

III.E.1 Parking

E.1. Parking

Comment III.E.1-1:

Again, I want to urge all of you to please consider this project because it is really good for our city. My church, Mount Carmel Baptist Church, however, I understand they want to take a part of it, the parking lot. I hope they would not do that because that church is really a historical part of our city.

(Patricia Gantt Tapp, Public Hearing, 4/29/2008, Page 251)

Response III.E.1-1:

The Applicant has been in discussions with the Mount Carmel Baptist Church regarding the purchase of a portion of the existing parking lot in exchange for increased, indoor accessible parking or other consideration. The Applicant's plan does not call for the disturbance of the church or its rectory. The overall site plan for River Park Center does include a portion of the Church's parking lot, as shown on Exhibit II-17 of this FEIS.

Comment III.E.1-2:

I see La Piniata move from where they was to the parking space, the parking lot, and in the plan, the parking lot is gone, so you are going to tell the person, they already made their move to go from there to the other place. You got to go too, so what happens with all the business?

(Jorge Funes, Public Hearing, 4/29/2008, Page 253-254)

Response III.E.1-2:

The Applicant has spoken multiple times with Roberto Octaviano, the owner of the La Pinata Bakery about his business and the potential need for relocation. Every effort will be made to ensure an acceptable transition plan for the bakery and the other businesses affected by the Proposed Action. As identified on Exhibit III.M-18 and in Section III.M of the DEIS, the Applicant has identified temporary merchant related parking to replace parking required to be removed as a result of the Proposed Action.

Comment III.E.1-3:

...We [Yonkers Parking Authority] would like to be reimbursed for all parking meters removed for construction purposes by SFC or any other developers as discussed from the start of the project.

(Michael J. Dalton, Executive Director, Yonkers Parking Authority, City of Yonkers, Letter, 4/9/2008)

Response III.E.1-3:

The Applicant will negotiate the parking arrangements with the City of Yonkers and the Yonkers Parking Authority in the Land Disposition Agreements. This agreement will detail financial considerations during and after construction, including temporary loss of revenue during construction.

Comment III.E.1-4:

We [PierPointe on the Hudson] currently lease our parking lot from the city, which contains approximately 184 spots. Who will own the parking lot after the development? What rights will we have? Can or will there be an increase in the dollar amount of our lease agreement with the City or will there be some other arrangement? What rights will we have?

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Letter, 5/13/2008)

Response III.E.1-4:

The parking structure at Palisades Point will be owned by the Applicant. 184 spaces in that structure will be reserved for the Scrimshaw House. The terms of use for the parking facilities is clearly stated in the lease between the City of Yonkers and Scrimshaw House. See Response III.E.1-42.

Comment III.E.1-5:

Our [PierPointe on the Hudson's] parking lot is currently conveniently located next to our building with several security cameras. We are concerned about direct access from our cars to the building and safety for the residents.

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Letter, 5/13/2008)

Response III.E.1-5:

Palisades Point will contain structured parking of approximately 670 spaces, 184 of which will be replacement parking for the existing Scrimshaw House. These replacement spaces will be approximately the same distance to the building as the current lot but will be in a secure, security-monitored structured lot with replacement cameras.

Comment III.E.1-6:

[PierPointe on the Hudson is] now using the south side entrance as a drop off point for packages and heavy deliveries. Where will residents be able to unload packages after a long day food shopping or unload furniture if someone is moving? Additionally, when having work done on the building where will contractors be able to unload their equipment (ex. scaffolding, tools etc)

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Letter, 5/13/2008)

Response III.E.1-6:

The Palisades Point development will adhere to the property lines. Preliminary site plans locate the most northerly building at Palisades Point at the site's northern most property line. Access to the southern entrance of the Scrimshaw House from Water Grant Street will be maintained. The Scrimshaw House may wish to provide supplementary access for deliveries on their property

since such at-grade access within the Project Site might no longer be available. However, detailed issues regarding loading will be considered during the Site Plan approval process.

Comment III.E.1-7:

[PierPointe on the Hudson has] a number of elderly and people with disabilities in the building who will find it difficult to travel a long distance from the building to the parking garage. How will they be accommodated?

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Letter, 5/13/2008)

Response III.E.1-7:

The parking structures will be in full compliance with the ADA, and as such will be accessible for the elderly and persons with disabilities. Long distances will not be required for PierPointe on the Hudson residents parking in the adjacent structured parking lot at Palisades Point. See also Response III.E.1-5.

Comment III.E.1-8:

How can we ensure that all 184 spots will be replaced [at PierPointe on the Hudson]?

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Letter, 5/13/2008)

Response III.E.1-8:

The number of spaces will be guaranteed since it will be part of the Site Plan Approval. See Exhibit II-10 of the DEIS.

Comment III.E.1-9:

Please see the highlighted [underlined] information below in reference to Section II-9 b-Description of Proposed Action (paragraph 2). By NY State law the Yonkers Parking Authority is the only one allowed to set parking permit fees specifically for off street parking.

b. Description of Proposed Action:

The supplementary parking regulations of the Zoning Ordinance are proposed to be amended primarily to : (a) establish new parking ratios for the uses at River Park Center that are consistent with ratios successfully utilized by SFC at other similar mixed-use urban projects in Westchester and elsewhere; (b) specifically permit off-street parking requirements for River Park Center and Cacace Center to be satisfied in public parking garages proximate to the development; (c) specifically permit shared parking in the public garages for the uses at River Park Center and Cacace Center, including the ballpark.

Zoning Ordinance – Should be replaced with Yonkers Parking Regulations

Shared Parking – Please Clarify

(Michael J. Dalton, Executive Director, Yonkers Parking Authority, City of Yonkers, Letter, 5/14/2008)

Response III.E.1-9:

The proposed parking ratios are based on a shared parking analysis presented in DEIS Chapter III.E.1, which indicates that during certain time periods parking demand may be lesser for certain uses and greater for other uses. For example, parking for office uses during evenings and weekends is almost zero, but at the same times, parking for certain entertainment uses, including the ballpark, would reach a peak. The Yonkers Parking Authority will set the parking rates.

Comment III.E.1-10:

Explain exactly how the proposed number of parking spaces was arrived at: i.e., number per residential unit, retail and restaurant square foot, etc. for all of the components of Phase 1. How many new parking spaces does the ballpark alone require? If the ballpark was not built, and all other project components remained the same (NO additional retail), how many parking spaces could be cut from the project? What is the resulting cost savings?

