



WILLIAM PATERSON UNIVERSITY

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Parking Sub-Committee Meeting Summary:

January 10, 2011

Committee Members in Attendance:

Steve Bolyai, Administration and Finance
Bob Fulleman, Police and Public Safety
Rosemarie Genco, Finance and Administration
Richard Stomber, Administration
Tim Tracy, Desman Associates

Distribution:

Rajender Kaur, English Department
John Urinyi, Capital Planning, Design and Construction
Allen Williams, Commuter Student Services
Facility Advisory Committee

The summary of our meeting on December 21st is below. The summary is intended to include all major points of discussion. Please recommend any additions or modifications. The next meeting is scheduled for January 6th at 9am in College Hall 305.

Facility Advisory Committee Meeting Review:

1. Two new members have been added to the Committee – Rosemarie Genco and Rajender Kaur.
2. The Parking Subcommittee's current role was reiterated with respect to the new garage. It is responsible for the administration of Desman's services including a report that ultimately recommends a site or sites for garage development in February 2011. The Facility Advisory will have the opportunity to review and comment on the report once completed.
3. The Facility Advisory Committee had two requests related to the Garage development process.
 - a. Based on request by the Facility Advisory Committed, the subcommittee reconsidered the environs around Shea Center and decided not to continue pursue this option because positioning a large parking structure in proximity to Shea could limit future academic development and expansion opportunities. Lot 3 could be a possible future site of

an academic building, but is not believed to be appropriate for a structured parking facility. It is believed that a non-academic structure the size of the garage in proximity to Pompton Road is not desirable. Later discussions related to other sites also indicated reluctance to direct significantly larger volumes of traffic onto Pompton Road.

b. The other request was to consider the co-development of a garage with other planned development or new academic buildings. Currently the subcommittee cannot effectively evaluate this request because there are no plans for constructing or expanding academic buildings. Additionally, at this time the parking needs of the overall campus are generally believed to outweigh the parking requirements of a specific building or project. The site selection process for the garage is attempting to avoid potential development sites for academic buildings and residence halls.

4. An informal poll published in a recent issue of the *Pioneer Times* indicates that students are just as concerned about the location of parking as they are about capacity.

5. The Facility Advisory Committee debated whether the parking counts at Valley Road represented peak volumes, which they believed to occur later in the afternoon. The subcommittee will review this at a later date. Parking convenience and proximity to the building have been cited in the past.

Desman Feasibility Study:

1. Tim Tracy presented the Parking Garage Feasibility Study Supply and Demand Update. The study's goals are to determine the current parking deficit and recommend a size for the garage. Ideally, peak parking demand should represent 90% of supply.

2. Based on actual parking practices, it is determined that students choose not to park in Veritans Lot because the location is too far from campus destinations and using the shuttle is not desirable. Allen Williams advised the subcommittee that dedicated shuttle service to Veritans was no longer provided, making it less attractive to commuters. Veritans is serviced by the campus "Loop" shuttle.

3. The existing parking supply deficit is 100 cars that will increase, based upon growth projections, to 530 spaces by 2013. Attempting to forecast growth beyond 2013 is considered too hypothetical. Continued use of the Veritans Lot will not be considered as part of the analysis because of student preference and that the lot is not owned or under the control of the University. Excluding Veritans increases the current peak parking deficit by approximately 150 cars. Additionally, there are approximately 50 cars parked at 415 Valley Road, which will return to Campus in the next year. In order to meet projected demand through 2013, a 750 – 800 space garage should be constructed. This assumes that the new garage does not displace any existing parking.

Site Selection Evaluation:

1. Based upon decisions at the last meeting, Desman presented outline structural footprints for six potential sites. The summary points for each site below, led to the recommendation to further evaluate sites 1, 3, and 4b. In general, floor to floor heights are considered to be 11', and bay widths are 60' (18' parking, 24' aisle, 18' parking). An 800 space parking garage at approximately 270,000 gross square feet would be the largest structure on campus.

A. Site 1 – Lot 5, Upper aisle

Six level structure that would need to offset 180 surface parking spaces. A desirable location for commuters, residents, and Student Center visitors. This site would have good access from Pompton Road and College Road, but would increase ingress and egress traffic from Entry 4. Loading Dock access for the Wayne Hall needs to be maintained.

B. Site 2 – St. Joseph's Wayne – West of Lot 5

The topography of this site is a discouraging factor. Another concern is the ability and desire of the hospital to negotiate and make decisions in an acceptable timeframe. The height of the new garage may also block some of the solar panels.

C. Site 3 - Between Facilities and Science Hall East

Aesthetically probably the best location and probably will require the least expensive façade treatments. Eliminates no existing parking spaces. Elevators and land bridges will be required to span from top deck to grade adjacent to the Science Hall. Need to provide access for trucks to Student Center loading dock. The warehouse and switchgear would need to be relocated. Provides good access to and from three campus entry points. Downhill of most campus destinations.

D. Site 4A and 4B – Lot 2

Option B was deemed to be functionally superior and better from a cost perspective than option A. Provides good access to and from three entry points. Would need to replace 150 existing surface parking spaces. Probably less expensive to build than Site 3 but not as close to campus destinations.

E. Site 5 – East of Hobart Hall

Available site is not large enough to meet projected demand. A pedestrian bridge

crossing Pompton Road would need to be constructed. Traffic safety issues are a concern and a signal would likely have to be installed.

F. Site 6 – East of Morrison Hall

There were concerns whether this site was close enough to most campus destinations and centrally located. Topography probably makes it the most expensive. Affectively serviced from either Entry 1 or 2.

2. Other Uses

Tim Tracy suggested that allocating up to 10% of garage for other uses to be defined by the University. The existing police building is inadequate at 4500 square feet and appropriate facilities would be approximately double the size. Sites 4 and 6 would be satisfactory locations. An office for parking operations would work in any of the sites. Solar panels or tennis courts could be placed on the roof.

3. Transit Center Update:

Allen Williams mentioned that NJ Transit was interested in increasing its presence in the area of the University, but it is unlikely they will be committing financial resources. NJ Transit's ability to respond within the University's timeframe is also a concern. Site 1 or other areas of Lot 5 might possibly serve as transit center in the future. The recommended course of action is to keep discussions with NJ Transit open, but to proceed with site selection without consideration for incorporating a transit center. The University would be interested in reviewing any studies NJ Transit has performed to conclude that the University is a good location for transit center.

Morrison Hall Visitors' Lot:

Informational sessions with stakeholders for the Morrison/Raubinger project indicated concerns of short-term and long-term parking for Visitors. All website and University publications reference directions to the existing Visitor's Lot. The lot was to be closed during 2011 but temporary access must be maintained during the Spring semester. Lot 3 can accommodate visitor parking in the summer.

Post-construction parking needs will be determined after obtaining estimated parking requirements from departments scheduled to occupy Morrison and Raubinger after January 2012. This includes the possibility of expanding the existing

Visitors' Lot.