

III.E.1: Parking

E. 1. Parking Analysis

The following evaluates the parking requirements for the proposed Project focusing on the River Park Center and Cacace Center sites, including the proposed new 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 V (*Alternatives*) of this DEIS discusses potential replacement parking for the existing spaces at Larkin Plaza that would be eliminated if the City elects to improve Larkin Plaza.

1. Existing Condition (Exhibit III.E.1-1 and Table III.E.1-1)

There are a number of parking facilities in the Project area. The location of these facilities is shown on Exhibit III.E.1-1. 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 III.E.1-1. In general, the existing Cacace Justice Center parking areas were full during the weekday midday hour; in fact, demand exceeded capacity. While there were some spaces available in the Government Center garage during each observation, it should also be considered at capacity. A few spaces were available at the on-street meters, with less than 50% of “Chicken Island” used.

2. No-Build Condition

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 demand can be accommodated by the existing parking supply, especially in the “Chicken Island” area.

**Table III.E.1-1
Utilization of Existing Parking Facilities**

<u>Location</u>	<u>Type</u>	<u>Capacity</u>	<u>Parking Utilization</u>	
			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.

3. Proposed Project

As currently planned, the proposed Project will have four (4) distinct parking areas (Figure Exhibit III.E.1-2) consisting of:

**Table III.E.1-2
Proposed Parking Areas**

	Public Space *	Private Space *	All Spaces *
River Park Center	2075	475	2550
Government Center	1048	475	1523
Palisade Avenue Office Building	435	0	435
Cacace Center	1349	0	1349
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 uses. The Cacace Center garage will provide parking for the existing Cacace Justice Center, proposed new Fire Department Headquarters, office (including parking for City employees relocated from the Health Center Building) and hotel. 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.

4. Build Condition – Existing Zoning

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 Justice Center parking area will be removed. This will result in the removal of 1,359 parking spaces. (See Table III.E.1-1)

These parking spaces will be replaced within the proposed public parking garages, i.e., the garages at Cacace Center, Government Center, River Park Center and the Palisade Avenue Office Building, as noted in Section III.E.1-3. In addition, the required parking for all components of the Project (except Palisades Point) will be in those parking structures.

Table III.E.1-3 shows the total parking requirement for the Project under current zoning, including a one for one replacement of the existing public parking spaces that will be eliminated as a result of the Project. Table III.E.1-4 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.

**Table III.E.1-3
Parking Requirement for the Project Based on Current Zoning, Including Replacement of Existing Spaces**

<u>Use</u>	<u>Parking</u>
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 total requirement shown in Table III.E.1-3 is some 30% higher than the total number of spaces proposed (8,421 vs. 5,857 spaces). However, it has long been recognized by the industry that strict application of “per use” parking requirements to a mixed use development will result in vacant spaces at various times of the day. Therefore, 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 III.E.1-4
Parking Requirements for the Project Based on Current Zoning
(Except Palisades Point)***

<u>Proposed Use</u>	<u>Size</u>	<u>Current Zoning</u>	<u>Parking Required</u>
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.

5. Shared Parking Demand (Tables III.E.1-5 through III.E.1-12)

Existing conditions as presented in Table III.E.1-1 clearly demonstrate the variation in parking demand by time of day and day of the week (Weekdays vs. Weekend). The Project will experience similar variation. To insure an adequate parking supply given the diverse parking demands, a “shared parking” analysis was performed.

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., the garages at Cacace Center and River Park Center, and River Park Center includes the garages at the Palisade Avenue Office Building and Government Center.

River Park Center parking provides 3,558 spaces, and the Cacace Center provides 1,349 spaces. The total public parking would be 4,907 spaces.

Tables III.E.1-5 through III.E.1-8 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.

An analysis was also undertaken for peak retail activity, i.e., during December. Tables III.E.1-9 through III.E.1-12 indicate the peak parking demand during December for the weekday and Saturday conditions.

Tables III.E.1-5 through III.E.1-8 indicate that the parking demand can be met by the proposed amount of parking. For example, for a typical peak weekday River Park Center has a demand for 3,384 spaces and a supply of 3,558 spaces. At the same time Cacace Center has a demand for 977 spaces with a supply of 1,349 spaces. Note that for purposes of analysis, the amount of replacement parking that will be provided is not reduced to account for the elimination of several existing retail uses in the area.

Tables III.E.1-9 through III.E.1-12 for December indicate that there is potentially a greater demand for parking at River Park Center than can be accommodated. However, at the same time, Cacace Center has excess capacity. Thus, the total demand is accommodated. While additional parking could be built at River Park Center, it would be unused during other periods of the year. It is therefore recommended that traffic personnel be used to direct the public to available spaces during peak days of shopper activity. The total demand by day of week and time of day is shown on Exhibits III.E.1-3 through III.E.1-6.

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 Table III.E.1-5
Parking Distribution and Demand – Weekday (Typical)**

RIVER PARK CENTER									
Hour Ending	<i>Office</i>		<i>Retail</i>		<i>Cinema</i>		<i>Replacement*</i>		Total
		975		1,650		520			
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	1,411
9:00 AM	93%	907	42%	693	0%	0		500	2,100
10:00 AM	100%	975	68%	1,122	0%	0		500	2,597
11:00 AM	100%	975	87%	1,436	0%	0		500	2,911
12:00 PM	90%	878	97%	1,601	0%	0		500	2,978
1:00 PM	90%	878	100%	1,650	25%	130		500	3,158
2:00 PM	97%	946	97%	1,601	65%	338		500	3,384
3:00 PM	93%	907	95%	1,568	65%	338		500	3,312
4:00 PM	77%	751	87%	1,436	65%	338		500	3,024
5:00 PM	47%	458	79%	1,304	65%	338		500	2,600
6:00 PM	23%	224	82%	1,353	65%	338		200	2,115
7:00 PM	7%	68	89%	1,469	75%	390		200	2,127
8:00 PM	7%	68	87%	1,436	80%	416		200	2,120
9:00 PM	3%	29	61%	1,007	100%	520		200	1,756
10:00 PM	3%	29	32%	528	85%	442		200	1,199
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 =				1,650	spaces			
Office	325 (ksf)* 3 spaces/ksf =				975	spaces			
Cinema	2,000 seats* 0.26 spaces/seat =				520	spaces			