(Deane Prouty, Resident, Letter, 5/15/2008)

Response III.E.1-10:

The parking for the proposed zone is shown in Table No. 11 in the Parking Study (Appendix 2 of the DEIS). This table shows 3,686 spaces required for the non-residential portion of the Project (excluding the ballpark). There is a need for 1,200 replacement spaces (Government Center, Cacace Center, Chicken Island and on street) for a total of 4,886 spaces. Some 4,900 spaces are proposed.

No parking is required for the ballpark since it would use vacant spaces in the evening and weekends that are otherwise used for office and government employees. The residential parking is “private” and will have 950 spaces at River Park Center.

Comment III.E.1-11:

Is there really enough parking for a weekend when there is a full multiplex, a full mall AND the occupants of 950 condominiums?

Explain exactly how the proposed number of parking spaces was arrived at: i.e., number per residential unit, retail and restaurant square foot, etc. for all of the components of Phase 1.

How many new parking spaces does the ballpark alone require? If the ballpark was not built, and all other project components remained the same (NO additional retail), how many parking spaces could be cut from the project? What is the resulting cost savings?

(Aileen Kilcommon, Yonkers Rowing and Paddling Club, Letter, 5/19/2008)

Response III.E.1-11:

No parking is required specifically for the ballpark since it would use vacant spaces in the evening and weekends that are otherwise used for office and government employees. See Response III.E.1-10.

Comment III.E.1-12:

Each component of the development where the County is assumed or anticipated to play a role must be identified and the public purpose of each proposed County-financed element must be explained. For example, if County funds are proposed to be utilized to replace municipal parking in-kind, what would be the benefit to County residents?

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008; Westchester County Department of Planning, Westchester County, Letter, 5/29/2008 (C66))

Response III.E.1-12:

In addition to participation in the Tax Increment Financing Program, the Applicant anticipates County participation in the construction of the extension of the Hudson River Esplanade at Palisades Point, and potentially with the construction of the “riverwalk” at River Park Center (by providing funding through the Westchester Legacy Program).

If the County participates in the proposed Tax Increment Financing program, then approximately 75% of the incremental additional County and City taxes paid in the designated “Tax Increment Financing District” will be aggregated and allocated to debt service on the Tax Increment Bonds issued by the City. The Tax Increment Bonds will also be paid from the net parking revenues (after payment of costs of operation) from the new public parking facilities that are a part of the project. The proceeds of the Tax Increment Bonds will be used to finance the construction of public infrastructure and improvements without regard to the source of the tax revenue that services the Tax Increment Bond debt.

The County, and its residents, will benefit from the revitalized downtown that this Project will create. Public amenities will be constructed, including the ballpark and an extension of the waterfront esplanade, which will further enhance the enjoyment of downtown Yonkers by residents throughout the County, not just the residents of Yonkers. In addition, the County would receive increased tax revenue from the completion of the Project, including sales and property taxes.

Comment III.E.1-13:

3. Correct inconsistent parking information. The details of the proposed parking program are not consistent throughout the document. A multitude of different tables and charts present information differently and sometimes use different numbers for the same facilities in different sections of the document. Since parking appears to be proposed as a major component of the public improvements to be paid for with the tax increment financing, clarity is required. In addition, since it appears that some parking will be in-kind replacement for existing municipal parking and other parking will be set aside for specific users, clarification should be provided as

to which entity is to be financially responsible for the construction, ownership and maintenance of each portion of the parking program.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-13:

The parking for residential will be privately funded - parking for other uses, such as retail, office, hotel and governmental use will be public. Other than residential, parking will be owned and maintained by the Yonkers Parking Authority. The parking figures have been summarized in Response III.E.1-16.

Comment III.E.1-14:

If it is anticipated that parking will be full without applying a transit credit, this could potentially mean that the anticipated traffic impact may be under-estimated. If the transit mode share of trips to the new project is less than 30%, what additional mitigation would be required to be performed?

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-14:

No transit credit was taken for the parking, therefore it is not likely that the amount of parking required was under-estimated.

Comment III.E.1-15:

In addition, the EIS should be required to present a more detailed plan for parking garage entrance/exit access throughout the downtown, including all required signage.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-15:

The preliminary plans in the DEIS show the locations of parking structure ingress and egress, recognizing topographic conditions and the multi-level structures. More detailed drawings will be provided as part of the Site Plan Approval process along with a signage plan.

Comment III.E.1-16:

1. Prepare a parking facility table. The city should require provisions of revised parking information that identifies all aspects of the proposed parking in a comprehensive table for better understanding. We recommend that the following information be presented:

- Location of each parking structure or lot
- The number of spaces in each structure or lot
- The intended users of each parking area, and specifically which areas are restricted to certain users
- The number of spaces in each structure or lot which are to be privately owned/assigned

- The number of parking spaces to be removed by new construction, and whether and where they will be replaced. It should also be specified if these in-kind parking replacements serve a particular use now, and whether they will continue to be used for that same use, or a different use, and whether they are public or private spaces
- Whether or not public funding or TIF will be used to fund construction of each particular structure or lot, or a portion of such structure or lot
- Ownership and maintenance responsibility of each structure or lot after construction
- Specific role of the parking authority, if any

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008; Westchester County Department of Planning, Westchester County, Letter, 5/29/2008 (C66))

Response III.E.1-16:

Please see the tables below.

Parking Facility Table – Parking to be Constructed by Proposed Project						
Location	Total Spaces	Intended Use	Private Spaces	Ownership/Maintenance	Role of Parking Authority	TIF Funds Used?
River Park Center	2550	Retail/Theater users – public RPC unit owners - private	475	City of Yonkers	Owner/Operator*	Yes*
Government Center	1523	Retail/Theater/Ballpark users – public RPC unit owners - private	475	City of Yonkers	Owner/Operator*	Yes*
Palisade Avenue Office Building	435	Office uses, Retail/Theater/Ballpark users	0	City of Yonkers	Owner/Operator	Yes
Cacace Center	1349	Police, Fire, City Office, Courts, Hotel, Retail/Theater/Ballpark users	0	City of Yonkers	Owner/Operator	Yes
Palisades Point – Structured	670	Palisades Point unit owners Scrimshaw House replacement parking	670	The Applicant	None	No
Palisades Point – On-Street	57	Recreational Users of Waterfront	0	City of Yonkers	None	No

* Except for 475 Private Spaces. They will be paid for and maintained by the Applicant.

