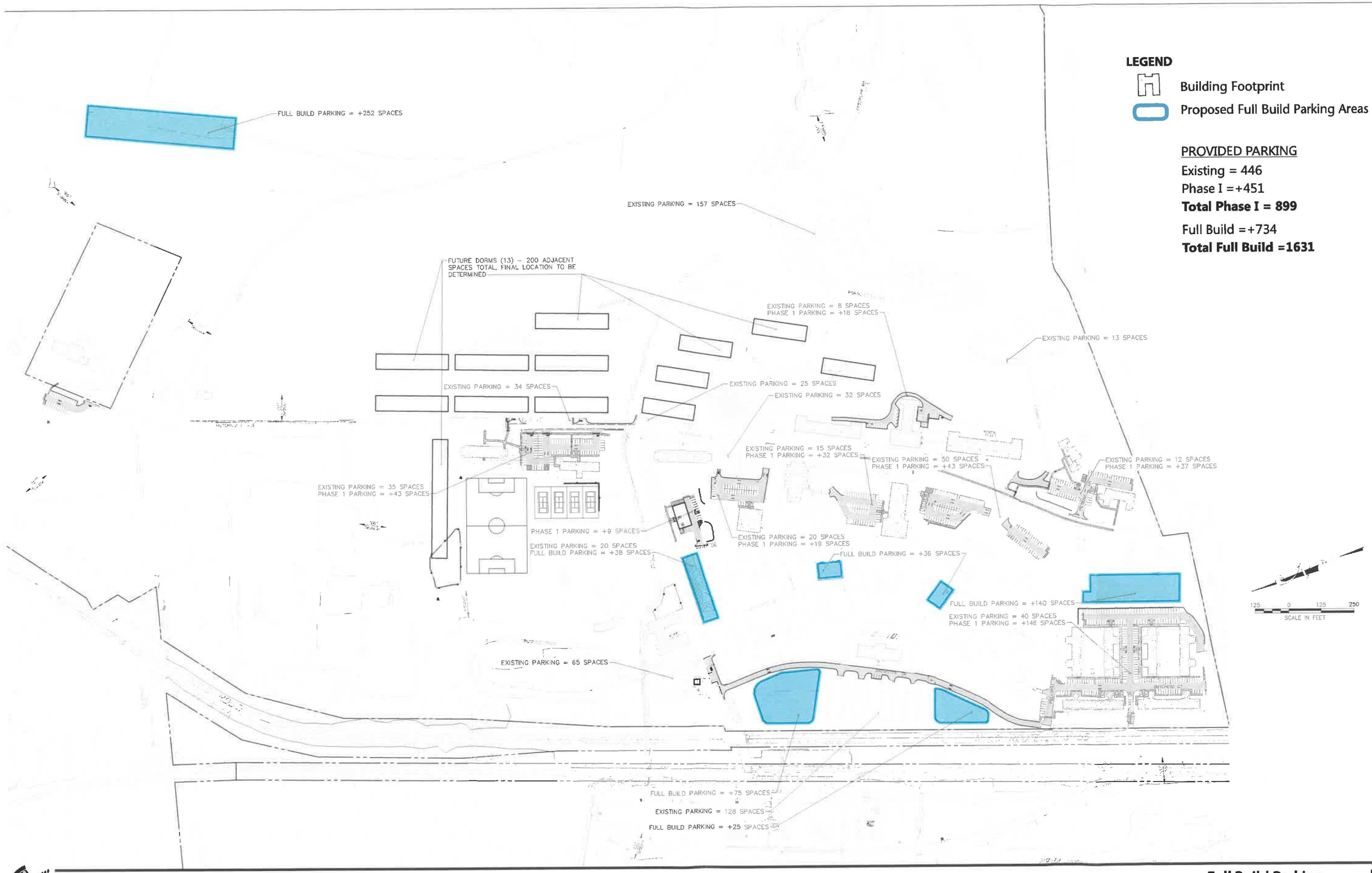
Exhibit
4



DOVER GREENS
Dover, New York

Parking Management Plan

Exhibit
5



LEGEND

Building Footprint

Proposed Full Build Parking Areas

PROVIDED PARKING

Existing = 446

Phase I =+451

Total Phase I = 899

Full Build =+734

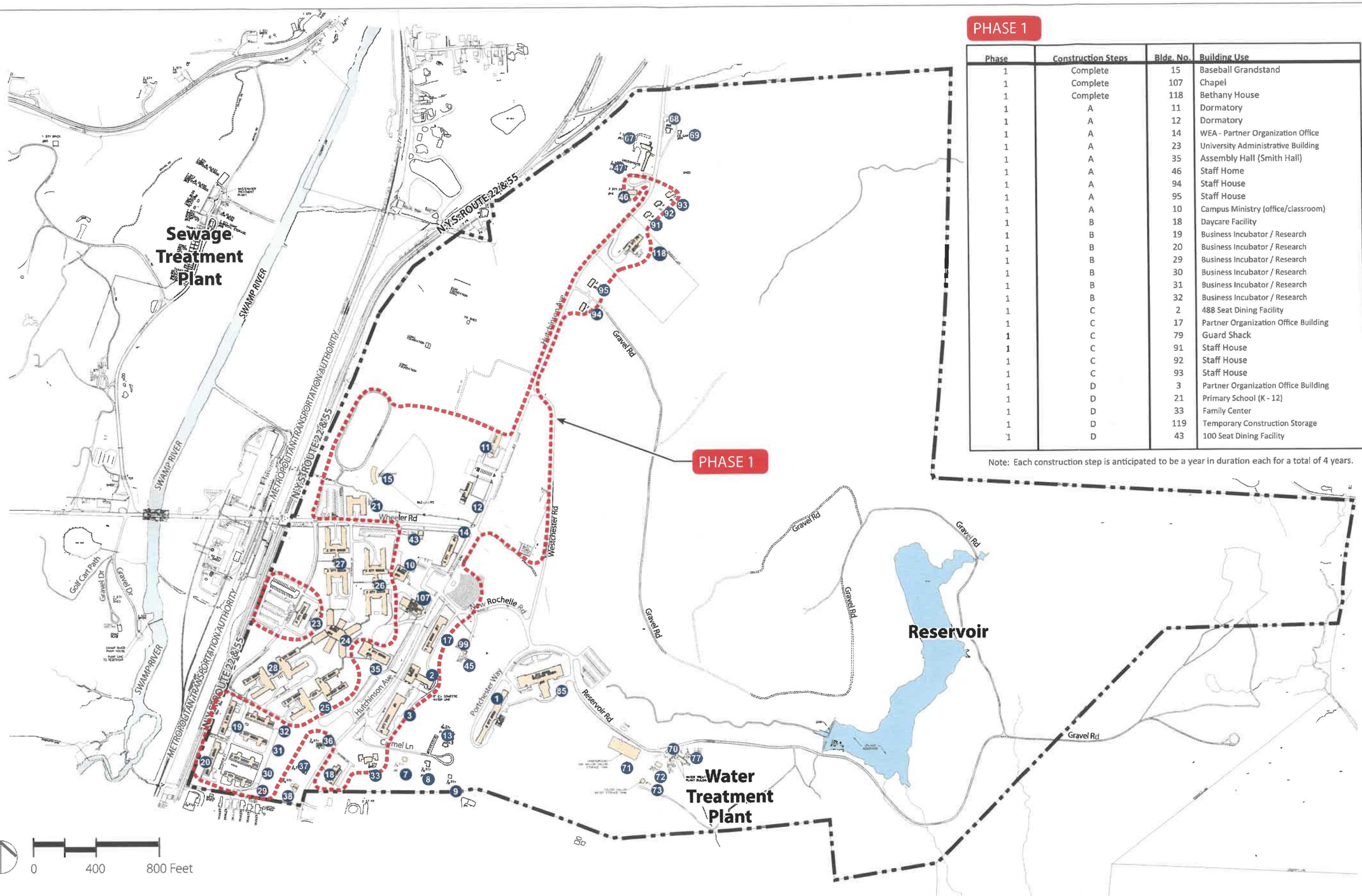
Total Full Build =1631

vhb

DOVER GREENS
Dover, New York

Full Build Parking

Exhibit
6



PHASE 1

Phase	Construction Steps	Bldg. No.	Building Use
1	Complete	15	Baseball Grandstand
1	Complete	107	Chapel
1	Complete	118	Bethany House
1	A	11	Dormatory
1	A	12	Dormatory
1	A	14	WEA - Partner Organization Office
1	A	23	University Administrative Building
1	A	35	Assembly Hall (Smith Hall)
1	A	46	Staff Home
1	A	94	Staff House
1	A	95	Staff House
