

Crotonville Conference Center Parking Management Plan

(8/1/2024)

Prepared by:

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Parking Management Plan

1 Old Albany Post Road, Ossining, NY, 10562

Prologue

This Parking Management Plan (“PMP”) is intended to ensure that there is adequate parking available at all times to reasonably accommodate a mix of uses (including hotel, conference center and restaurant) at the Property located at 1 Old Albany Post Road.

The purpose of the PMP is to accommodate on-site parking demand, to safeguard workers and the public to the greatest extent practicable, and to ensure that impacts to the public, area businesses, and residents are minimized as much as possible.

Implementation

Actions required by the PMP are to be implemented at the start of operations at 1 Old Albany Post Road, as specified herein. Actions required by the PMP may only be discontinued after it has been determined by the Village of Ossining Building Department. Discontinued actions must be resumed immediately if so directed by the Village of Ossining Building Inspector.

Operation

The Parking Study prepared by Kimley-Horn, dated June 27, 2024, a copy of which is attached, concludes that, on days when there are not large events at the property, parking will peak at approximately 195 vehicles. Accordingly, the existing 217 parking spaces on the Property are sufficient to accommodate typical daily activity.

To ensure that there will be adequate parking to reasonably accommodate all the planned uses of the Property, including during large events¹, Crotonville Owner, LLC (“Owner”) is required to comply with the following measures:

- All large events to be held at the Property shall be scheduled, and they shall be scheduled sufficiently in advance to permit the Owner to plan reasonable parking accommodations.

¹ For the purposes of this Parking Management Plan, a large event is defined as any event (or combination of events that will be occurring simultaneously) that will be attended by more than 50 people and for which a dedicated space has to be reserved at the conference center. Further, parties making reservations in regularly operating restaurant space do not constitute an event.

- The Owner shall not schedule a large event unless adequate parking can be provided on-site, including by utilizing valet service as needed, or through an alternative measure such as shuttles, all as described in this Parking Management Plan.
- EXHIBIT 1, attached, shows a layout for up to 65 additional vehicles to be parked on-site by utilizing valet parking, bringing the total on-site parking spaces to 282 when valet service is used. Valet parking shall be scheduled in advance to ensure that valet parking operation (including attendants) is available.
- In addition to valet service, the Owner shall also arrange for shuttle or bus service upon the request of an event organizer (or upon the Owner's initiative) when a significant portion of attendees will be arriving by train or from another singular location.
- Parking shall not be permitted on the Property's driveways or grass areas.
- EXHIBIT 2, attached, shows conceptual land-banked parking areas. The Owner shall reserve this area for the potential installation of additional parking spaces. If the Planning Board reasonably determines that additional parking spaces are needed, including based on the Board's own personal observations or complaints from the public, then the Planning Board shall notify the Owner in writing and provide the Owner with an opportunity to be heard prior to making a final determination on whether additional parking spaces shall be constructed within the land banked parking area. The Owner may also propose such additional parking spaces based upon its own needs. If such additional parking is required, the Owner shall submit and process in due course an application to the Planning Board for a Site Plan amendment for such parking, together with stormwater and any other associated improvements. Any such additional parking spaces shall be in harmony with the appropriate and orderly development of the Property and adjoining neighborhoods and properties.
- The Owner shall submit an Updated Parking Study to the Planning Board approximately one year after the Property is fully operational, with a regular schedule of large events, to assess if the existing 217 parking spaces, together with the measures identified and implemented pursuant to this Parking Management Plan, are sufficient to reasonably accommodate parking for the Property's mix of uses. The Owner shall appear at a Planning Board meeting, if requested, to discuss the Updated Parking Study.



MEMORANDUM

To: Mr. Clay McPhail
Crotonville Owner LLC

From: John Canning, P.E.
Jeff DePaolis, P.E., PTOE

Date: May 22, 2024, rev. June 27, 2024

Subject: **Parking Assessment for Proposed GE Training Center Site Re-Zoning**
1 Old Albany Post Road
Crotonville, Town of Ossining, NY

Kimley-Horn Engineering and Landscape Architecture of New York, P.C. ("Kimley-Horn") has prepared this Memorandum to provide a parking generation assessment of each of the potential land uses associated with the re-zoning of the existing General Electric (GE) training facility (the "Project"), which is located at 1 Old Albany Post Road in the Town of Ossining, New York.