Parking to be Removed as Part of Proposed Project				
Location	Total Spaces	Current Space Utilization (Weekday/Saturday)	Current Users	Where Spaces Will be Replaced
Government Center Garage	543	500/100	Government employees, Those with Government business	Government Center
Cacace Justice Center	250	290/50	Police personnel, Courts	Cacace Center
Chicken Island	386	130/130	Local retail users, Those with government business	River Park Center
Private Church Parking	35	<5/<5	Church members	River Park Center
Behind Firehouse	45	45/45	Fire Department personnel	Cacace Center
On-Street Parking	100	80/80	Local commercial/retail users	River Park Center Government Center Cacace Center Palisade Avenue Office Building Off-street parking as shown in DEIS Exhibits II-49, II-49A, II-49B and II-49C.

Comment III.E.1-17:

2. Identify relationship between new uses and parking demand. The overall development is described as taking credit for shared parking so as to reduce the parking requirement under existing zoning requirements. This fact makes it appear that the proposed parking is being constructed to specifically fit the parking needs of the proposed retail and commercial tenants of the project. In almost all situations, this type of parking provision is considered an integral and

required part of a private development proposal. It is not clear why the provision of such parking facilities requires, or is eligible for, public funding assistance. The EIS should address this aspect.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008; Westchester County Department of Planning, Westchester County, Letter, 5/29/2008 (C66))

Response III.E.1-17:

The shared parking analysis uses factors suggested by the Urban Land Institute. After the analysis was made, results were compared to the proposed parking requirements by use and found to be compatible. This public policy is an essential element of the infrastructure components that need to be financed through TIF. Without these public parking facilities downtown revitalization would not be feasible.

Comment III.E.1-18:

3. Explain relationship between parking structure and ground floor uses. The draft EIS does not explain who will be responsible for the construction of the storefronts that will be incorporated into the façade of the parking garages. If the garages are proposed as public improvements, will the financing of the storefront construction be separated out? Who would own the retail spaces and who would receive rent payments from tenants? Similar questions should be addressed as they relate to the proposed new Salvation Anny headquarters space.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008; Westchester County Department of Planning, Westchester County, Letter, 5/29/2008 (C66))

Response III.E.1-18:

See Response III.A-22.

Comment III.E.1-19:

Provide details on potential green building requirements. Appendix I.F states, "The potential impact of any green building requirements or standards for parking structures have not been assessed, but are generally considered higher than (sic) the costs estimates developed by the Redeveloper and City's consultant." As green building standards should be encouraged, we recommend that the EIS assess such potential measures and costs.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-19:

See Response LA-15.

Comment III.E.1-20:

3. Explain parking calculations. Though the proposed amendment would call for a 24% increase in the provision of parking spaces on the riverfront development site, it would appear to reduce the ratio of spaces per dwelling unit from 2 per unit to 1.5 per unit. This would appear to be a

smart growth initiative for a residential building in a downtown location near a train station. However, the draft EIS notes on page III.A-15 that the master plan total spaces of 528 includes 184 permanent replacement parking spaces for the adjacent Scrimshaw House. Are the same 184 spaces included in the 658 spaces to be provided in the proposed development? (We note that Table I-4 states that 669 spaces are to be provided.)

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-20:

See Response III.E.1-61.

Comment III.E.1-21:

4. Parking garage rooftops. We urge the City to require consideration of providing public open space parks on the top level of both the Government Center and Cacace Center parking structures. This could either be done by adding another level to the proposed garages or by putting a level of parking underground in order to accommodate the park if a certain building height must be maintained. In addition to creating a positive visual impact for the higher floors of surrounding buildings including City Hall (which would otherwise overlook parking), having park space atop the garages would provide extra open space as well as environmental benefits, such as stormwater retention and a reduction in the urban heat island effect. To gain these benefits a natural vegetative surface should be used, as opposed to artificial turf.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-21:

Comment noted. The Applicant will work with the City of Yonkers in assessing the financial viability of public open space parks on the top level of the Government Center and Cacace Center parking structures during the preparation of site plans.

Comment III.E.1-22:

1. Elimination of on-street parking. The draft EIS describes that on-street parking is to be eliminated on New Main Street, Elm Street, Palisade Avenue and Yonkers Avenue so as to facilitate traffic flow. Presumably, this means that additional lanes of traffic would be added, or that lanes would be widened to permit higher vehicle speeds. -With either change, the pedestrian environment will likely become more hostile since pedestrians will no longer have the buffer that on-street parking provides. Faster moving traffic immediately next to the curb can create more pedestrian/vehicle conflicts. We encourage the City to explore means to preserve as much on street parking as possible.

(Westchester County Planning Board, Westchester County, Letter, 5/29/2008)

Response III.E.1-22:

Comment noted. The final plans will include a buffer strip (contrasting material) to delineate the sidewalk area. The plans will be submitted to the City as part of the Site Plan Approval process.

Comment III.E.1-23:

To me, the most attractive feature of the plan is that they are going to build 4,600 parking spaces downtown. Ten years ago I rented a small office space in downtown Yonkers. After six months I had to move somewhere else because parking was always a problem.

(Om Dhiman, Building Manager, Public Hearing, 5/13/2008, Page 23)

Response III.E.1-23:

Comment noted.

Comment III.E.1-24:

Explain exactly how the proposed number of parking spaces was arrived at, how many for residential units, how many for retail and restaurant basically for this Phase I proposal. How many parking spaces for the ballpark? How many spaces for just the ballpark, and how do we get the access for that? How many parking spaces would be cut from the project if we don't do the ballpark and what the differences are between the two.

(Deane Prouty, Resident, Public Hearing, 5/13/2008, Page 38)

Response III.E.1-24:

See Response III.E.1-10.

Comment III.E.1-25:

As it concerns of parking, ownership of the parking is one of our main concerns. Who will own the parking lot after the development is done? Will our lease with the City still be valid? How much money will we have to pay? Will the lease change?

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Public Hearing, 5/13/2008, Page 149)

Response III.E.1-25:

See Responses III.E.1-13, III.E.1-42.

Comment III.E.1-26:

The second concern is direct access to the parking lot. Right now, the proposal has it a little distance and it will be shared parking with the condominiums or buildings that are going up.

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Public Hearing, 5/13/2008, Page 150)

Response III.E.1-26:

See Response III.E.1-5.

