# JOHN COLLINS ENGINEERS, P.C. TRAFFIC • TRANSPORTATION ENGINEERS ===== 11 BRADHURST AVENUE • HAWTHORNE, N.Y. • 10532 • (914) 347-7500 • FAX (914) 347-7266 =====

# PARKING STUDY

# SFC YONKERS

# YONKERS, NEW YORK

JOB NO. 281 FEBRUARY 1, 2008 REVISED MARCH 12, 2008

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The following evaluates the parking requirements for the proposed Project focusing on the River Park Center and Cacace Center sites, including the Government Center Garage and the Palisade Avenue Office Building. It also examines the need to replace existing parking lost due to the development. The analyses reviews existing and proposed zoning requirements and uses a shared parking analyses given the peak parking demands for the proposed uses. Parking requirements for the proposed development at Palisades Point are also presented. Section IV of the DEIS discusses the replacement parking for the Larkin Plaza "day lighting."

#### A. <u>EXISTING CONDITION</u> (Figure No. 1 and Table No. 1)

There are a number of parking facilities in the project area. The location of these facilities is shown on Figure No. 1. Table 1 lists these facilities and indicates the capacity and the type of parking, i.e., paid/designated/private.

To establish current utilization, conversations were had with the Yonkers Parking Authority as well as field observations taken on numerous days at different times of the year to establish the approximate number of vehicles parked in each area. Since the parking spaces "turn over" frequently in the area (especially on-street meter spaces), the number of parked vehicles surveyed changes frequently. However, the observations establish the general utilization of each parking area at various times of the day.

The utilization of each area is listed in Table No. 1. In general, the Cacace Justice Center (Cacace Center) parking areas were full during the weekday midday hour, in fact they exceeded the capacity. While there were some spaces available in the Government

#### B. <u>NO-BUILD CONDITION</u>

The future No-Build parking demands would be essentially the same as existing conditions since there are no new projects planned for the immediate area. Any increase in parking can be accommodated within the existing parking supply, especially in the "Chicken Island" area.



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# EXISTING PARKING

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### Table No. 1

## **Utilization of Existing Parking Facilities**

<b>Location</b>	Type	<b>Capacity</b>	Parking Utilization	
			Weekday	Saturday
Government Center Garage	Paid/Designated	543	500*	100
Cacace Justice Center	Designated	250	290**	50
Chicken Island	Meter	386	130	130
On-Street	Meter	100	80	80
Private Parking (Church)	Private	35	<5	<5
Behind Firehouse	Private/Designated	45	45	45

Total 1359

Reflects a few open spaces – includes unoccupied assigned spaces.
\*\* Includes vehicles parked in aisles and unmarked spaces.

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#### C. <u>PROPOSED DEVELOPMENT</u> (Figure No. 2)

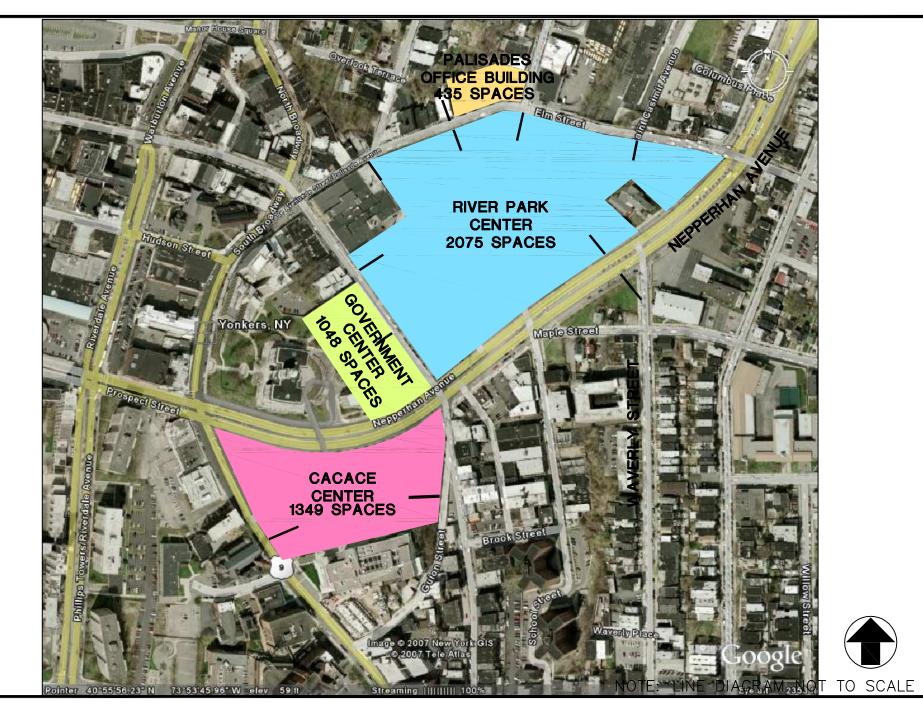
As currently planned, the proposed Project will consist of four (4) distinct parking areas (Figure No. 2) consisting of:

	Public Space *	Private Space *	All Spaces *
River Park Center	2075	475	2550
Government Center	1048	475	1523
Palisade Avenue Office	435	0	435
Cacace Center	<u>1349</u>	<u>0</u>	<u>1349</u>
Total	4907	950	5857

\* Based on preliminary plans

It should be noted that the parking garages at River Park Center, Government Center and the Palisade Avenue Office Building will provide parking for the commercial areas. The Cacace Center garage will provide parking for the Cacace Justice Center, proposed firehouse, office, hotel and relocated City employees from the 87 Nepperhan office building. The parking fees for public parking will be determined by the City.