As detailed below, the change in use from a private training center to one of the privately-owned uses currently being considered (a hotel/conference center or senior living) would result in a peak parking demand that will exceed the available parking on-site. Therefore, under the existing site conditions, it would be necessary to accommodate the additional parking demand through the use of valet parking.

Project Description

The existing, approximately 62-acre GE Training center parcel contains an existing approximately 319,000 square foot ("SF") executive training center campus located in 12 buildings with existing infrastructure. The facility is in a well-established campus setting, including 248 guest rooms, recreation areas, three (3) dining areas, a helipad and landscaped grounds. The facility currently provides 217 parking spaces. Access to the existing site is provided via a driveway to Old Albany Post Road, which is planned to remain under the proposed re-zoning.

It is proposed to re-zone the property to permit the use of the existing facility for public use as a hotel/conference center, or as a residence for senior living, whether that be independent living, a congregate care facility, an assisted living facility or a continuing care retirement community. It is also understood that, through simple modifications to the interior of the facility, with no additional building construction or building additions, the facility could accommodate up to 300 rooms. Therefore, all future conditions analyses were done based upon the assumption of a 300-room facility.

The following describes the trip generation evaluations conducted for the proposed Project.

Parking Generation Analysis

Kimley-Horn performed parking demand observations at the existing GE training center during the week of February 19, 2024. During this week, a total of 150 guests were training at the facility. It is also noted that the training typically occurs during weekdays (Monday through Friday). Therefore, the peak parking

demand of the existing GE training center on a typical Saturday is negligible. A summary of the results of the parking demand observations performed at the existing GE training center is included in **Table 1**.

Table 1 – Observed GE Training Facility Peak Parking Demand			
Development	Size	Weekday	Saturday
Existing Facility	248 Rooms	68	8

However, it is understood that, during the peak usage of the GE training facility, an average of approximately 300 guests were training at the facility per week, or approximately two times the number of guests that were training during the performance of the parking demand observations. Therefore, the peak parking demand of the GE training facility during its peak usage was determined by doubling the peak parking demand summarized in **Table 1**. The estimated peak parking demand of the existing GE training facility during its peak of operation is summarized in **Table 2**.

Table 2 – Estimated Peak GE Training Facility Parking Demand			
Development	Size	Weekday	Saturday
Existing Facility	248 Rooms	136	16

Evaluating anticipated parking demand for the proposed uses at the Crotonville facility is a somewhat complicated process. The Institute of Transportation Engineers (ITE), *Parking Generation Manual*, 6th Edition, describes Land Use Code 310, Hotel, as “a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, concierge service, valet parking, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room.” Thus, the proposed Crotonville facility, when available to the public, would best fit the ITE definition of a hotel and Land Use Code 310 could be used to project the peak parking demand.

To understand the peak parking demand of the proposed Crotonville facility on a typical day (one when there is not a major meeting or banquet event), parking demand calculations were performed using the average rates published by ITE for Land Use Code 310. The results of these peak parking demand calculations are summarized in **Table 3**.

Table 3 – Anticipated Peak Parking Demand - Hotel			
Development	Size	Weekday	Saturday
Hotel	300 Rooms	192	195

However, each of the individual business activities at the hotel are likely to add or generate their own parking demand (i.e., restaurants, rooms and meeting/banquet spaces), and there is a certain amount of synergy between the uses (i.e., there is a good chance that someone who stays at the hotel will be attending a meeting or patronizing the restaurant).

Therefore, in order to provide a better breakdown of the prospective parking demand associated with the proposed re-zoning (and to provide a mechanism for understanding how potential substitution of

future senior housing units for hotel rooms might impact parking), Kimley-Horn took a further look into available data from ITE.