1	A	10	Campus Ministry (office/classroom)
1	B	18	Daycare Facility
1	B	19	Business Incubator / Research
1	B	20	Business Incubator / Research
1	B	29	Business Incubator / Research
1	B	30	Business Incubator / Research
1	B	31	Business Incubator / Research
1	B	32	Business Incubator / Research
1	C	2	488 Seat Dining Facility
1	C	17	Partner Organization Office Building
1	C	79	Guard Shack
1	C	91	Staff House
1	C	92	Staff House
1	C	93	Staff House
1	D	3	Partner Organization Office Building
1	D	21	Primary School (K - 12)
1	D	33	Family Center
1	D	119	Temporary Construction Storage
1	D	43	100 Seat Dining Facility

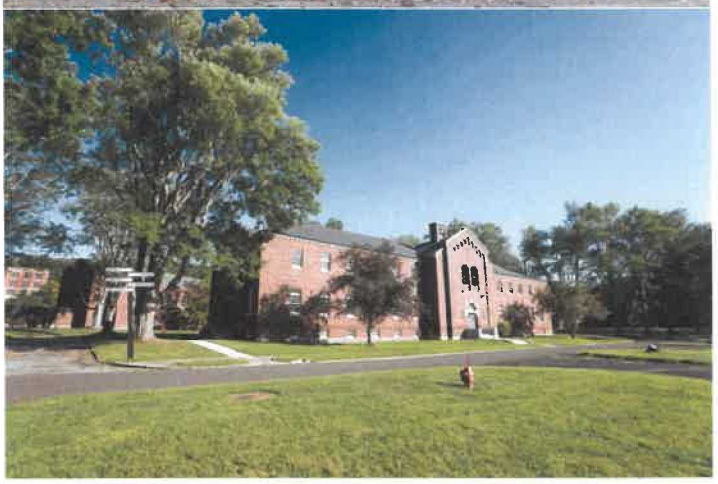
Note: Each construction step is anticipated to be a year in duration each for a total of 4 years.