In addition, as part of the Palisades Point development, there will be a parking structure which is proposed to consist of some 670 private parking spaces. This parking structure will provide parking for the Palisades Point development and 184 replacement parking spaces for the Scrimshaw House. In addition, there will be 57 at-grade parking spaces at Palisades Point, which will be available to the public.



# PROPOSED PUBLIC PARKING

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#### D. <u>BUILD CONDITION – EXISTING ZONING</u> (Table No. 2)

The proposed Project assumes the elimination of all on-street and off-street parking in the Project area. For example, the current metered parking located along New Main Street and within "Chicken Island" will be eliminated. In addition, the existing Government Center garage and the Cacace parking area will be removed. This will result in the removal of 1359 parking spaces. (See Table No. 1)

These parking spaces will be replaced within the proposed public parking garage, i.e., Cacace Center, Government Center, River Park Center and the Palisade Avenue Office Building as noted in Section C. In addition, the parking required by the development will be included in the proposed parking structures.

Table No. 2 lists the proposed uses at River Park Center, Cacace Center and the Palisade Avenue Office Building together with the parking requirements based on current zoning. The following summarizes the parking required for the proposed development (Table No. 2) and full replacement parking (Table No. 1)

<u>Use</u>		<b>Parking</b>
Proposed commercial uses, i.e., retail, restaurant, movies		5,637
Replacement parking		1,359
Proposed residential units		<u>1,425</u>
	Total	8,421

The above requirement is some 30% higher than that proposed (8421 vs 5857). However, it has long been recognized by the industry that parking requirements based on zoning for a mixed use development normally result in numerous vacant spaces at various times of the day. As a result, the Urban Land Institute and the Institute of Transportation Engineers recommend a shared parking analysis for mixed use developments to reduce the potential for significant unused parking.

#### Table No. 2

# Parking Requirements Based on Current Zoning (River Park Center and Cacace Center)\*

<b>Proposed Use</b>	Size	Current Zoning	Parking Required
Public:			
Retail	475 ksf	1 space/200 sf	2375
Restaurant	90 ksf	1 space/100 sf	900
Office	475 ksf	1 space/300 sf	1583
Hotel	150 rooms	0.75 space/room	112
Movie	2000 seats	1 space/3 seats	<u>667</u>
		Total	5637
Private:			
Residential	950 d.u.	1.5 spaces/d.u.	1425

\* Parking required for the 436 units at Palisades Point total 654 spaces (at 1.5 spaces/units) not included in table.

#### E. <u>SHARED PARKING DEMAND</u> (Tables No. 3, 4, 5, 6, 7, 8, 9 and 10)

Existing conditions clearly demonstrate the variation in parking demand by time of day and day of the Week (Weekdays vs. Weekend). This will also be applicable to the proposed Project. To insure an adequate parking supply given the diverse parking demands, a "shared parking" analysis was preformed.

The shared parking analysis was based on Parking Distributions identified by the Urban Land Institute as contained in their publication titled "Shared Parking" and Peak parking and demand factors identified by the Institute of Transportation Engineers as contained in their publication titled "Parking Generation." The Parking Distributions and Peak Parking Demand factors take into account time of year, use and day of Week (Weekday/Weekend). For the purpose of the analysis two (2) parking areas were considered, i.e., Cacace Center and River Park Center. River Park Center also includes the Palisade Avenue Office Building and the Government Center.

The combination of the Palisade Avenue Office Building, Government Center and River Park Center parking results in some 3558 spaces with the Cacace Center at 1349 spaces. The total public parking would be 4907 spaces.

Tables No. 3, 4, 5 and 6 indicate the typical parking demand by day of the week, i.e., weekday – Saturday by hour of the day for each use at the River Park Center and Cacace Center. The hourly demand for parking, the maximum parking demand and parking standards are based on information contained in the above two references.

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An analysis was also undertaken for a peak retail activity, i.e., December. Tables No. 7, 8, 9 and 10 indicate the peak parking demand during December for the Weekday and Saturday conditions.

Inspection of Tables No. 3, 4, 5 and 6 indicate that the parking demand can be met for each individual area. For example, for a typical Peak Weekday the River Park Center has a demand for 3384 spaces and a supply of 3558. At the same time Cacace has a demand for 977 spaces with a supply of 1349 spaces. Thus, there is adequate parking. Note also that the resulting demand has taken no credit for the potential reduction of "replacement parking" since the Project has removed several retail uses in the area.