First, it was assumed that the parking associated solely with the lodging aspect of the facility (the rooms or, more precisely, the keys) would best be predicted using ITE Land Use Code 312, Limited-Services Hotel, which ITE defines as providing “overnight sleeping accommodations and other limited facilities, such as a swimming pool or a fitness room. A limited-services hotel typically does not have a doorman, bellhop, or concierge has little or no meeting room space, and does not have a full-service restaurant. Food service options are typically limited to a small food pantry that offers items for sale on a retail basis; or a complimentary breakfast buffet or afternoon beverage bar for hotel guests; or a limited-menu, order-at-the-counter restaurant.”.

Therefore, to understand how much of the peak parking demand generated by the proposed Crotonville facility would be generated by only the guest rooms (keys) of the facility, parking demand calculations were performed using the average rates published by ITE for Land Use Code 312. The results of these peak parking demand calculations are summarized in **Table 4**.

Table 4 – Anticipated Peak Parking Demand – Hotel Lodging Trips			
Development	Size	Weekday	Saturday
Hotel Lodging Parking	300 Rooms	198	159

The difference in trips generated using Land Use Code 310 and Land Use Code 312 was therefore estimated to be the peak parking demand with the facility’s typical daily non-lodging activities (including, but not limited to, restaurants or bars). The anticipated trip generation of the non-lodging activities are summarized in **Table 5**.

Table 5 – Anticipated Peak Parking Demand – Non-Lodging Trips			
Development	Size	Weekday	Saturday
Total Hotel Parking	300 Rooms	192	195
Hotel Lodging Parking	300 Rooms	198	159
Hotel Non-Lodging Parking		0	36

To understand the peak parking demand of the proposed Crotonville facility on a day when there was a meeting or an event held at the facility, the peak parking demand for the busiest 30% of the data points provided by ITE for Land Use Code 310, *Hotel*, were evaluated. The results of these peak parking demand calculations are summarized in **Table 6**.

Table 6 – Anticipated Peak Parking Demand – Hotel with Meeting/Event Traffic			
Development	Size	Weekday	Saturday
Hotel with Meeting/Event	300 Rooms	257	275

The difference in peak parking demand calculated using the busiest 30% of the data points provided by ITE for Land Use Code 310 and the peak parking demand calculated using all of the data points provided by ITE for Land use Code 310 was therefore estimated to be the parking demand associated

with a meeting or event held at the facility. The anticipated peak parking demand of the meeting/event activities are summarized in **Table 7**.

Table 7 – Anticipated Peak Parking Demand – Meeting/Event			
Development	Size	Weekday	Saturday
Hotel Parking with Meeting/Event	300 Rooms	257	275
Total Hotel Parking	300 Rooms	192	195
Meeting/Event Trips		65	80

To understand the peak parking demand of the proposed Crotonville facility if the rooms were converted to senior living instead of being used as a hotel, peak parking demand calculations were performed using the average rates published by ITE for four (4) different types of senior living development: independent living, a congregate care facility, an assisted living facility or a continuing care retirement community. The average rates for ITE Land Use Code 252, Senior Adult Housing – Multifamily, Land Use Code 253, Congregate Care Facility, Land Use Code 254, Assisted Living, and Land Use Code 255, Continuing Care Retirement Community, were used to estimate the anticipated peak parking demand of the independent living, a congregate care facility, an assisted living facility or a continuing care retirement community, respectively. The results of these peak parking demand calculations are summarized in **Table 8**.

Table 8 – Anticipated Peak Parking Demand – Senior Living Land Uses			
Development	Size	Weekday	Saturday
Independent Living	300 Rooms	183	183
Congregate Care	300 Rooms	108	99
Assisted Living	300 Rooms	120	90
Continuing Care Retirement Community	300 Rooms	291	252

Finally, it is noted that, if the rooms of the facility were to be converted to senior living instead of being used as a hotel, it is understood that the other uses within the facility (the restaurants, bars, events or meetings) would still remain open to the public for use. It is noted that the restaurants, bars, etc. would be anticipated to add to the peak parking demand on a daily basis, whereas the meetings or banquets would be only on specific days.

Therefore, the peak parking demand of the facility under the aforementioned senior living scenarios and assuming non-lodging peak parking demand generated by the facility was determined by adding the total non-lodging peak parking demand, summarized in **Table 5**, to each of the senior living scenarios summarized in **Table 8**. The resultant peak parking demand of the facility under each of the senior living scenarios is summarized in **Table 9**.