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

**Parking Table III.E.1-6
Parking Distribution and Demand – Weekday (Typical)**

CACACE CENTER								
Hour Ending	Office		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	1,000	
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 Table III.E.1-7
Parking Distribution and Demand – Saturday (Typical)**

RIVER PARK CENTER									
Hour Ending	<i>Office</i>		<i>Retail</i>		<i>Cinema</i>		<i>Replacement*</i>		Total
		100		2,220		400			
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	1,479
11:00 AM	100%	100	73%	1,621	0%	0		400	2,121
12:00 PM	100%	100	85%	1,887	0%	0		400	2,387
1:00 PM	80%	80	95%	2,109	32%	128		400	2,717
2:00 PM	60%	60	100%	2,220	68%	272		400	2,952
3:00 PM	40%	40	100%	2,220	64%	256		400	2,916
4:00 PM	40%	40	90%	1,998	73%	292		400	2,730
5:00 PM	20%	20	75%	1,665	68%	272		400	2,357
6:00 PM	20%	20	65%	1,443	68%	272		400	2,135
7:00 PM	20%	20	60%	1,332	77%	308		200	1,860
8:00 PM	20%	20	55%	1,221	91%	364		200	1,805
9:00 PM	0%	0	40%	888	100%	400		200	1,488
10:00 PM	0%	0	38%	844	97%	388		200	1,432
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	2,000 seats* 0.2 spaces/seat =					400	spaces		

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

**Parking Table III.E.1-8
Parking Distribution and Demand – Saturday (Typical)**

CACACE CENTER							
Hour Ending	Office		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 Table III.E.1-9
Parking Distribution and Demand – Weekday (December)**

RIVER PARK CENTER									
Hour Ending	<i>Office</i>		<i>Retail</i>		<i>Cinema</i>		<i>Replacement*</i>		Total
		975		2,200		520			
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	1,510
9:00 AM	93%	907	42%	924	0%	0		500	2,331
10:00 AM	100%	975	68%	1,496	0%	0		500	2,971
11:00 AM	100%	975	87%	1,914	0%	0		500	3,389
12:00 PM	90%	878	97%	2,134	0%	0		500	3,512
1:00 PM	90%	878	100%	2,200	25%	130		500	3,708
2:00 PM	97%	946	97%	2,134	65%	338		500	3,918
3:00 PM	93%	907	95%	2,090	65%	338		500	3,835
4:00 PM	77%	751	87%	1,914	65%	338		500	3,503
5:00 PM	47%	458	79%	1,738	65%	338		500	3,034
6:00 PM	23%	224	82%	1,804	65%	338		200	2,566
7:00 PM	7%	68	89%	1,958	75%	390		200	2,616
8:00 PM	7%	68	87%	1,914	80%	416		200	2,598
9:00 PM	3%	29	61%	1,342	100%	520		200	2,091
10:00 PM	3%	29	32%	704	85%	442		200	1,375
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	2,000 seats* 0.26 spaces/seat =				520	spaces			

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

**Parking Table III.E.1-10
Parking Distribution and Demand – Weekday (December)**

CACACE CENTER							
Hour Ending	Office		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	1,000
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 Table III.E.1-11
Parking Distribution and Demand – Saturday (December)**

RIVER PARK CENTER									
Hour Ending	Office		Retail		Cinema		Replacement*		Total
		100		2613		400			
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	1,064
10:00 AM	80%	80	45%	1,176	0%	0		400	1,656
11:00 AM	100%	100	73%	1,907	0%	0		400	2,407
12:00 PM	100%	100	85%	2,221	0%	0		400	2,721
1:00 PM	80%	80	95%	2,482	32%	128		400	3,090
2:00 PM	60%	60	100%	2,613	68%	272		400	3,345
3:00 PM	40%	40	100%	2,613	64%	256		400	3,309
4:00 PM	40%	40	90%	2,352	73%	292		400	3,084
5:00 PM	20%	20	75%	1,960	68%	272		400	2,652
6:00 PM	20%	20	65%	1,698	68%	272		400	2,390
7:00 PM	20%	20	60%	1,568	77%	308		200	2,096
8:00 PM	20%	20	55%	1,437	91%	364		200	2,021
9:00 PM	0%	0	40%	1,045	100%	400		200	1,645
10:00 PM	0%	0	38%	993	97%	388		200	1,581
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 =			2,613	spaces				
Office				100	space allowance				
Cinema	2,000 * 0.2 =			400	spaces				

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

**Parking Table III.E.1-12
Parking Distribution and Demand – Saturday (December)**

CACACE CENTER							
Hour Ending	Office		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.

6. Build – Proposed Zoning

Based on the shared parking analysis of the Project, modifications to the current parking requirements are proposed by the applicant. The existing parking requirements are shown on Table III.E.1-4.

Under the proposed parking requirements, 3,686 spaces would be required for the commercial components at River Park Center and Cacace Center, and 950 spaces would be required for the residential development at River Park Center (Table III.E.1-13). At Palisades Point the proposed zoning would require 436 parking spaces for the 436 units.

Adding the 3,686 spaces (Table III.E.1-13) at River Park Center and Cacace Center to the required replacement parking of 1,359 (Table III.E.1-1) yields a total requirement of 5,045 spaces. The 1,359 replacement spaces include a one for one replacement of all existing parking at the “Chicken Island” area. However, based on observations, more than half of the spaces in “Chicken Island” are never used. In fact, based on conversations with the Yonkers Parking Authority, only approximately 130 spaces are used. Therefore, the more accurate number of needed replacement spaces is 1,103 spaces. The combination of 1,103 replacement spaces plus the 3,686 required for the Project under the proposed zoning, results in an overall parking requirement of 4,789 spaces; the plan provides for 4,907 spaces. It should be noted that this does not include the 950 additional private spaces proposed for the residences at River Park Center, nor the 670 parking spaces at Palisades Point (of which 184 spaces are for Scrimshaw House).