Inspection of Tables No. 7, 8, 9 and 10 for the December period indicates that the River Park Center has a potentially greater demand than it can accommodate. However, at the same time, Cacace has excess capacity. Thus, the total demand is accommodated. This is not an unusual condition during the Christmas season. While additional parking could be built, it would be unused for other periods of the year. It is therefore recommended that during peak days of shopper activity that traffic personnel be used to direct the public to available spaces. The total demand by day of week and time of day is shown on Figures No. 3 through 6. The parking demands for Saturday are satisfied for both the typical and December conditions. It should be noted that typical design conditions use average rates to insure that the parking requirements are not overestimated. Footnoted on each Table are the Peak Parking Demand Rates used for each use and design condition.

It should be noted that no credit was taken to account for mass transit usage. However, by not applying a mass transit credit (10% - 20%), a "cushion" is provided for parking during peak seasonal conditions.

# Parking Distribution and Demand - Weekday (Typical)

#### **River Park Center**

Hour Ending	Offic	ce	Retail		Cinema		Replacement*	Total
Hour Enang		975		1650		520		Total
6:00 AM	3%	29	0%	0	0%	0	200	229
7:00 AM	20%	195	8%	132	0%	0	200	527
8:00 AM	63%	614	18%	297	0%	0	500	1411
9:00 AM	93%	907	42%	693	0%	0	500	2100
10:00 AM	100%	975	68%	1122	0%	0	500	2597
11:00 AM	100%	975	87%	1436	0%	0	500	2911
12:00 PM	90%	878	97%	1601	0%	0	500	2978
1:00 PM	90%	878	100%	1650	25%	130	500	3158
2:00 PM	97%	946	97%	1601	65%	338	500	3384
3:00 PM	93%	907	95%	1568	65%	338	500	3312
4:00 PM	77%	751	87%	1436	65%	338	500	3024
5:00 PM	47%	458	79%	1304	65%	338	500	2600
6:00 PM	23%	224	82%	1353	65%	338	200	2115
7:00 PM	7%	68	89%	1469	75%	390	200	2127
8:00 PM	7%	68	87%	1436	80%	416	200	2120
9:00 PM	3%	29	61%	1007	100%	520	200	1756
10:00 PM	3%	29	32%	528	85%	442	200	1199
11:00 PM	0%	0	13%	215	90%	468	200	883
12:00 AM	0%	0	0%	0	75%	390	200	590

#### Peak Parking Demand Based on ITE

Retail	550(ksf)* 3 spaces/ksf =	1650	spaces
Office	325 (ksf)* 3 spaces/ksf =	975	spaces
Cinema	2000 seats* .26 spaces/seat =	520	spaces

 $\ast$  Assumes 100 spaces on street plus 100 spaces for City Hall and 300 spaces for Chicken Island between 8AM and 5PM

# Parking Distribution and Demand - Weekday (Typical)

#### **Cacace Center**

Hour Ending	Office		Hot	tel	Replacement**	Total
		180		150		
6:00 AM	3%	5	100%	150	300	455
7:00 AM	20%	36	85%	128	300	464
8:00 AM	63%	113	65%	98	750	961
9:00 AM	93%	167	55%	83	750	1000
10:00 AM	100%	180	45%	68	750	998
11:00 AM	100%	180	35%	53	750	983
12:00 PM	90%	162	30%	45	750	957
1:00 PM	90%	162	30%	45	750	957
2:00 PM	97%	175	35%	53	750	977
3:00 PM	93%	167	35%	53	750	970
4:00 PM	77%	139	45%	68	750	956
5:00 PM	47%	85	60%	90	750	925
6:00 PM	23%	41	70%	105	300	446
7:00 PM	7%	13	75%	113	300	425
8:00 PM	7%	13	90%	135	300	448
9:00 PM	3%	5	95%	143	300	448
10:00 PM	3%	5	100%	150	300	455
11:00 PM	0%	0	100%	150	300	450
12:00 AM	0%	0	100%	150	300	450

#### Peak Parking Demand Based on ITE

Office *	60 * 3 =	spaces	180	spaces
Hotel	150 * 1 =	spaces	150	spaces

\* Does not include replacement spaces for 87 Nepperhan Avenue (90k). The parking demand for this facility is included under replacement parking.

\*\* Assumes 300 spaces (all day) for the existing Cacace Justice Center plus 50 spaces for the new firehouse and 400 spaces for 87 Nepperhan Avenue between 8AM - 5PM.

# Parking Distribution and Demand - Saturday (Typical)

#### **River Park Center**

Hour Ending	Offic	e	Rei	tail	Cinema		Replacement*	Total
Hour Enamy		100		2220		400		Total
6:00 AM	0%	0	0%	0	0%	0	200	200
7:00 AM	20%	20	3%	67	0%	0	200	287
8:00 AM	60%	60	10%	222	0%	0	200	482
9:00 AM	80%	80	30%	666	0%	0	200	946
10:00 AM	80%	80	45%	999	0%	0	400	1479
11:00 AM	100%	100	73%	1621	0%	0	400	2121
12:00 PM	100%	100	85%	1887	0%	0	400	2387
1:00 PM	80%	80	95%	2109	32%	128	400	2717
2:00 PM	60%	60	100%	2220	68%	272	400	2952
3:00 PM	40%	40	100%	2220	64%	256	400	2916
4:00 PM	40%	40	90%	1998	73%	292	400	2730
5:00 PM	20%	20	75%	1665	68%	272	400	2357
6:00 PM	20%	20	65%	1443	68%	272	400	2135
7:00 PM	20%	20	60%	1332	77%	308	200	1860
8:00 PM	20%	20	55%	1221	91%	364	200	1805
9:00 PM	0%	0	40%	888	100%	400	200	1488
10:00 PM	0%	0	38%	844	97%	388	200	1432
11:00 PM	0%	0	13%	289	100%	400	200	889
12:00 AM	0%	0	0%	0	77%	308	200	508