Comment III.E.1-27:

Residents with disabilities. We do have some elderly residents with disabilities, and we want to make sure that they can get easily accessible to the parking lot.

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Public Hearing, 5/13/2008, Page 150)

Response III.E.1-27:

See Response III.E.1-7.

Comment III.E.1-28:

Parking spots. We want to make sure that all our parking spots are indeed replaced.

(Vincent Wilson, Representative, Scrimshaw House (Pier Point on the Hudson), Public Hearing, 5/13/2008, Page 149)

Response III.E.1-28:

See Response III.E.1-8.

Comment III.E.1-29:

Not only the City of Yonkers, but anyone can use more parking spaces the way families are growing today and young men and women are getting their driver's licenses. The project will generate five thousand parking spots. What will this project do for Yonkers? Growth in the community, people who want to come and visit and possibly -- may even possibly live in the City of Yonkers.

(Michael Carriere, Rep. of District Council 9, Painters and Allied Trades, Public Hearing, 5/13/2008, Page 192-193)

Response III.E.1-29:

The parking requirements are based on a shared parking analysis which takes into account the proposed uses in the development and as well as replacement parking. Based on that analysis, there will be parking available on evenings and weekends for visitors, etc.

Comment III.E.1-30:

The downtown area of the City continues to be redeveloped which increases the parking needs of the BID membership. Further clarification is needed on parking impacts under a "no build" scenario as relates to the retail needs in the BID boundaries.

(Steve Sansone, Executive Director, Yonkers Downtown/Waterfront BID, E-mail, 5/30/2008)

Response III.E.1-30:

The no-build analysis included proposed developments throughout the downtown area. Parking needs for existing businesses can be addressed, to a certain extent, in the proposed structures,

particularly for those parking spaces that will be removed as part of the development (e.g., Chicken Island, on-street parking).

Comment III.E.1-31:

Ownership of the parking – We currently lease 187 assigned spots, including spaces for visitors that we lease from the City of Yonkers. Our parking lot is convenient and safe for us. Who will own the parking lot? What rights will we have? Can there or will there be an increase in the dollar amount of our lease agreement with the City instead of having the development own our parking spaces? What are our options?

(Kimberly Lopez, Resident, E-mail, 5/30/2008)

Response III.E.1-31:

The Scrimshaw House currently leases 184 parking spaces from the City. See Response III.E.1-4.

Comment III.E.1-32:

Direct Access from the parking lot to the building – As stated above, our parking lot is conveniently located next to our building with several security cameras and lighting. We are concerned about direct access from our cars to the building and safety for the residents;

(Kimberly Lopez, Resident, E-mail, 5/30/2008)

Response III.E.1-32:

See Response III.E.1-5.

Comment III.E.1-33:

Drop off point - We currently use the south side entrance as a drop off point for packages and heavy deliveries. Where will residents be able to unload packages after a long days food shopping or unload furniture if someone is moving? Additionally, when having work done on the building, where will contractors be able to unload their equipment (i.e. scaffolding, etc)?

(Kimberly Lopez, Resident, E-mail, 5/30/2008)

Response III.E.1-33:

See Response III.E.1-6.

Comment III.E.1-34:

Residents with Disabilities - We have a number of elderly and people with disabilities in the building who will find it difficult to travel a long distance from the building to the parking garage. How will they be accommodated?

(Kimberly Lopez, Resident, E-mail, 5/30/2008)

Response III.E.1-34:

See Response III.E.1-7.

Comment III.E.1-35:

Parking Spots - How can we ensure that all 187 spots will be replaced.

(Kimberly Lopez, Resident, E-mail, 5/30/2008)

Response III.E.1-35:

By contract/lease, these spots will be replaced. See also Response III.E.1-4.

Comment III.E.1-36:

Will provision be made for the parking for those living at 23 Water Grant Street [Scrimshaw House] as reflected in their contract (I have a copy if you need it).

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-36:

See Responses III.E.1-14, III.E.1-42.

Comment III.E.1-37:

What parking consideration will be made for those handicap and seniors who drive to the library or Motor Vehicles? It would be a hardship to walk up that hill to Buena Vista Parking facility.

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-37:

The City will be required to provide handicap spaces in any Larkin Plaza replacement parking in accordance with ADA requirements.

Comment III.E.1-38:

I would like to see a complete assessment and plans for parking being proposed for the entire Downtown waterfront.

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-38:

Please refer to Chapter III.E.1 of the DEIS, which addresses parking for the entire project including Palisades Point.

Comment III.E.1-39:

How would the new parking ratios affect the existing merchants.

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-39:

Any new development in the affected zoning districts (GC and CB) would be able to utilize the proposed parking ratios. They would not affect existing merchants because parking currently utilized by patrons of existing stores has been included in the ratios for River Park Center parking garage. In other areas where on-street parking is proposed to be eliminated, off-street parking is provided. The City's traffic consultant has provided the Lead Agency with recommendations regarding the amount of parking being provided as part of the Proposed Action. The City's traffic consultant has indicated that, in his opinion, there are excess parking spaces being provided, by approximately 400 spaces. As part of the Findings the Lead Agency can make a determination as to the ultimate number of parking spaces to be provided as part of the Proposed Action.

Comment III.E.1-40:

How will eliminating parking along Palisade Avenue effect the business community?

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-40:

To mitigate the impact of the loss of the on-street parking, new off-street parking (a total of approximately 101 spaces) is proposed at four locations along Yonkers Avenue. See Exhibits II-49, II-49A, II-49B and II-49C in the DEIS. In addition, public parking will be provided in the proposed parking structures at River Park Center, Government Center, the Palisade Avenue office building, and the Cacace Center. While parking will no longer be immediately "in front" of the shops, these replacement spaces will be located within a number of garages that will be within walking distance of the shops. The structured parking at River Park Center will have several access points along Palisade Avenue and Elm Street.

Comment III.E.1-41:

What happens to the Mt. Carmel Church when parking is eliminated along the Yonkers Avenue/Nepperhan Avenue corridor?

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-41:

Public parking will be available for the Church in the River Park Center garage, which is adjacent to the Church. The Applicant has offered to provide to the Church, at the Applicant's expense, 40 permit parking spaces that will be available to the Church on a 24/7 basis within the new garage. In addition, there is anticipated to be sufficient additional parking within the structured garage adjacent to the Church for overflow parking during peak Church periods. The fee structure of this overflow municipal parking will be developed by the City of Yonkers.