**Table III.E.1-13
Parking Requirements Based on Proposed Zoning
(River Park Center and Cacace Center)**

<u>Proposed Use</u>	<u>Size</u>	<u>Proposed Zoning</u>	<u>Parking Required</u>
PUBLIC			
Retail	475 ksf	1 space/350 sf	1,357
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	2,000 seats	1 space/3 seats	667
Total			3,686
PRIVATE			
Residential	950 d.u.	1.0 spaces/d.u.	950

7. Ballpark and Special Events (Figures No. 7 and 8)

No separate or additional parking is proposed to be provided for the ballpark or special events. To insure an adequate parking supply, a separate evaluation of the parking requirements for the ballpark/special event condition was undertaken. For analysis purposes, it was assumed that games would generally start at 7PM on weekday evenings and 1PM on weekends.

The ballpark will have 6,500 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 1,560 spaces. It

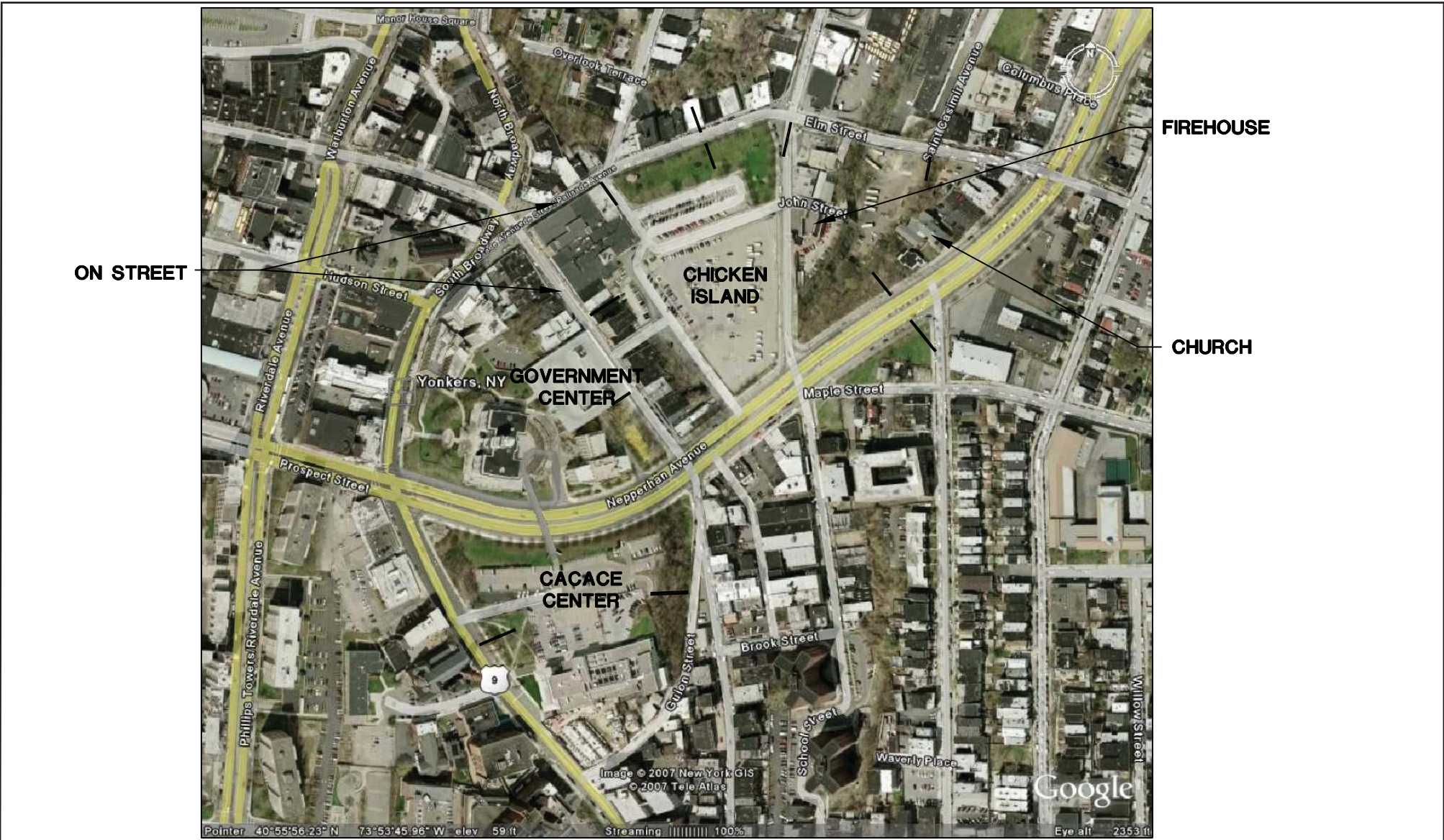
should be noted that based on actual surveys, the average auto occupancy was 3.44 passengers per vehicle. For the weekday condition, approximately one third of these vehicles would arrive between 5 and 6PM with the balance between 6 and 7PM. For the Saturday condition, one third of these vehicles would arrive between 11AM and 12 Noon with the remaining between 12 Noon and 1PM. Figures III.E.1-7 and III.E.1-8 reflect the ballpark parking superimposed on the typical weekday and Saturday conditions. These figures show 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), and would generally commence at the same time that games typically commence.

8. 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.



ON STREET

FIREHOUSE

CHURCH

CHICKEN ISLAND

GOVERNMENT CENTER

CACACE CENTER

NOTE: LINE DIAGRAM NOT TO SCALE

Exhibit III.E-1-1
EXISTING PARKING

DOWNTOWN DEVELOPMENT SITES
 STRUEVER FIDELCO CAPPELLI - YONKERS, NY

DATE: December, 2007
 SOURCE: John Collins Engineers, P.C.