Table 9 – Anticipated Peak Parking Demand – Senior Living Land Uses with Non-Lodging Parking Demand			
Development	Size	Weekday	Saturday
Independent Living	300 Rooms	183	219
Congregate Care	300 Rooms	108	135
Assisted Living	300 Rooms	120	126
Continuing Care Retirement Community	300 Rooms	291	327

Similarly, the total peak parking demand of the facility under the aforementioned senior living scenarios and assuming parking demand generated during events/meetings at the facility was determined by adding the total meeting/event parking demand, summarized in **Table 7**, to the anticipated peak parking demand of the facility under each of the senior living scenarios with non-lodging parking demand summarized in **Table 9**. The resultant peak parking demand of the facility under each of the senior living scenarios is summarized in **Table 10**.

Table10 – Anticipated Peak Parking Demand – Senior Living Land Uses with Non-Lodging and Events/Meetings Parking Demand			
Development	Size	Weekday	Saturday
Independent Living	300 Rooms	248	299
Congregate Care	300 Rooms	173	215
Assisted Living	300 Rooms	185	206
Continuing Care Retirement Community	300 Rooms	356	407

Conclusions

Based on the detailed analysis provided herein, it is concluded that the re-zoning of the existing privately-owned GE training center to a public-facing hotel providing 300 rooms could be expected to generate a peak parking demand of 195 spaces on a regular day. However, should any of the rooms be used as senior living in lieu of hotel/conference center, the peak parking demand could be expected to change, with the peak parking demand increasing to 327 spaces if the facility were to be used as a continuing care retirement community and 219 spaces if the facility were to be used as an independent living facility. **Table 11** compares the peak parking demand of each of the individual uses being considered for the proposed re-zoning during a typical operation day.

Table 11 – Peak Parking Demand Comparison – Potential Land Uses on a Typical Day			
Development	Size	Weekday	Saturday
Hotel	300 Rooms	192	195
Independent Living	300 Rooms	183	219
Congregate Care	300 Rooms	108	135
Assisted Living	300 Rooms	120	126
Continuing Care Retirement Community	300 Rooms	291	327

Similarly, it is concluded that the re-zoning of the existing privately-owned GE training center to a public-facing hotel providing 300 rooms could be expected to generate a peak parking demand of 275 spaces on a day during which an event is occurring at the facility. However, should any of the rooms be used as senior living in lieu of hotel/conference center, the peak parking demand could be expected to change, with the peak parking demand increasing to 407 spaces if the facility were to be used as a continuing care retirement community and 299 spaces if the facility were to be used as an independent living facility. **Table 12** compares the peak parking demand of each of the individual uses being considered for the proposed re-zoning on a day during which an event or conference is occurring at the facility.

Table 12 – Peak Parking Demand Comparison – Potential Land Uses on an Events/Meeting Day			
Development	Size	Weekday	Saturday
Hotel	300 Rooms	257	275
Independent Living	300 Rooms	248	299
Congregate Care	300 Rooms	173	215
Assisted Living	300 Rooms	185	206
Continuing Care Retirement Community	300 Rooms	356	407

As previously noted, the existing GE training center facility currently provides 217 parking spaces. Therefore, on a typical day, the existing GE training center facility would provide sufficient parking to accommodate the peak parking demand of a public-facing hotel/conference center. However, during a day of an event or a meeting at the public-facing hotel/conference center, a parking deficit of approximately 58 parking spaces can be anticipated. Without an expansion of the existing parking available on-site, it would be necessary to accommodate the additional parking demand through the use of valet parking in order to provide a comfortable guest experience while parking the additional 58 vehicles.