It should also be noted that a meeting occurred on September 16, 2008 with the Applicant and the Kingdom Baptist Church during which parking needs and how they could be served at River Park Center was discussed. It was noted that sufficient parking will be available in the River Park Center garage, but that arrangements for church use would be addressed by the Yonkers Parking Authority which will operate the parking facility.

Comment III.E.1-42:

Is the parking arrangement for the residents of the Scrimshaw House according to the agreement? The residents here are victims of the previous developer, as Condo owners, they do not currently pay for their parking. I think it is unfair that their parking is being removed and replaced with a garage in which they will be expected to pay. What can be done to assist these residents? The residents are also requesting a drop off point where they can unload the packages and elderly and handicap passengers.

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-42:

The terms of use for the parking facilities is clearly stated in the lease between the City of Yonkers Community Development Agency and the Board of Managers of Pierpont on the Hudson Condominium I (a.k.a., Scrimshaw House) dated January 31, 2001 and the lease between the Yonkers Waterfront Associates, the CDA's predecessor in title and Pierpont on the Hudson dated September 29, 1988 (as amended). Section 10 of the 2001 lease ("Relocation to Future Parking Facility") details terms including: a 50 year term for a future parking facility for Scrimshaw House residents; and that rents or permit fees can be charged for use as well as costs for operations and maintenance of the facility are to be paid by condominium. In regard to deliveries to the Scrimshaw House and the accessibility of the replacement parking, see Responses III.E.1-6, III.E.1-7.

Comment III.E.1-43:

There is St John's Church and 2 Churches on Hudson Street between Riverdale and Hawthorne as well that should be mentioned in the parking demand calculations.

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-43:

These churches were not considered in the parking demand calculations due to their location with respect to the Project. However, a greater amount of public parking will be available to these churches as a result of the construction of the Proposed Action. Any parking that is being used by parishioners that is being displaced is being provided for in the available parking in the proposed Project.

Comment III.E.1-44:

What is the minimum/maximum number of parking spaces for a project such as this in other communities? How many spaces would be required for this project if the baseball stadium was not built?

(Patricia McDow, City Council Member, City of Yonkers, Letter, 5/30/2008)

Response III.E.1-44:

The parking provided is based on accepted standards set forth by the Urban Land Institute and have been successful in both downtown White Plains and New Rochelle, among other communities. There are no specific parking spaces allocated for the baseball stadium because the proposed parking ratios are based on a shared parking analysis presented in DEIS Chapter III.E.1, which indicates that during certain time periods parking demand may be lesser for certain uses and greater for other uses. For example, parking for office uses during evenings and weekends is almost zero, but at the same times, parking for the ballpark, would reach a peak. Therefore, if the stadium were not built, the same number of spaces would be required to serve the other uses of the Project.

Comment III.E.1-45:

In pitching \$120 million dollars of TIF bonding by the City of Yonkers for the parking facilities the Project Sponsors emphasize that the City will own the parking facilities out-right and free of debt after the TIF bonds have been paid off. However, it may be 28 years before the TIF bonds are paid off and without knowing what the value and condition of these parking structures will be in 28 years we cannot know whether this will be an asset or liability to the City at that future date. Indeed it may be true that in 28 years or possibly even before these parking structures may require extensive improvements and rehabilitation or may even be required to be torn down, that is, they may have outlived their useful and economic lives.

(Barry B. McGoey, Resident, Letter, 5/30/2008)

Response III.E.1-45:

The City of Yonkers has used bond financing similar to the concept of TIF financing for other municipal parking facilities (i.e., general obligation bonds). The useful and economic lives of all municipal investment is considered by the City of Yonkers when it approves and commission the construction of such facility. The use of TIF financing does not alter the construction decision made by the City of Yonkers as it relates to capital improvements.

Comment III.E.1-46:

Parking plan should explore other alternatives than the standard conventional parking structures. The developer should investigate the use of lifts, elevators and different modern approaches to create the most efficient and modern parking facilities.

(Brian O Rourke, P.E., Director of Traffic Engineering, City of Yonkers, Memo, 5/30/2008)

Response III.E.1-46:

Since most of the spaces will be public, the use of lifts, etc. would be difficult. Their use will be evaluated for the private parking areas that serve the residential buildings. This will be considered a part of the Site Plan Approval process.

Comment III.E.1-47:

Shared parking is a conceptual concept that may or may not work with this development. It is incumbent on the developer to demonstrate through actual anecdotal experience that existing parking facilities with similar parking demands are successful and that the predicted demands are met. The developer must justify reducing the number of parking spaces that are required by the zoning code.

(Brian O Rourke, P.E., Director of Traffic Engineering, City of Yonkers, Memo, 5/30/2008)

Response III.E.1-47:

The Applicant's traffic engineer disagrees that shared parking is conceptual. The parking requirements in downtown White Plains and New Rochelle reflect this experience; in both cases, sufficient parking exists for mixed use downtown developments.

Comment III.E.1-48:

The Parking Analysis should also discuss the possibility of assigned spaces, reserved spaces, long-term parkers, short-term parking, and handicapped spaces and permit parking. These aspects of parking will leave unoccupied spaces that cannot be shared. Will there be a fee structure that would encourage or discourage parking at certain time of the day or by day of the week? Would the developer provide reduced fee for HOV's etc?

(Brian O Rourke, P.E., Director of Traffic Engineering, City of Yonkers, Memo, 5/30/2008)

Response III.E.1-48:

The public parking spaces will be owned and maintained by the City's Parking Authority. The parking authority will review these possibilities at a later stage in the process.

Comment III.E.1-49:

Establish new parking ratios for the uses at River Park Center that are consistent with ratios successfully utilized by the applicant at other similar mixed use urban projects in Westchester County and elsewhere relying on applicant's opinion of parking requirements. Request additional analysis and outside research.

(Colleen Roche, AICP, Senior Planner, City of Yonkers, E-mail, 5/20/2008)

Response III.E.1-49:

The parking requirements proposed are consistent with the Applicant's experience. They are also based on accepted standards set forth by the Urban Land Institute and have been successful in both downtown White Plains and New Rochelle, among other communities.

Comment III.E.1-50:

B. Zoning Amendments I.b River Park Center and Cacace Center Take out the word supplemental, they are the parking requirements

(Colleen Roche, AICP, Senior Planner, City of Yonkers, E-mail, 5/20/2008)

Response III.E.1-50:

Comment noted.