#### Peak Parking Demand Based on ITE

Retail	550(ksf)* 4 spaces/ksf =	2200	spaces
Office		100	space allowance
Cinema	2000 seats* .2 spaces/seat =	400	spaces

\* Assumes 100 on street spaces plus 300 spaces for Chicken Island between 10AM and 6PM.

# Parking Distribution and Demand - Saturday (Typical)

#### **Cacace Center**

Hour Ending	Office		Но	tel	Replacement*	Total
		100		150		Total
6:00 AM	0%	0	90%	135	100	235
7:00 AM	20%	20	70%	105	100	225
8:00 AM	60%	60	60%	90	100	250
9:00 AM	80%	80	50%	75	100	255
10:00 AM	80%	80	40%	60	100	240
11:00 AM	100%	100	35%	53	100	253
12:00 PM	100%	100	30%	45	100	245
1:00 PM	80%	80	30%	45	100	225
2:00 PM	60%	60	35%	53	100	213
3:00 PM	40%	40	40%	60	100	200
4:00 PM	40%	40	50%	75	100	215
5:00 PM	20%	20	60%	90	100	210
6:00 PM	20%	20	70%	105	100	225
7:00 PM	20%	20	80%	120	100	240
8:00 PM	20%	20	90%	135	100	255
9:00 PM	0%	0	95%	143	100	243
10:00 PM	0%	0	100%	150	100	250
11:00 PM	0%	0	100%	150	100	250
12:00 AM	0%	0	100%	150	100	250

### Peak Parking Demand Based on ITE

Office		100	space allowance
Hotel	150 * 1 =	150	spaces

\* Allowance of 100 spaces for the existing Cacase Justice Center and new Firehouse.

# Parking Distribution and Demand - Weekday (December)

#### **River Park Center**

Hour Ending	Offi	ce	Re	etail	Cine	ema	Replacement*	Total
Tiour Enumg		975		2200		520		Total
6:00 AM	3%	29	0%	0	0%	0	200	229
7:00 AM	20%	195	8%	176	0%	0	200	571
8:00 AM	63%	614	18%	396	0%	0	500	1510
9:00 AM	93%	907	42%	924	0%	0	500	2331
10:00 AM	100%	975	68%	1496	0%	0	500	2971
11:00 AM	100%	975	87%	1914	0%	0	500	3389
12:00 PM	90%	878	97%	2134	0%	0	500	3512
1:00 PM	90%	878	100%	2200	25%	130	500	3708
2:00 PM	97%	946	97%	2134	65%	338	500	3918
3:00 PM	93%	907	95%	2090	65%	338	500	3835
4:00 PM	77%	751	87%	1914	65%	338	500	3503
5:00 PM	47%	458	79%	1738	65%	338	500	3034
6:00 PM	23%	224	82%	1804	65%	338	200	2566
7:00 PM	7%	68	89%	1958	75%	390	200	2616
8:00 PM	7%	68	87%	1914	80%	416	200	2598
9:00 PM	3%	29	61%	1342	100%	520	200	2091
10:00 PM	3%	29	32%	704	85%	442	200	1375
11:00 PM	0%	0	13%	286	90%	468	200	954
12:00 AM	0%	0	0%	0	75%	390	200	590

#### Peak Parking Demand Based on ITE

Retail	550(ksf)* 4 spaces/ksf =	2200 spaces
Office	325 (ksf)* 3 spaces/ksf =	975 spaces
Cinema	2000 seats* .26 spaces/seat =	520 spaces

 $\ast$  Assumes 100 spaces on street plus 100 spaces for City Hall and 300 spaces for Chicken Island between 8AM and 5PM

# Parking Distribution and Demand - Weekday (December)

#### **Cacace Center**

Hour Ending	Off	ïce	Hotel		Replacement**	Total
		180	150			
6:00 AM	3%	5	100%	150	300	455
7:00 AM	20%	36	85%	128	300	464
8:00 AM	63%	113	65%	98	750	961
9:00 AM	93%	167	55%	83	750	1000
10:00 AM	100%	180	45%	68	750	998
11:00 AM	100%	180	35%	53	750	983
12:00 PM	90%	162	30%	45	750	957
1:00 PM	90%	162	30%	45	750	957
2:00 PM	97%	175	35%	53	750	977
3:00 PM	93%	167	35%	53	750	970
4:00 PM	77%	139	45%	68	750	956
5:00 PM	47%	85	60%	90	750	925
6:00 PM	23%	41	70%	105	300	446
7:00 PM	7%	13	75%	113	300	425
8:00 PM	7%	13	90%	135	300	448
9:00 PM	3%	5	95%	143	300	448
10:00 PM	3%	5	100%	150	300	455
11:00 PM	0%	0	100%	150	300	450
12:00 AM	0%	0	100%	150	300	450

#### Peak Parking Demand Based on ITE

Office*	60 * 3 =	180	spaces
Hotel	150 * 1 =	150	spaces

\* Does not include replacement spaces for 87 Nepperhan Avenue (90k). The parking demand for this facility is included under replacement parking.