Should any of the rooms be used as senior living, the existing GE training center facility would provide sufficient parking to accommodate the peak parking demand of these senior living facilities, with the exception of an independent living facility, which would require an additional 2 parking spaces, and a continuing care retirement community, which would require an additional 92 parking spaces. During an

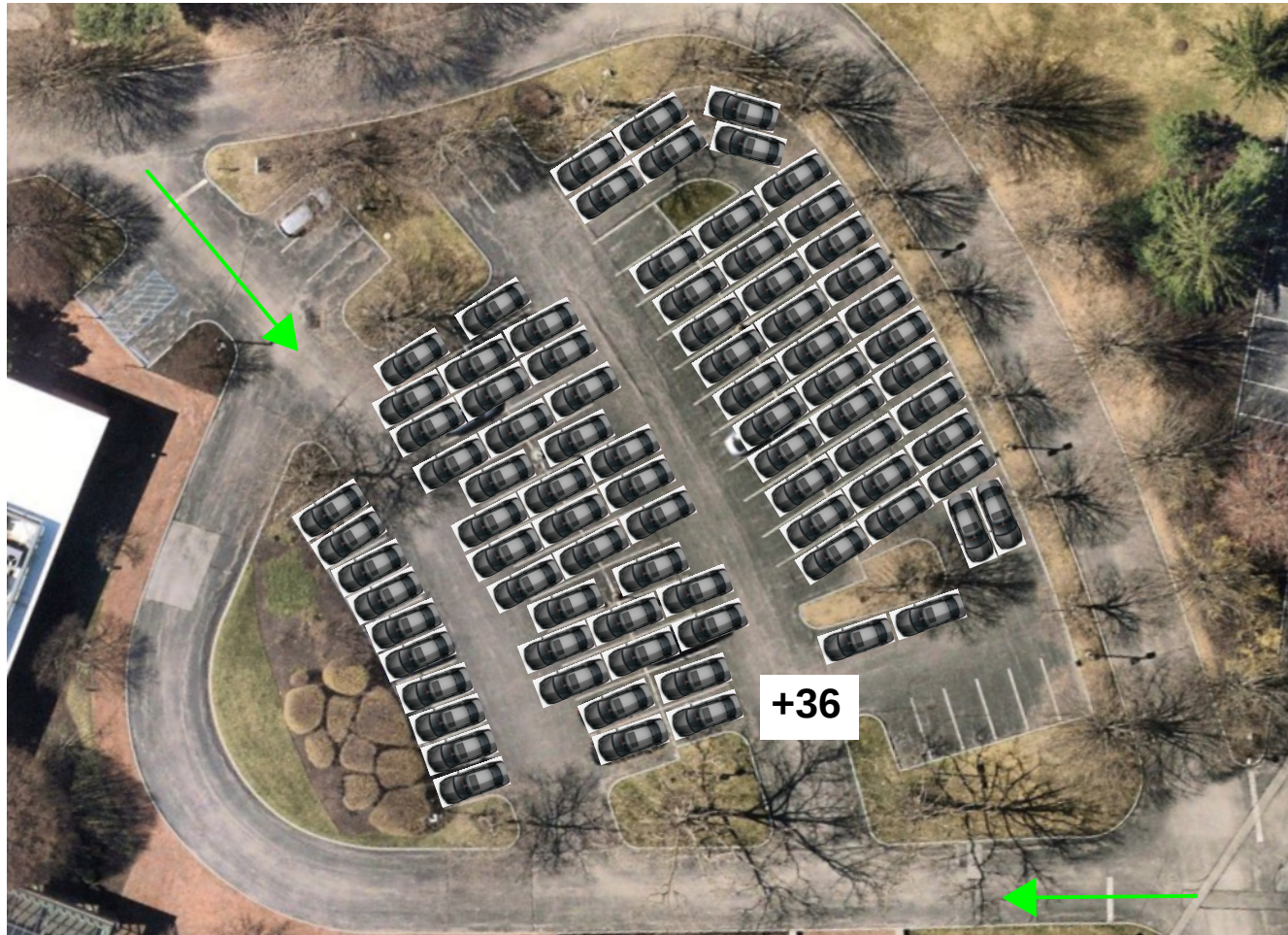
event, the independent living facility would require an additional 82 parking spaces and the continuing care retirement community would require an additional 190 parking spaces. Should these types of land uses be considered for the property, valet parking may not be sufficient and the construction of additional parking spaces may be required to accommodate the peak parking demand.