APPENDIX I

Typical Signage and Main Campus Entrance Gate Details


OLIVET
UNIVERSITY
2'-6"
5'
7'-4"
OLIVET
UNIVERSITY
OLIVET
UNIVERSITY
OLIVET
UNIVERSITY

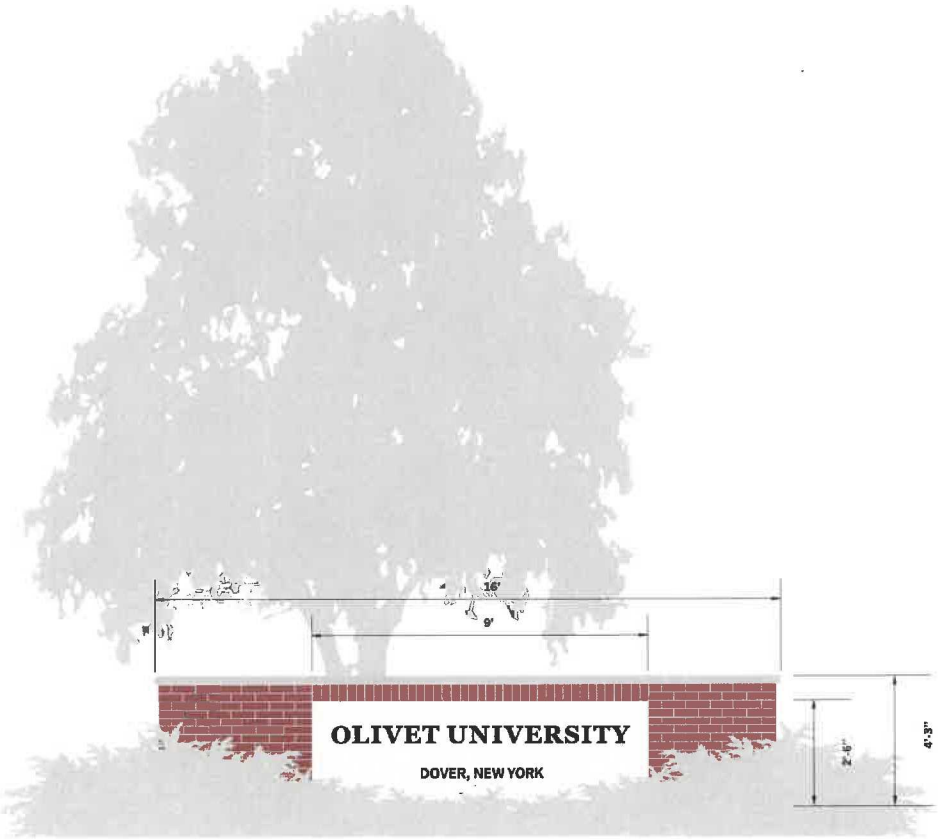

LOT 6




1'-9"
LOT 6
Permits Required
Daily Permits
Available
7'-6"
Dormitory1
Bethany House
President House
5'-9 1/4"
2'-1"
3'-4"

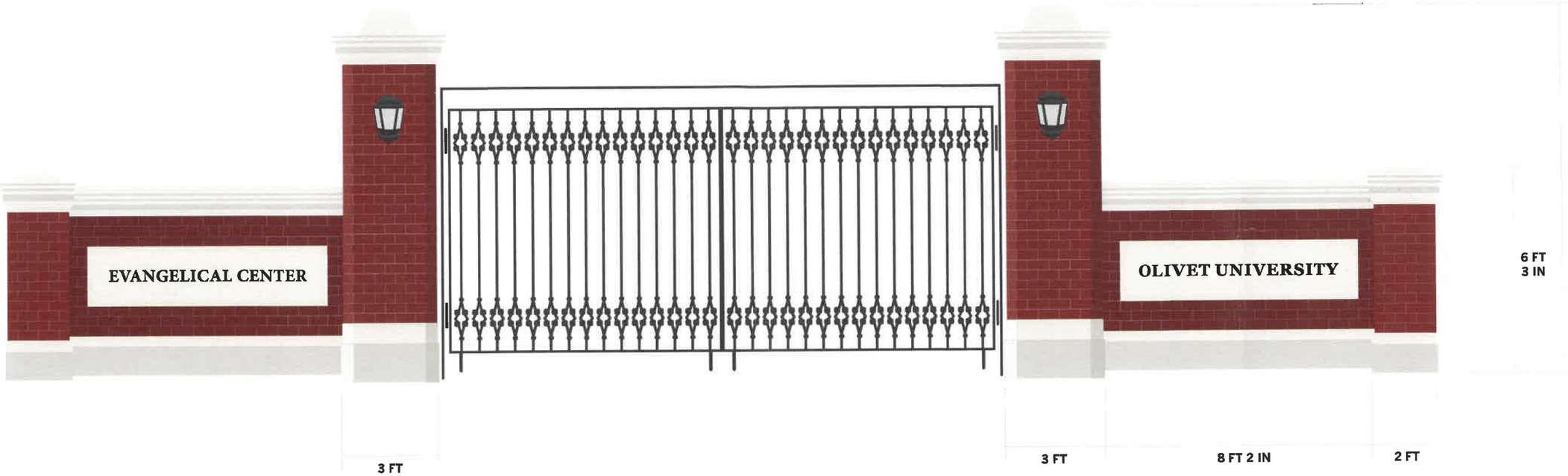

OLIVET UNIVERSITY


OLIVET UNIVERSITY

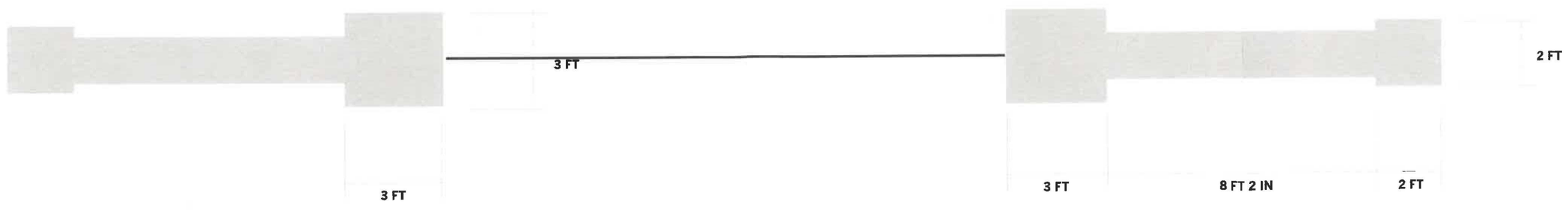

16'
9'
OLIVET UNIVERSITY
DOVER, NEW YORK
2'-0"
4'-3"