\*\* Assumes 300 spaces (all day) for the existing Cacace Justice Center plus 50 spaces for the new firehouse and 400 spaces for 87 Nepperhan Avenue between 8AM - 5PM.

# Parking Distribution and Demand - Saturday (December)

#### **River Park Center**

Hour Ending	Offi	се	Re	etail	Cine	ema	Replacement*	Total
		100		2613		400		Total
6:00 AM	0%	0	0%	0	0%	0	200	200
7:00 AM	20%	20	3%	78	0%	0	200	298
8:00 AM	60%	60	10%	261	0%	0	200	521
9:00 AM	80%	80	30%	784	0%	0	200	1064
10:00 AM	80%	80	45%	1176	0%	0	400	1656
11:00 AM	100%	100	73%	1907	0%	0	400	2407
12:00 PM	100%	100	85%	2221	0%	0	400	2721
1:00 PM	80%	80	95%	2482	32%	128	400	3090
2:00 PM	60%	60	100%	2613	68%	272	400	3345
3:00 PM	40%	40	100%	2613	64%	256	400	3309
4:00 PM	40%	40	90%	2352	73%	292	400	3084
5:00 PM	20%	20	75%	1960	68%	272	400	2652
6:00 PM	20%	20	65%	1698	68%	272	400	2390
7:00 PM	20%	20	60%	1568	77%	308	200	2096
8:00 PM	20%	20	55%	1437	91%	364	200	2021
9:00 PM	0%	0	40%	1045	100%	400	200	1645
10:00 PM	0%	0	38%	993	97%	388	200	1581
11:00 PM	0%	0	13%	340	100%	400	200	940
12:00 AM	0%	0	0%	0	77%	308	0	308

#### Peak Parking Demand Based on ITE

Retail	550 * 4.75 =	2613	spaces
Office		100	space allowance
Cinema	2000 * .2 =	400	spaces

\* Assumes 100 on street spaces plus 300 spaces for Chicken Island between 10AM and 6PM.

# Parking Distribution and Demand - Saturday (December)

#### **Cacace Center**

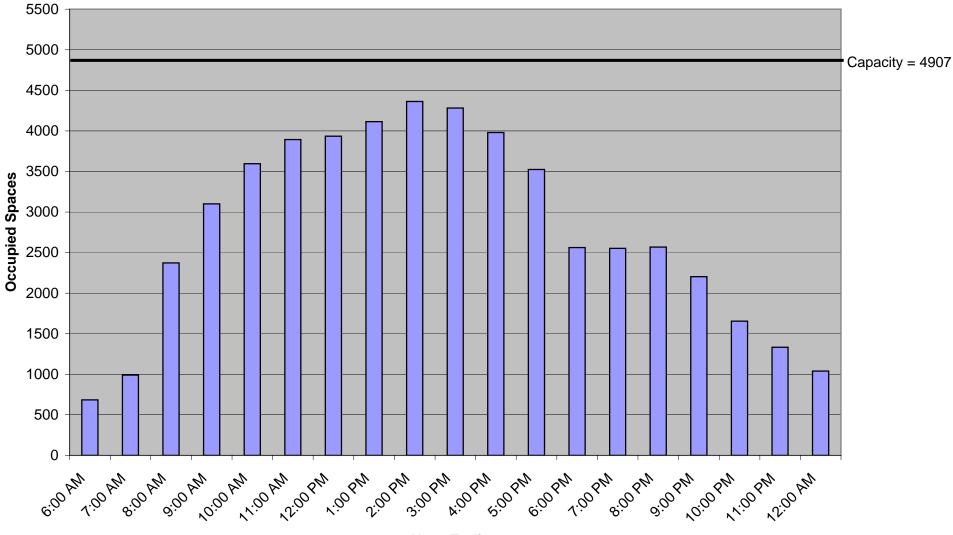
Hour Ending	Offi	се	Hotel		Replacement**	Total
		100		150		
6:00 AM	0%	0	90%	135	100	235
7:00 AM	20%	20	70%	105	100	225
8:00 AM	60%	60	60%	90	100	250
9:00 AM	80%	80	50%	75	100	255
10:00 AM	80%	80	40%	60	100	240
11:00 AM	100%	100	35%	53	100	253
12:00 PM	100%	100	30%	45	100	245
1:00 PM	80%	80	30%	45	100	225
2:00 PM	60%	60	35%	53	100	213
3:00 PM	40%	40	40%	60	100	200
4:00 PM	40%	40	50%	75	100	215
5:00 PM	20%	20	60%	90	100	210
6:00 PM	20%	20	70%	105	100	225
7:00 PM	20%	20	80%	120	100	240
8:00 PM	20%	20	90%	135	100	255
9:00 PM	0%	0	95%	143	100	243
10:00 PM	0%	0	100%	150	100	250
11:00 PM	0%	0	100%	150	100	250
12:00 AM	0%	0	100%	150	100	250