EXHIBIT 1

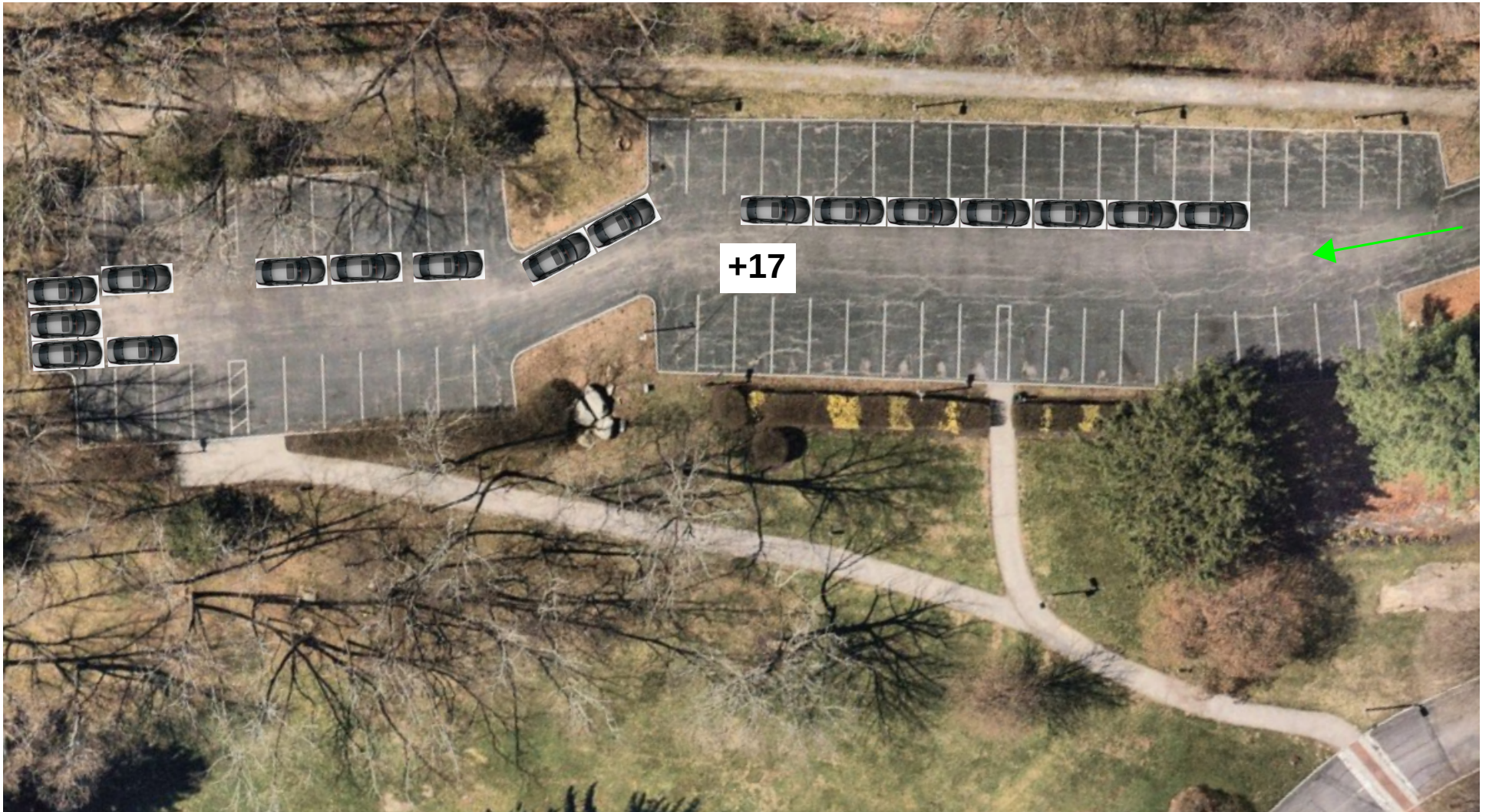
Valet Parking Configurations



Valet Parking Configuration,
Learning Lab/North Parking Lot



Valet Parking Option,
Main/Central Parking Lot



Valet Parking Configuration,
Upper/South Parking Lot

EXHIBIT 2

Potential Land-Bank Parking Areas

Potential Areas for Landbanked Parking