Saccardi & Schiff, Inc. - Planning and Development Consultants

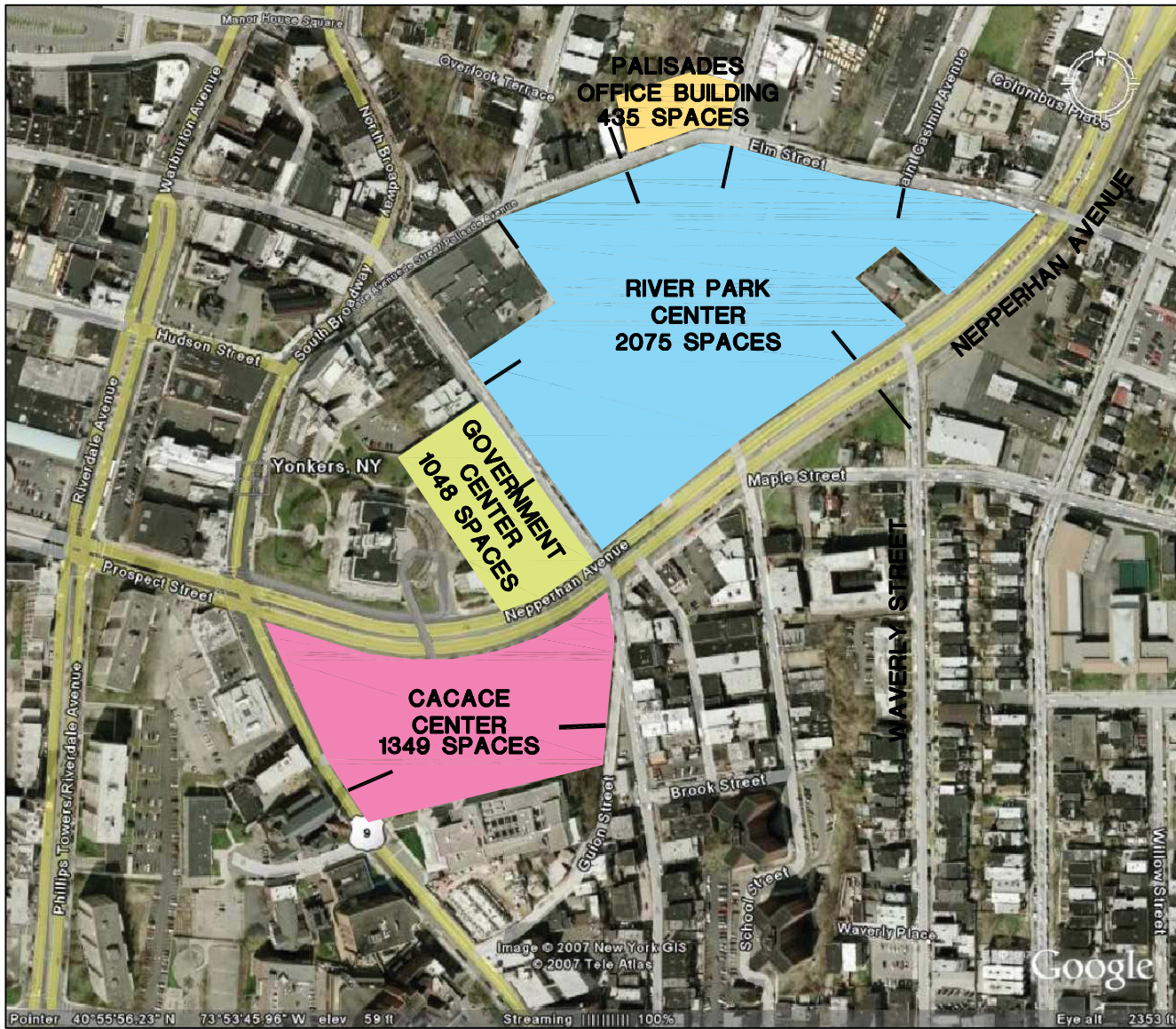


Exhibit III.E-1-2

**PROPOSED PUBLIC PARKING
(RIVER PARK CENTER, CACACE CENTER)**

**DOWNTOWN DEVELOPMENT SITES
STRUEVER FIDELCO CAPPELLI - YONKERS, NY**

Saccardi & Schiff, Inc. - Planning and Development Consultants



NOTE: LINE DIAGRAM NOT TO SCALE

DATE: December, 2007

SOURCE: John Collins Engineers, P.C.