## Peak Parking Demand Based on ITE

Office*		100	space allowance
Hotel	150 * 1 =	150	spaces

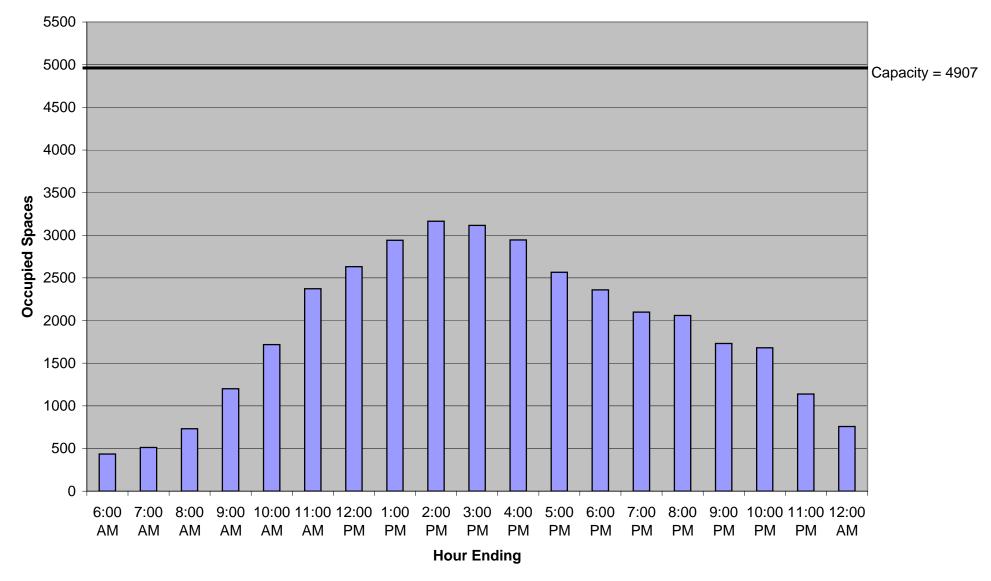
\* Allowance of 100 spaces for the existing Cacace Justice Center and new Firehouse.

Parking Demand - Weekday (Typical) River Park Center, Cacace Center and Government Center Garages