EAST CAMPUS GATE DOOR

Front View

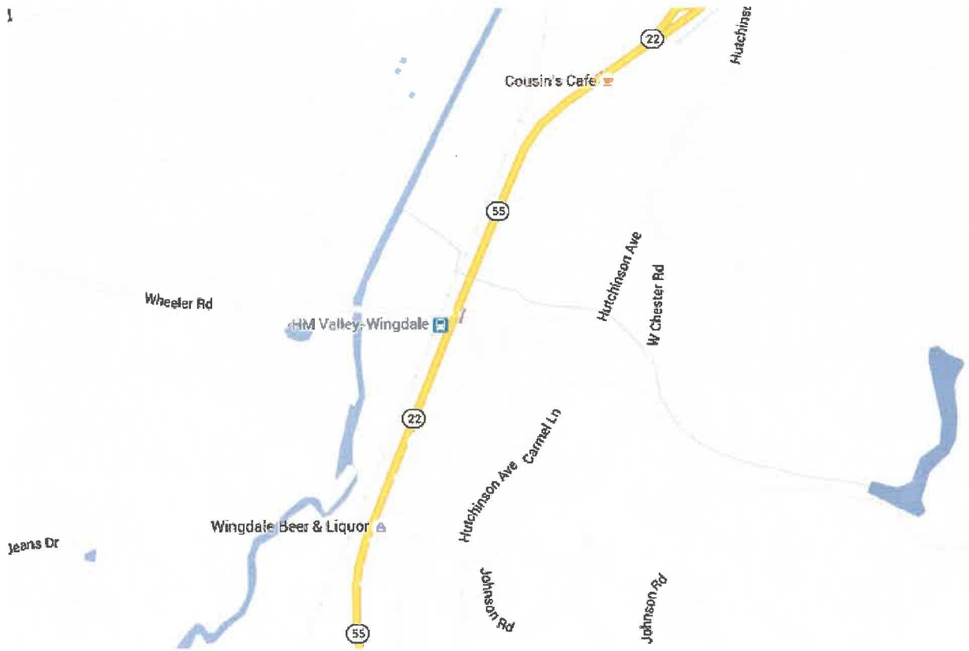


Top View



Front View

Location

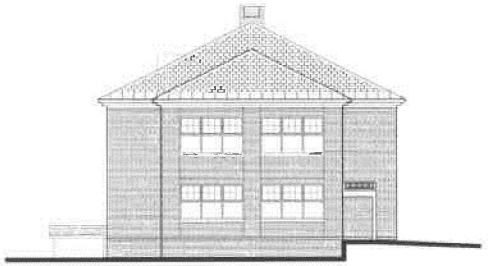


APPENDIX J

Typical Building Elevations for Phase 1

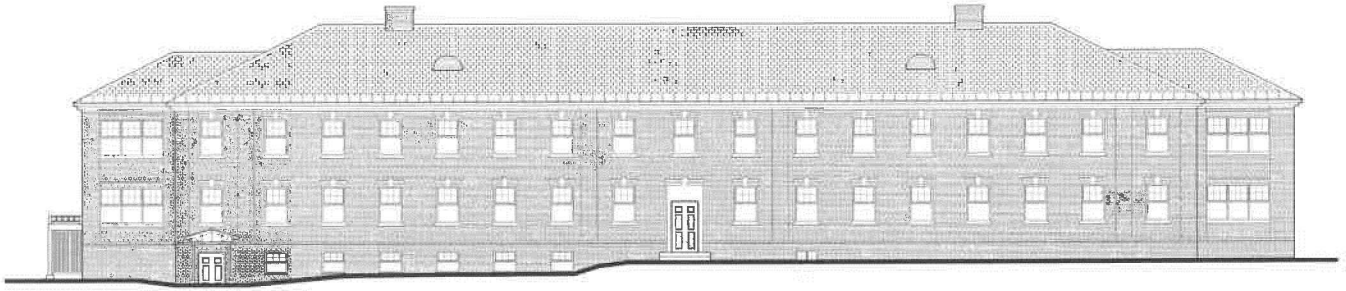
H-1 NORTH ELEVATION
1/8"=1'-0"

MATERIALS: BRICK FAÇADE, WINDOW AS PER ENCLOSED CUT SHEET FOR NON-ELIGIBLE BUILDINGS, FIBERGLASS ASPHALT ROOF SHINGLES, ALUMINUM AMP WOOD GRAIN COLONIAL DOOR.