Comment III.E.1-51:

Executive Summary

I-26

E. Summary of Impacts and Mitigation

8. Socio-Economics

a. Tax-Increment Financing

Analysis discusses "public" parking spaces, but these are required spaces arising out of the proposed development.

(Colleen Roche, AICP, Senior Planner, City of Yonkers, E-mail, 5/20/2008)

Response III.E.1-51:

Comment noted. However, other than the parking for the proposed residential uses, all other parking as part of the proposed development will be public parking owned and operated by the City's Parking Authority.

Comment III.E.1-52:

The DEIS states that "The nearly 6,000 spaces takes into account shared parking for uses with different operating hours, as currently permitted in the Yonkers Zoning Ordinance. In the applicant's opinion, the proposed parking is sufficient to meet the expected public and private parking demand for the proposed project and surround land uses...." The applicant must prove this. The applicant should explain the theory of the shared parking and how it will work. For example, perhaps a movie theatre would require minimal parking spaces during the day and an office would not require many parking spaces during evening and weekends. But the DEIS should have an analysis.

(Colleen Roche, AICP, Senior Planner, City of Yonkers, E-mail, 5/20/2008)

Response III.E.1-52:

The proposed parking ratios are based on a shared parking analysis presented in DEIS Chapter III.E.1, which indicates that during certain time periods parking demand may be lesser for certain uses and greater for other uses. For example, parking for office uses during evenings and

weekends is almost zero, but at the same times, parking for certain entertainment uses, including the ballpark, would reach a peak.

Comment III.E.1-53:

The DEIS should address the question that the proposed parking reduction will be provided for the proposed development and that the shared parking is within three hundred (300) feet from the shared uses.

(Colleen Roche, AICP, Senior Planner, City of Yonkers, E-mail, 5/20/2008)

Response III.E.1-53:

The new Government Center garage, River Park Center garage and the Palisades Office Building garage are located in close proximity. In addition, given the proposed vertical transportation within each garage, the average walking distance should be less than 300 feet.

Comment III.E.1-54:

20) Where will people park when the City Garage next to City Hall is demolished?

21) Is turning the city owned park JFK Marina into parking spaces for the developer's construction crews effectively parkland alienation? Please provide a legal opinion.

22) Will JFK marina be available for public events and festivals as usual while it is being used as a parking lot for construction crews?

23) During the construction phase, where will visitors to JFK marina park? Will the public have access to the marina during this period?

(Deirdre Hoare, Resident, Letter, 5/30/2008)

Response III.E.1-54:

20) As noted on page III.M-9 of the DEIS, when the garage next to City Hall is demolished parking will be relocated to the new Cacace Center garage.

21 - 23) Due to concerns regarding the impacts to the surrounding neighborhood, the Applicant no longer proposes using JFK marina for construction worker parking. In lieu of using the marina area, the underutilized parking structure at Cromwell Towers will be used. This area can accommodate 750 vehicles per day and will not require a shuttle due to its proximity to the River Park Center site.

Comment III.E.1-55:

25) What city streets, which currently provide on-street parking, will no longer provide parking during the construction period of Phase I? Detail by street and time period.

26) What city streets, which currently provide on-street parking, will no longer provide parking upon completion of the projects? Where will people wishing to patronize stores on these streets park?

(Deirdre Hoare, Resident, Letter, 5/30/2008)

Response III.E.1-55:

Parking will be eliminated during and after construction on New Main Street, Palisade Avenue and Elm Street. After construction displaced vehicles can use the proposed parking structures. In addition, on-street parking will be eliminated on Yonkers Avenue, with four off-street lots developed to replace that parking.

Comment III.E.1-56:

What is the impact of elimination of parking at New Main Street? What is distance to closest proposed parking? What will impact be upon area land uses that depend on free overnight parking? How will this removal of parking be mitigated? Proposed parking ratios should be peer reviewed to determine if they are in fact successful in other settings.

(Lee J. Ellman, Planning Director, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/23/2008)

Response III.E.1-56:

Public parking will be within several hundred feet from New Main Street in the Government Center garage and River Park Center garage. It is possible that some people may have to walk a little further than they currently do now. The City's Parking Authority may allow overnight permit parking, as is the case in cities such as White Plains. Peer reviews will be undertaken by the City. It should also be noted that many of the stores that are currently on New Main Street will not be there at the completion of the project, however, the Project will add new stores and will provide entry to riverwalk.

Comment III.E.1-57:

III.A28 Will like parking be provided for the uses that depend upon the on street parking? What will the community character impact be of the change in availability of parking? What will the impact be of changes in parking to area businesses?

(Lee J. Ellman, Planning Director, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/23/2008)

Response III.E.1-57:

See Response III.E.1-40.

Comment III.E.1-58:

III E 24 Commuter impacts. Is there a chance that the parking at the government facilities will be less expensive than that at the project and that employees will choose to park there instead of at the center? What impact will this have on commuter parking?

(Lee J. Ellman, Planning Director, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/23/2008)

Response III.E.1-58:

The City's Parking Authority will own, maintain, and set the fee structure for the public parking facilities.

Comment III.E.1-59:

III.E.1 Parking General Parking question: There was not any discussion of church parking for Messiah Baptist Church even though their parking lot is proposed to be developed. What parking arrangements will be made for the church?

(Lee J. Ellman, Planning Director, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/23/2008)

Response III.E.1-59:

Messiah Baptist Church is located at 76 Warburton Avenue, outside of the area of the Proposed Action. However, the church can use the proposed public parking garages. Details on the Mount Carmel Baptist Church parking are included in Response III.A-33.

Comment III.E.1-60:

Chicken Island provides parking for businesses fronting the parking area and for businesses around the area and across the street. Have these across the street businesses been taken into account in calculating the parking?

(Lee J. Ellman, Planning Director, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/23/2008)

Response III.E.1-60:

The replacement parking for Chicken Island has been accounted for in the parking analysis under "Replacement Parking."

Comment III.E.1-61:

The Palisades Point parking provision of 1 per unit assumes current conditions of transit ridership and occupancy of the units. Evidence suggests that the parking provision at Collins I have not been adequate and have been increased to 1.3 per DU in Collins II. Why would Palisades Point be any different than Collins II in parking requirements? What happens as the site demographics age and the site is no longer the hip location for young unmarried? Do residential projects age into added parking demand?