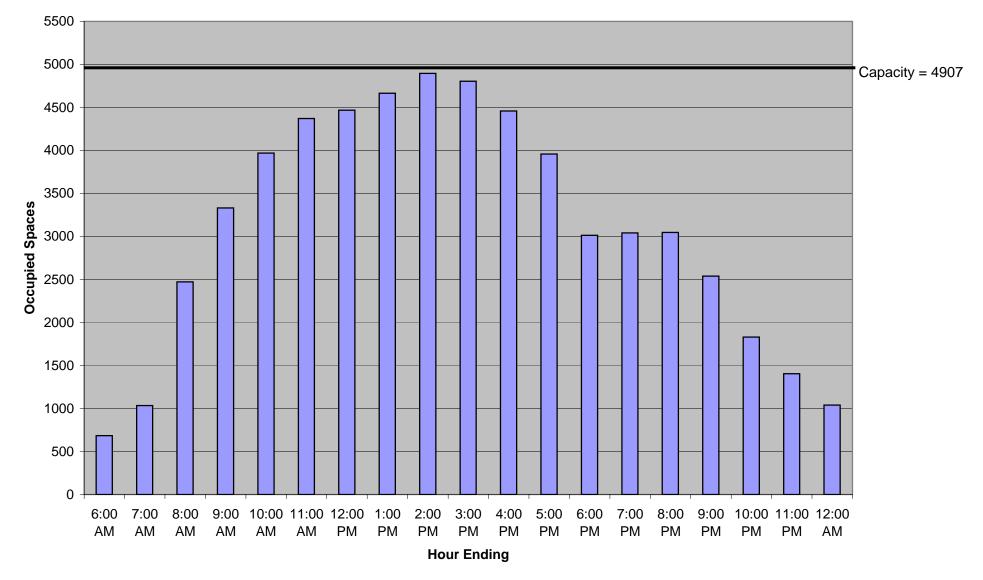


**Hour Ending** 

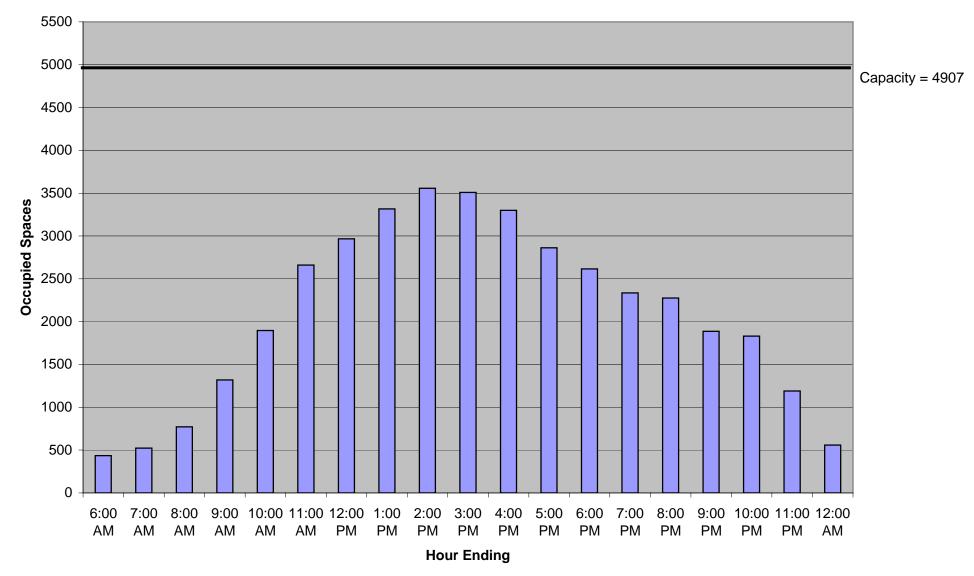
Parking Demand - Saturday (Typical) River Park Center, Cacace Center and Government Center Garages



Parking Demand - Weekday (December) River Park Center, Cacace Center and Government Center Garages



# Parking Demand - Saturday (December) River Park Center, Cacace Center and Government Center Garages



#### F. <u>BUILD – PROPOSED ZONE (Table No. 11)</u>

Based on the shared parking analysis for a mixed use development, modifications to the parking requirements based on the current zoning are proposed by the applicant. The existing parking requirements are shown on Table No. 2 (Section D).

Under the proposed zone there would be a new zoning requirement for 3686 spaces plus 950 spaces required for the residential development at River Park Center (Table No. 11). At Palisades Point the proposed zoning would require 436 parking spaces for the 436 units.

Adding the 3686 spaces (Table No. 11) at River Park Center, Cacace Center and the Palisade Avenue Office Building to the required replacement parking of 1359 (Table No. 1) would result in a need for public parking of 5045 spaces. However, the 1359 spaces include full utilization of the "Chicken Island" area. Observations have indicated more than half of the spaces in "Chicken Island" are never used. In fact, based on conversations with the Yonkers Parking Authority, the number would be approximately 130 spaces. Therefore, the practical replacement spaces would be 1103 spaces. The combination of 1103 spaces plus the 3686 required under the proposed zoning, results in an overall parking requirement of 4789 spaces. The plan provides for 4907 spaces. Thus, this recommended parking requirement is satisfied by the proposed Project. It should be noted that the above parking does not include the 950 additional private spaces proposed for the residential users at River Park Center. At Palisades Point 670 parking spaces are proposed identifying 184 replacement spaces for Scrimshaw House.

# Table No. 11

# Parking Requirements Based on Proposed Zoning (River Park Center and Cacace Center)

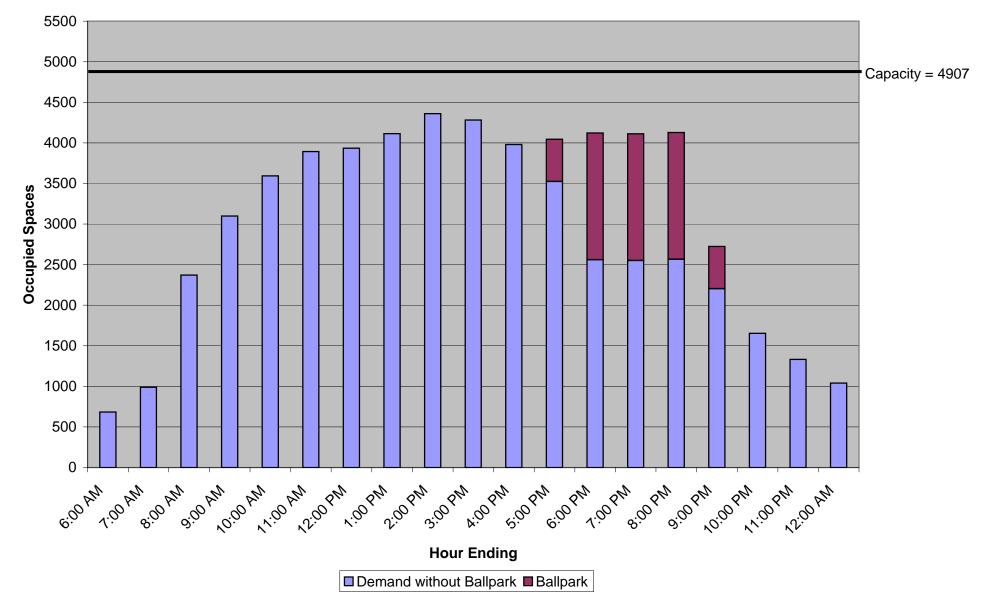
<b>Proposed Use</b>	Size	<b>Proposed Zoning</b>	Parking Required
Public:			
Retail	475 ksf	1 space/350 sf	1357
Restaurant	90 ksf	1 space/150 sf	600
Office	475 ksf	1 space/500 sf	950
Hotel	150 rooms	0.75 space/room	112
Movie	2000 seats	1 space/3 seats	<u>667</u>
		Total	3686
Private:			
Residential	950 d.u.	1.0 spaces/d.u.	950