H-8 SOUTH ELEVATION
1/8"=1'-0"

MATERIALS: BRICK FAÇADE, WINDOW AS PER ENCLOSED CUT SHEET FOR NON-ELIGIBLE BUILDINGS, FIBERGLASS ASPHALT ROOF SHINGLES, ALUMINUM AMP WOOD GRAIN COLONIAL DOOR.



E-1 WEST ELEVATION
1/8"=1'-0"

MATERIALS: BRICK FAÇADE, WINDOW AS PER ENCLOSED CUT SHEET FOR NON-ELIGIBLE BUILDINGS, FIBERGLASS ASPHALT ROOF SHINGLES, ALUMINUM AMP WOOD GRAIN COLONIAL DOOR.

A-1 EAST ELEVATION
1/8"=1'-0"

MATERIALS: BRICK FAÇADE, WINDOW AS PER ENCLOSED CUT SHEET FOR NON-ELIGIBLE BUILDINGS, FIBERGLASS ASPHALT ROOF SHINGLES, ALUMINUM AMP WOOD GRAIN COLONIAL DOOR.

No.	REVISION/SUBMISSION	DATE

Liscum McCormack VanVoorhis LLP
ARCHITECTURE PLANNING INTERIORS
181 CHURCH STREET POUGHKEEPSIE, NEW YORK 12601
PHONE 845-452-2268 FAX 845-452-3752