(Lee J. Ellman, Planning Director, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/23/2008)

Response III.E.1-61:

The parking provided for the Palisades Point development is actually 1.115 per DU. 184 of the 670 spaces are a replacement for the Scrimshaw House parking. That leaves 486 spaces for the Proposed 436 dwelling units.

In addition, the project seeks to create a walkable Downtown District and encourage transit usage. The proposed parking ratios are supported by a given proximity to Metro North as well as provisions for alternative transit means including the proposed trolley loop. In the future, while demographics may shift, other factors (including transit use and availability, employment patterns, and vehicle type demand) may shift as well and can not be anticipated at this point. Parking ratio trends going forward are looking to establish maximums vs. minimums with the desire to ultimately lower vehicle usage.

Comment III.E.1-62:

- i. Explain exactly how the proposed number of parking spaces was arrived at: ie number per residential unit, retail and restaurant square foot, etc.
- j. How many new parking spaces does the ballpark alone require? If the ballpark was not built, and all other project components remained the same (NO additional retail), how many parking spaces could be cut from the project? What is the resulting cost savings?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-62:

See Response III.E.1-10.

Comment III.E.1-63:

- a. Mall Parking Rates. Shoppers on Nepperhan Avenue and New Main Street will have to park in the enclosed mall parking garages in order to shop. What will the rates be? Will this be a hardship for the lower-income families in the area?
- b. Guion Street (II-11) will lose its on-street parking. Where will the residents be expected to park?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-63:

The parking rates will be set by the City's Parking Authority. Parking for Guion Street residences, if needed, will be in the Cacace Center Garage.

Comment III.E.1-64:

- f. What are the contingencies if the estimates grossly underestimate the amount of traffic produced or parking spaces needed? Will Applicant be required to supplement traffic accommodations and parking spaces?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-64:

The information contained in the DEIS is based on information collected over many years by the industry. It has been used throughout the Country and found to reasonably estimate the parking demand. The Applicant believes that the estimates in the DEIS accurately estimate the future demand.

Comment III.E.1-65:

e. Private buses are anticipated in dropping of visitors to the ballpark. Is there an accommodation for parking of those buses? Where will they park? To encourage ride-sharing and bus use, and also to avoid idling, it is important to provide for parking.

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-65:

The private buses anticipated for visitors to the ballpark are envisioned for groups attending events (e.g., summer campers, boy/girl scouts, etc.). Typically these private buses are staffed and remain off when not in use, avoiding idling. They often return to their facility if located nearby, rather than parking at the ballpark. Based on the Applicant's experience in Newark, NJ, it is expected that busses will only be utilized 4-6 times per year on special promotional days at the ballpark. During these days, busses will locate spaces to park in the nearby area. It should also be noted, that during these days, a significantly fewer number of cars would be expected. The operator of the ballpark will discuss specific plans with the City prior to selecting promotional days.

Comment III.E.1-66:

a. People use on-street metered parking to make local trips to street shops. Where is the analysis of the impact of elimination of these parking spaces, and what is the accommodation for that impact?

b. What basis is there to assume that those shoppers will willingly shift to garage parking blocks from their destination store? The DEIS notes that Chicken Island parking is only at 50% capacity (p. III.E.1-1) This supports the notion that the people who use those street shops want to park as close to them as possible, not at a remote locate blocks away and not within view.

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-66:

The on-street spaces to be eliminated are included in the parking analysis as "replacement spaces." While parking will not be immediately "in front" of the shops, these replacement spaces will be located within a number of garages that will be within walking distance of the shops.

Comment III.E.1-67:

c. Social justice: Was there an analysis of the types of parking currently available – time restrictions and prices, and the types that will be offered in the proposed River Park Center and Cacace Center sites? Is there accommodation for short term, inexpensive parking for quick trips to local street shops? Is there street-level parking for those who will be shopping on the street level? If prices will be higher in the garages, then what is the impact on the increased price to park on those shoppers?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-67:

No fee structure has been set for the proposed parking garages. The parking fees will be set by the City's Parking Authority and not the Applicant.

Comment III.E.1-68:

d. Shopping at local street shops is a different experience than mall shopping, where one parks and plans to stay for a long time. The neighborhood that the River Park Center is occupying is such a local street shop neighborhood. Displace local street parking will not be made up for by in-garage parking.

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-68:

Comment noted.

Comment III.E.1-69:

e. Why are the proposed parking number of spaces “Based on Preliminary plans”? Why is there no definite commitment to numbers of public spaces available, with different scenarios for whether or not zoning variances are provided?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-69:

The City Council, as lead agency, will set the number of spaces as part of their Findings Statement, which will follow this FEIS.

Comment III.E.1-70:

f. Why is there no plan to provide the total number of parking spaces required under existing zoning laws? Why is the notion of having “vacant spaces at various time of the day” rejected as an unacceptable principle (p. III.E.1-4)? g. Why is there a need to “insure that the parking requirements are not overestimated” (p. III.E.1-4) and not a corresponding need to insure that parking requirements are not underestimated?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-70:

The concept of shared parking is critical for developments in a downtown area. It has been used quite successfully in cities such as White Plains.

The provision of parking for each individual use would result in under utilized parking access. While this is required in rural or suburban areas, it should be avoided in urban areas given the cost of parking structures.

Comment III.E.1-71:

h. Why is it appropriate to use a shared parking analysis for mixed use development? Why is additional parking not embraced and even guaranteed for a city that has very few locations to accommodate any increase in parking needs in the future, and that is on the verge of major redevelopment?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-71:

The shared parking concept is based on different parking requirements (by use) at different times of the day. For example, an office use would peak between 8AM to 5PM, Monday through Friday and would be essentially empty on evenings and weekends. If another use had its peak on weekends (ballpark) they could use the vacant spaces during that time period and not build duplicate parking.

Comment III.E.1-72:

i. Are the assumptions made here – to support a lower number of parking spaces – consistent with the assumptions made when estimating annual sales tax revenue, for example? How will the population of shoppers who will provide the projected revenue get to the area? If that demographic will drive, then why would the DEIS not provide for additional parking spaces for those people?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-72:

The parking estimates have been derived from similar downtown/urban projects completed by the Applicant and/or worked on by the Applicant's consultants. These projects are comprised of a comparable mix of retailers as envisioned for River Park Center. These assumptions are consistent with the assumption used for estimating the annual sales tax revenue.