River Park Center, Cacace Center and Government Center Garages

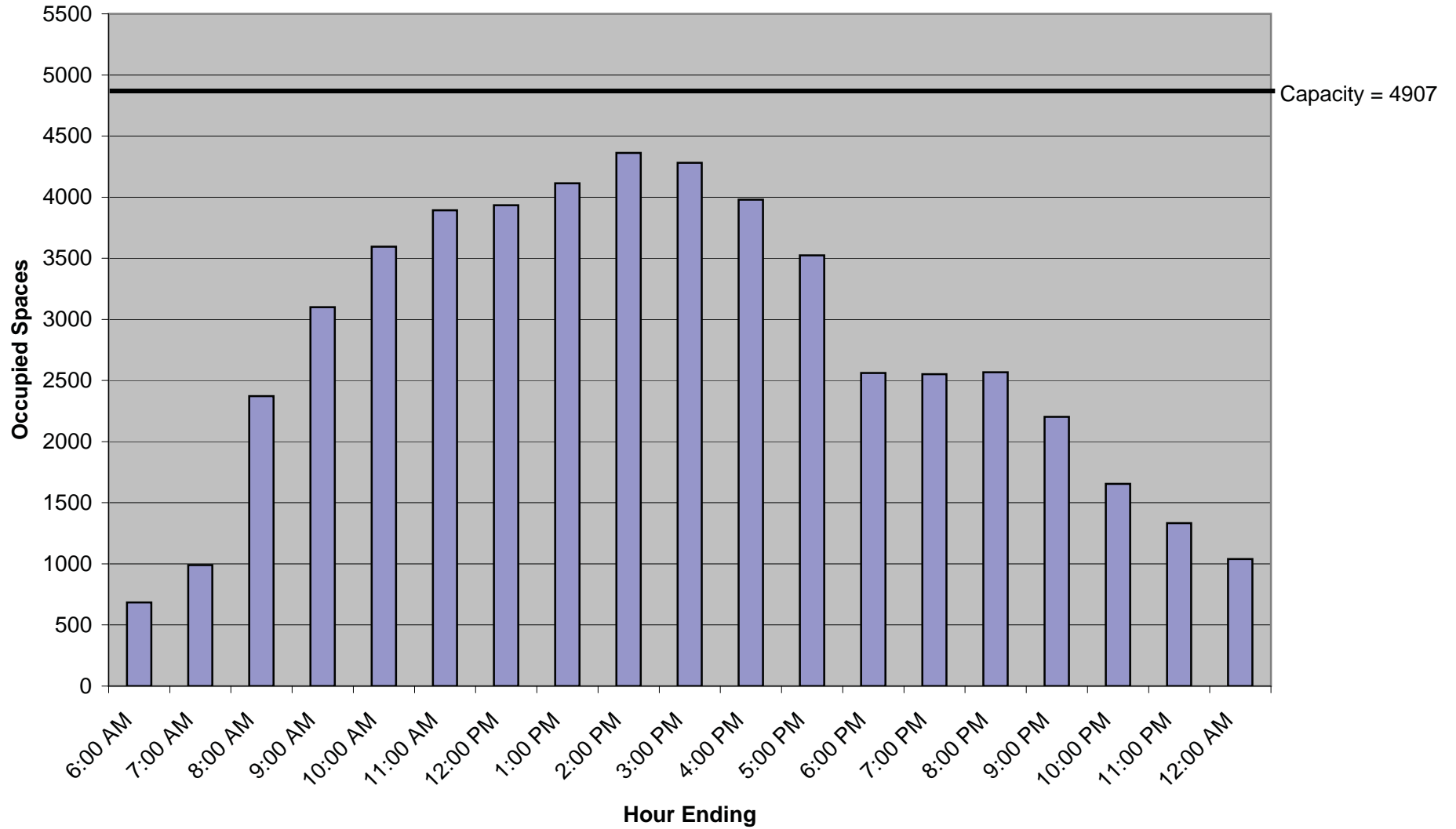


Exhibit III.E-1-3

**PARKING DEMAND
WEEKDAY TYPICAL**

DOWNTOWN DEVELOPMENT SITES
STRUEVER FIDELCO CAPPELLI - YONKERS, NY

Saccardi & Schiff, Inc. - Planning and Development Consultants

River Park Center, Cacace Center and Government Center Garages

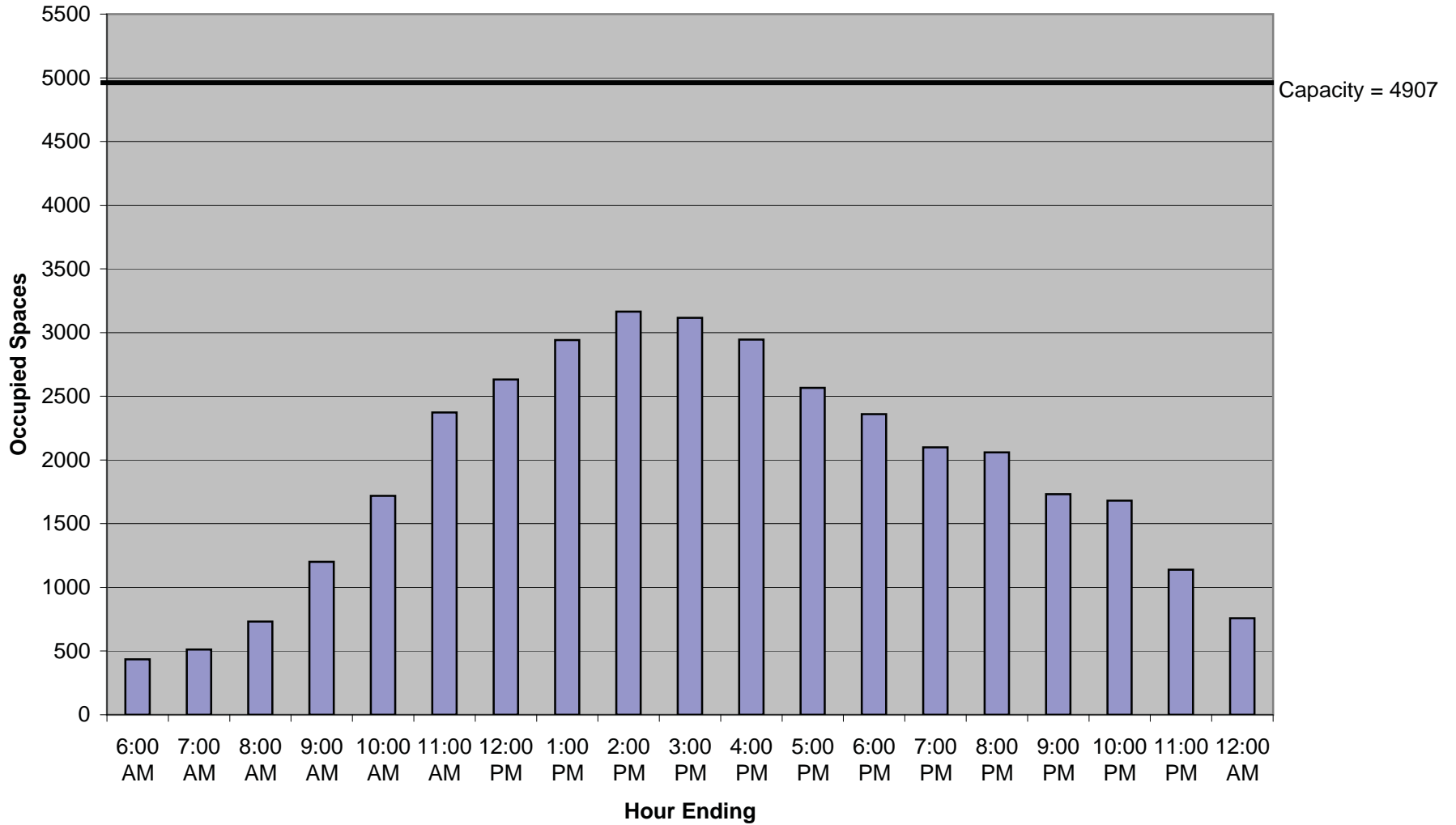


Exhibit III.E-1-4

**PARKING DEMAND
SATURDAY TYPICAL**