PROJECT
BUILDING II
OLIVET CENTER
DOVER, NY

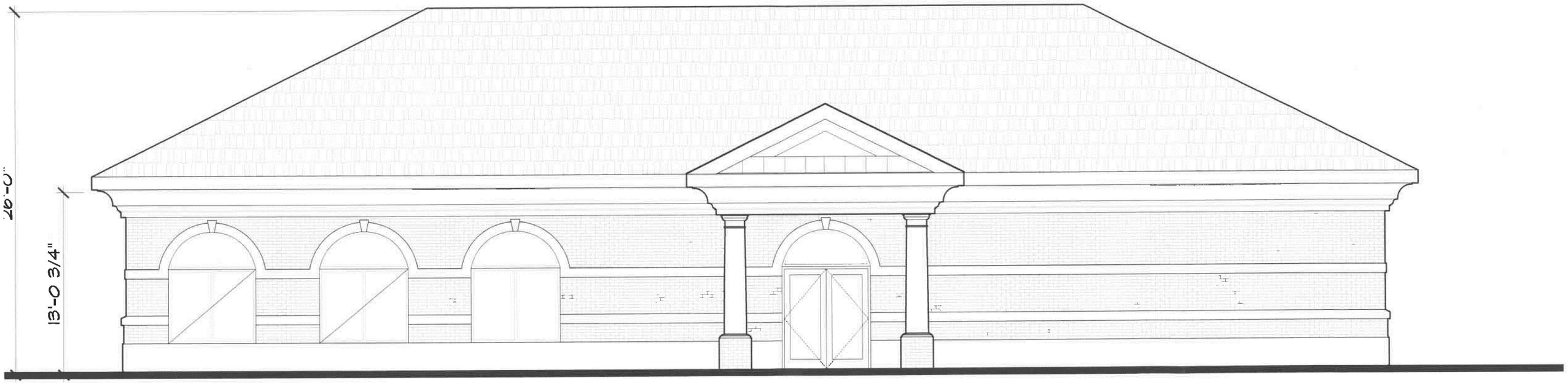
DRAWING
ELEVATIONS

SEAL

ISSUED FOR BIDDING

DRAWN BY	PROJECT NUMBER
KY	15065
CHECKED BY	DATE
MM	7-27-15

DRAWING NUMBER
A201



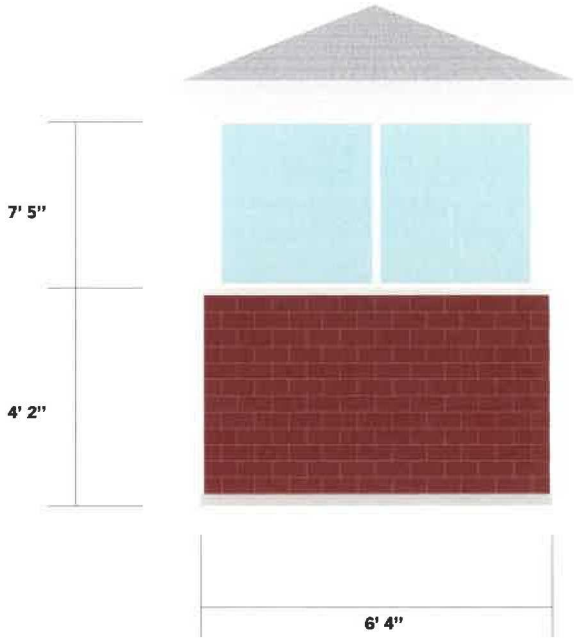
ELEVATION

SCALE: 1/8" = 1'-0"

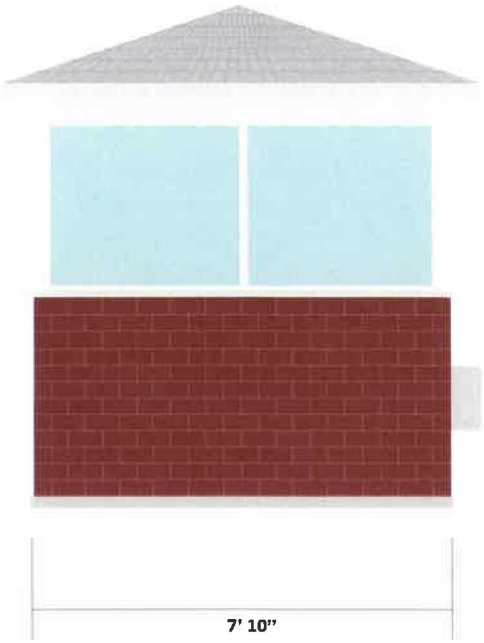
MATERIALS: BRICK FAÇADE, CAST STONE WHITE COLUMNS, FIBERGLASS ASPHALT ROOF SHINGLES, WHITE METAL FRAME NO GRID WINDOWS, WHITE ALUMINUM AND GLASS DOOR

Building 43, Dining Hall

Security Guard Shack