#### G. <u>BALLPARK AND SPECIAL EVENTS</u> (Figures No. 7 and 8)

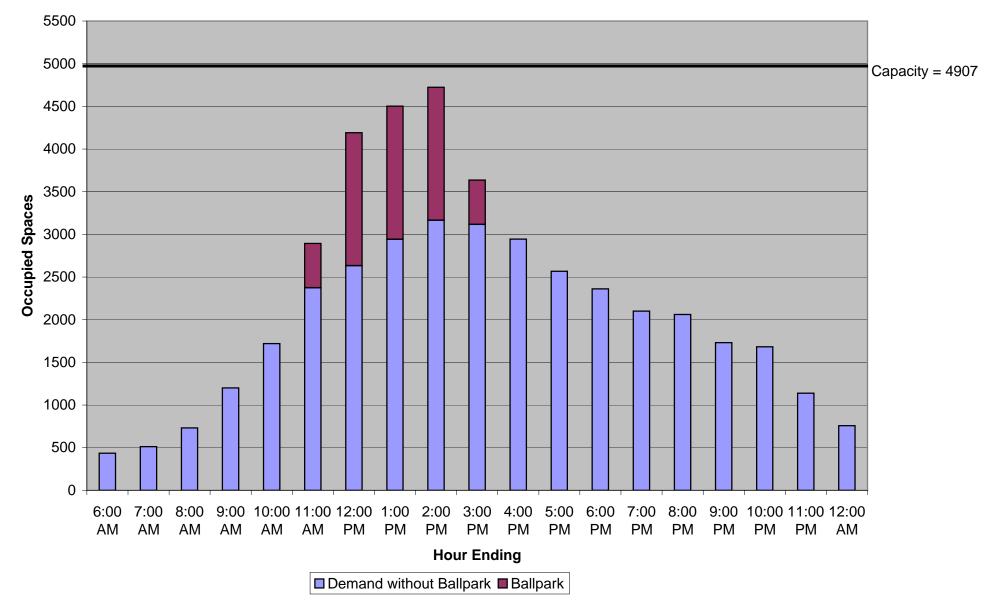
As part of the development program, there is no separate parking provided for the Ballpark or special events. To insure an adequate parking supply, an evaluation of the parking requirements for the ballpark or special event condition was undertaken. For analysis purposes, it was assumed that the Ballpark would generally start games at 7PM on Weekday evening and 1PM on Weekends.

The Ballpark will have 6500 seats. Based on discussions with the City, a 90% occupancy, a 20% arrival by mass transit including private buses, and an auto occupancy of 3 passengers per vehicle was utilized resulting in a parking demand of 1560 spaces. It should be noted that based on actual surveys, the average auto occupancy was 3.44 passengers per vehicle. For the weekday condition, approximately one third of these vehicles would arrive between 5 and 6PM with the balance between 6 and 7PM. For the Saturday condition, one third of these vehicles would arrive between 11AM and 12 Noon with the remaining between 12 Noon and 1PM. Figures No. 7 and 8 reflect the Ballpark parking superimposed on the typical Weekday and Saturday conditions. Inspection of these figures indicates that there is adequate parking to accommodate the Ballpark. It is anticipated that special events would have similar parking demands and utilization in proportion to the size of the event with similar hours of operation.

Parking Demand - Weekday (Typical) River Park Center, Cacace Center and Government Center Garages



Parking Demand - Saturday (Typical) River Park Center, Cacace Center and Government Center Garages



#### H. PARKING MANAGEMENT FOR BALLPARK/SPECIAL EVENTS

The proposed parking program has the capability of accommodating parking for ball games and special events. However, during these times the majority of the available parking will be at the Cacace Center garage or the Government Center garage. To insure that these parking areas are used, signs will be installed to direct parkers to these areas. In addition, uniform police officers should be on duty to direct traffic to these areas and assist in pedestrian activity from these garages to the ballpark.

Additional signage should be provided within the garages to direct pedestrians to the ballpark. For example, use of the existing pedestrian bridge over Nepperhan Avenue will be encouraged to reduce potential conflicts between pedestrians and vehicles especially at the intersection of New Main Street and Nepperhan Avenue. The above program should also be implemented for special events as conditions warrant.

While ballgames and special events would normally be held weekday evenings and weekends (when parking is available), they could be held at other times depending on the type of event and the availability of parking. This would require a determination of the availability of parking during the weekday morning and weekday midday hours. The scheduling of an event during these time periods would be discussed with the City Traffic Engineer, Parking Authority and Police Department. If required, field observation would be made to verify the availability of parking.