DOWNTOWN DEVELOPMENT SITES
STRUEVER FIDELCO CAPPELLI - YONKERS, NY

Saccardi & Schiff, Inc. - Planning and Development Consultants

River Park Center, Cacace Center and Government Center Garages

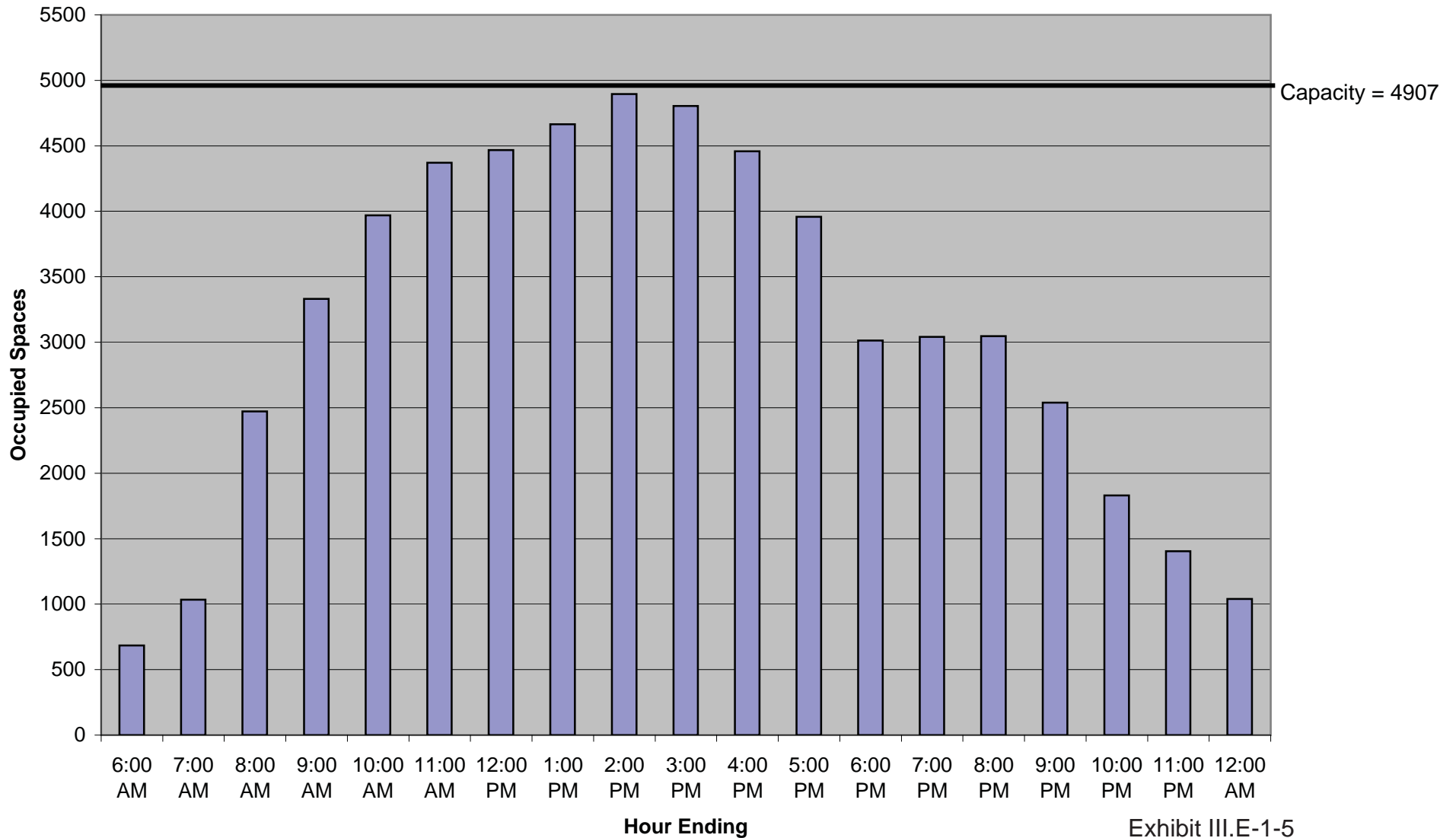


Exhibit III.E-1-5

PARKING DEMAND WEEKDAY DECEMBER

DOWNTOWN DEVELOPMENT SITES
STRUEVER FIDELCO CAPPELLI - YONKERS, NY

Saccardi & Schiff, Inc. - Planning and Development Consultants

River Park Center, Cacace Center and Government Center Garages