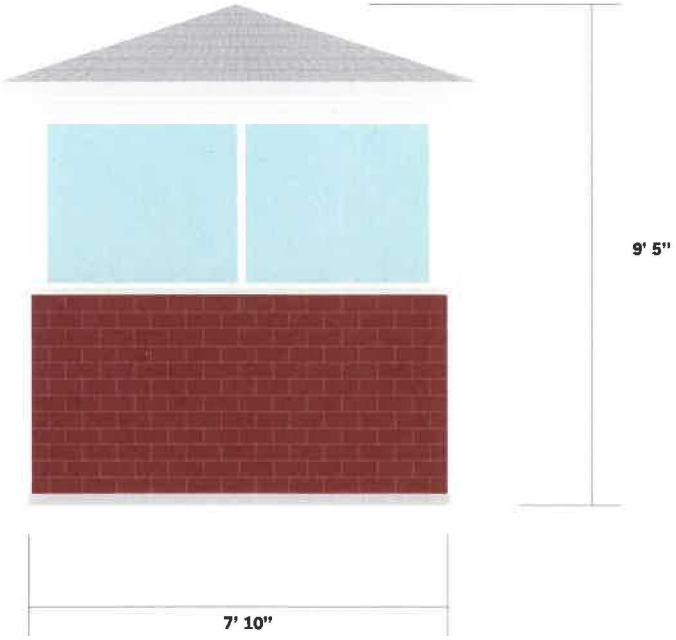


Left Side



Front

Right Side



Back

Materials: brick façade, fiberglass asphalt roof shingles, white metal frame no grid windows, metal frame, heavy duty steel door

Security Guard Shack

Typical Windows for Structures Non-Eligible for Listing on Registers of historic Places

Shows the difference between the new windows (upper left three windows) and the original windows. (Building 11)

Typical Windows for Structures Eligible for Listing on Registers of historic Places

Shows a building with new windows. (Building 23)