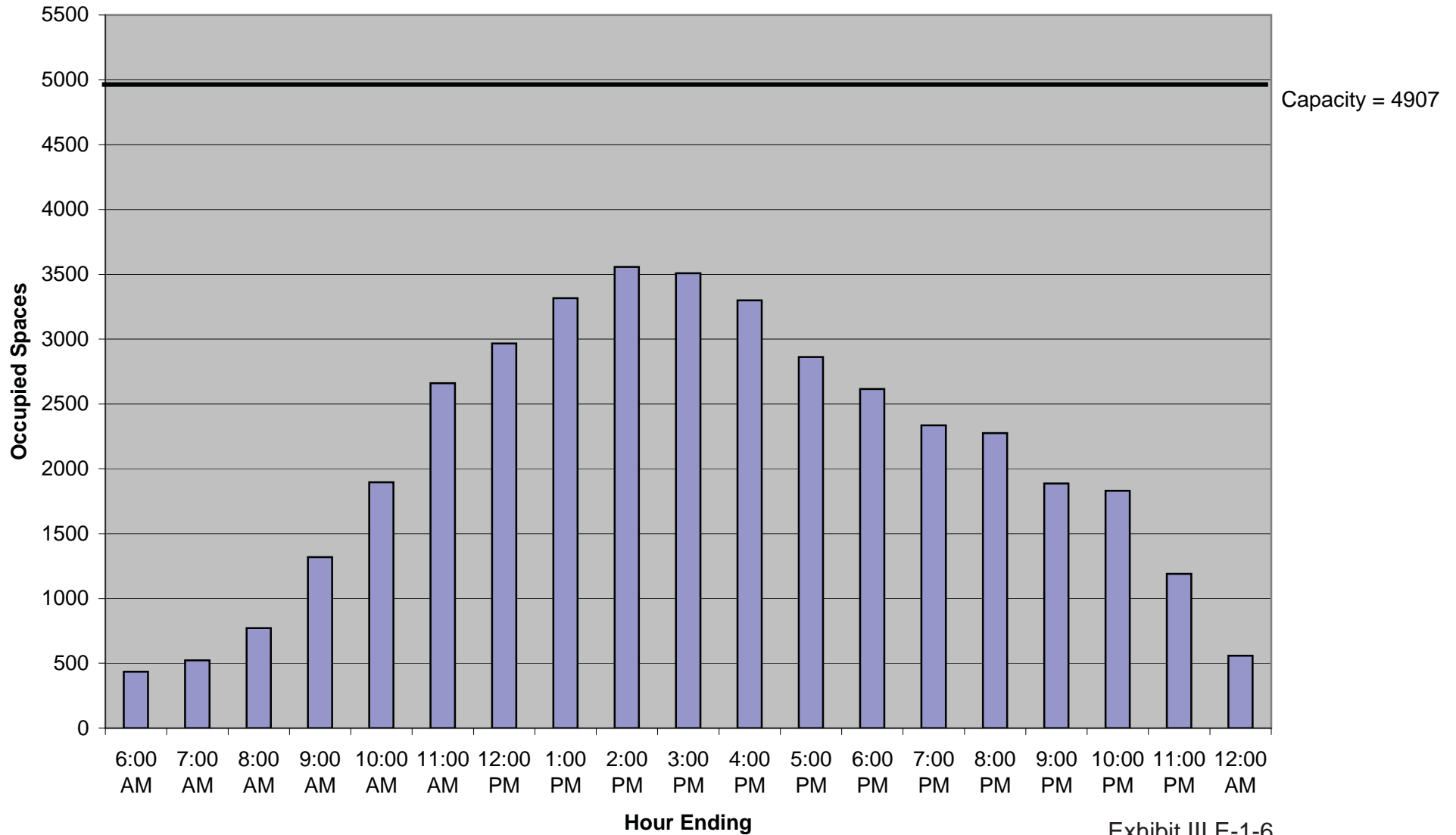


Exhibit III.E-1-6

PARKING DEMAND SATURDAY DECEMBER

DOWNTOWN DEVELOPMENT SITES
STRUEVER FIDELCO CAPPELLI - YONKERS, NY

Saccardi & Schiff, Inc. - Planning and Development Consultants

River Park Center, Cacace Center and Government Center Garages

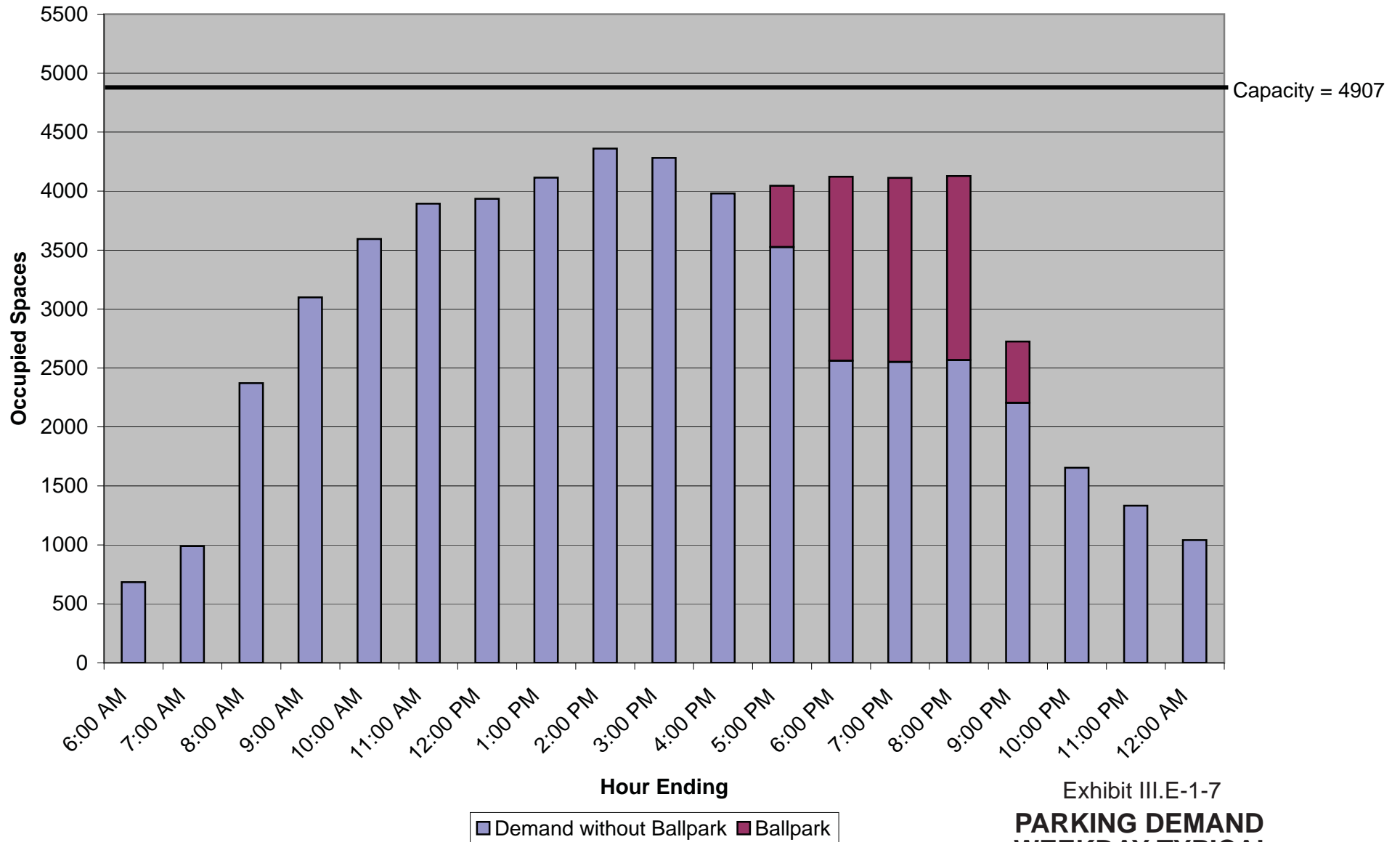


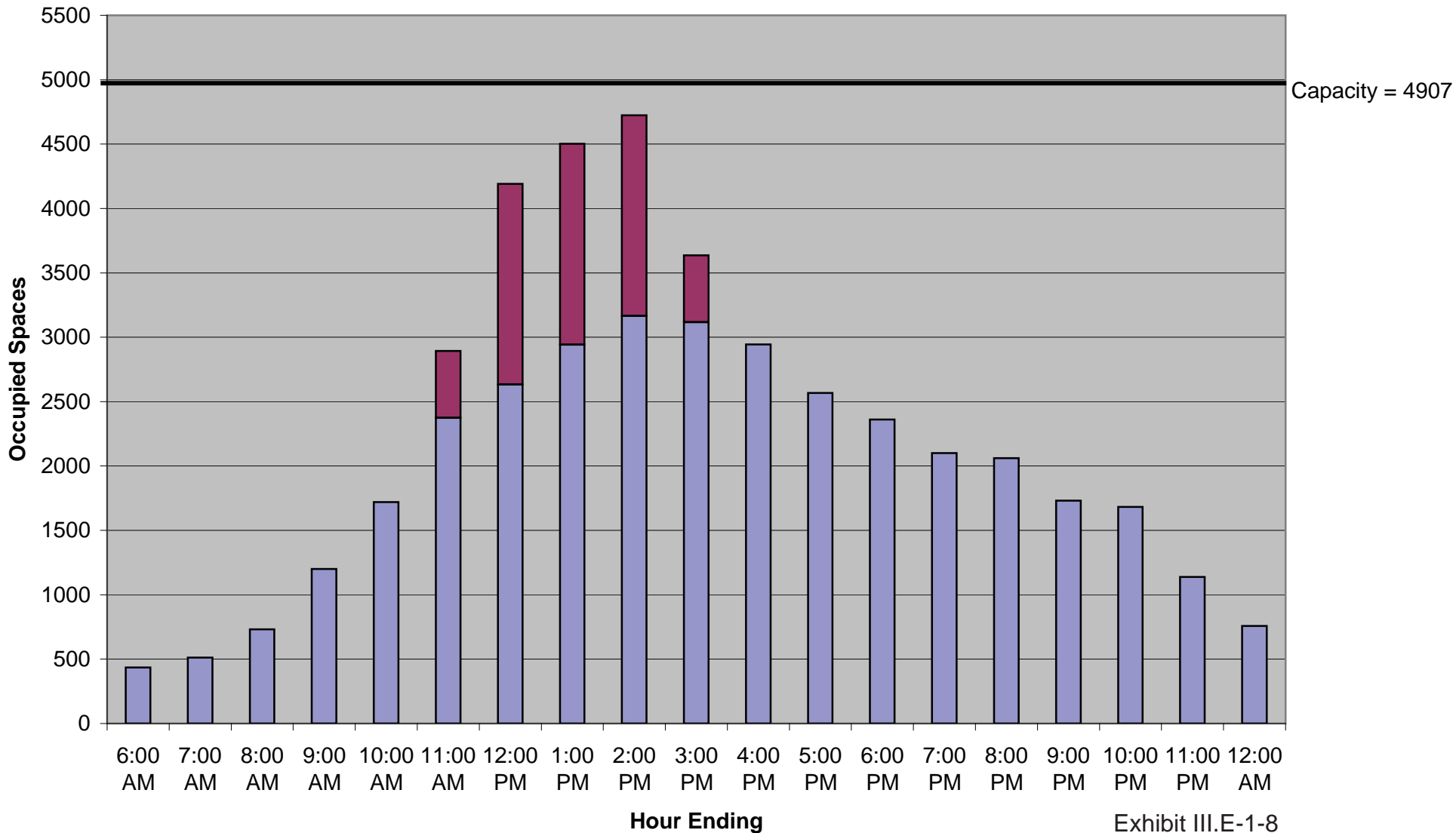
Exhibit III.E-1-7

PARKING DEMAND WEEKDAY TYPICAL

DOWNTOWN DEVELOPMENT SITES
STRUEVER FIDELCO CAPPELLI - YONKERS, NY

Saccardi & Schiff, Inc. - Planning and Development Consultants

River Park Center, Cacace Center and Government Center Garages



■ Demand without Ballpark ■ Ballpark

Exhibit III.E-1-8

PARKING DEMAND SATURDAY TYPICAL

DOWNTOWN DEVELOPMENT SITES
 STRUEVER FIDELCO CAPPELLI - YONKERS, NY

Saccardi & Schiff, Inc. - Planning and Development Consultants

SOURCE: John Collins Engineers, P.C.