Comment III.E.1-73:

j. What is the justification for the percentage projections for the various mixed uses – e.g., why is there a 100% use capacity for office parking only at 10 and 11 am, which then drops to 90% during lunch? What is the analysis that rationally projects that people who use parking spaces for office parking will actually move their car during the lunchtime and risk not finding a space on their return when retail parking is peaking?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-73:

The percentages are from the Urban Land Institute publication “Shared Parking” and have been found to be a reasonable estimate of parking demand.

Comment III.E.1-74:

k. Will there be dedicated parking areas for office space? If not, how will businesses be attracted to a location where there is not guaranteed parking for their workers? If parking is dedicated to office parking, then is the sharing capacity reduced to weekends and late nights? What accommodation is there for weekend office workers who need to park (currently assigned at zero)?

l. What accommodation is there for employee parking for the thousands of new jobs created by the River Park Center? The peak hours of their needs will not fit into either office or retail space.

m. What is the justification of using the demand bases of 3 spaces/sf for office space and for weekday retail space, 4 spaces/sf for weekend retail space, 1 space per hotel and 0.26 spaces/seat of cinema? Is this consistent with actual usage rates at other locations in the city?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-74:

There will be no dedicated parking area except in the Cacace Garage where there will be a “secure area” for judges and certain Police Department personnel. The number of employees (office and retail) is accounted for in the parking index. The parking ratios cited are based on published data accepted throughout the region.

Comment III.E.1-75:

n. Why is the proposed hotel allotment 0.75 space/room in Table III.E.1-13?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-75:

The required parking ratio referenced in the comment is the same ratio as in the current zoning.

Comment III.E.1-76:

o. What is the justification for saying that “no separate or additional parking is proposed to be provided for the ballpark or special events” (III.E.1-13)? Where do the private buses park?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-76:

The location of the new municipal facilities at Cacace Center and the replacement Government Center Garage will accommodate the ballpark/special events needs; these lots are used for office workers during the business week and are empty during games/events. Also see Response III.E.1-65.

Comment III.E.1-77:

- p. Why is it acceptable to just reach capacity for Saturday ball games without providing for potential overflow? What is the impact on surrounding neighborhoods if cars are forced to use side street parking because capacity is full?
- q. Why is no analysis given for special event parking? What if the event is larger than a ball game? What if capacity is reached?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-77:

A Traffic Management Plan has been proposed for ballgames as the "worst case" scenario and has been reviewed by the City (See Exhibit II-16 of this FEIS). Baseball games were also used as the worst case scenario because they are certain to occur as a result of the Proposed Action, while other potential events for the stadium are not yet known. Moreover, ballgames will occur on a regular basis throughout the minor league season. If the parking is exceeded, motorists will be directed to other parking lots since it is unlikely that there will be available parking "on-street." However, on the weekend or on a weeknight, when ballgames are expected to occur, there will be plenty of parking as other uses (i.e., office) will not be fully utilizing the parking structures.

Comment III.E.1-78:

- s. What is the justification for not analyzing special events occurring at times other than 1pm Saturdays and 7pm weekdays? Will other events actually be planned around parking availability?
- t. Who will do that analysis? Is this analysis consistent with others in the DEIS – e.g., are economic analyses of the special events based on times at which parking will be available?

(Board of Directors, Yonkers Committee for Smart Development, Letter, 5/30/2008)

Response III.E.1-78:

Parking was analyzed at those times because they represent the peak demand for parking. A Traffic Management Plan for the ballpark has been developed and has been reviewed by the City (Exhibit II-16 of this FEIS). This plan was developed for the "worst case" event. However, it is anticipated that a significant number of fans will use mass transit to reach the ballpark.

Comment III.E.1-79:

The SFC parking study sites 250 existing parking spaces at the Cacace Center. It sites a utilization of 290 spaces during work days, the extra spaces due to cars parked in aisles and unmarked spaces. It also states, "In general, the Cacace Justice Center (Cacace Center) parking areas were full during the weekday midday hour, in fact they exceeded the capacity."

In contrast, a Police Department study of existing Cacace parking found that there were a total of 319 parking spaces serving the Cacace Center (including 16 on South Broadway), plus 39 extra spaces "created" by patrons and employees of Cacace (total 358). The spaces are broken down thusly: 303 official spaces in the Parking Authority's (PA), court, and police designated lots, 16 police designated diagonal parking on South Broadway.

39 extra spaces that are "created" on a daily basis by Cacace employees and the public. These spaces are obviously not official - some are in clearly marked "no parking" zones but they do not block in other cars that are legally parked.

There are also at times at least a dozen other spaces created around Cacace that do interfere with the flow of traffic or block in other cars. These "extra" spaces indicate that the number of official parking spaces in Cacace is not adequate, especially during business hours.

(Yonkers Police Department, City of Yonkers, Letter, Not Dated)

Response III.E.1-79:

There are 290 existing marked spaces at the Cacace Center Parking area. The shared parking analysis presented in the DEIS considers replacement of 300 spaces. As noted in the comment there are some 68 vehicles parked in non-marked (i.e., no parking areas, etc.). However, the parking analysis indicates that there will be an additional several hundred spaces available within the Cacace Center garage and these can easily accommodate the 68 parkers using non-marked spaces.

Comment III.E.1-80:

The SFC DEIS (Description of Proposed Action II) states:

Of the approximately 1,349 [new Cacace] parking spaces provided, 500 spaces would be reserved for office patrons, 113 spaces to the hotel use, and 30 for Fire Department staff and personnel. Approximately 550 spaces will be shared use spaces for ballpark attendees on evening and weekend game days. Parking will also be provided for Cacace Justice Center employees.

The SFC Parking document (III.E. I) states:

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.

This appears to be the extent of detail available in the DEIS that specifically deals with Cacace Center employees or patrons. It is to be remembered that most of the existing parking for Cacace will be removed while the parking garage is being constructed. Surprisingly, hotel patrons and the Fire Department are given specific numbers of spaces needed and 500 spaces are designated for "office patrons" though it is not specified which offices these are. No mention is found of the number of spaces needed for the relocated employees of 87 Nepperhan.

A Yonkers Police Department study projecting parking needs at Cacace found the following:

Police Department needs (these figures include the proposed Detention Center's cars and employee vehicles):

§ 93 vehicles owned by the YPD (Fleet cars) including:

o 44 vehicles with reserved individual parking spaces at all times

o 49 vehicles parked in designated areas at all times

§ 222 employee owned vehicles including:

o 14 vehicles with reserved parking spaces at all times

o 178 vehicles parked in designated areas during business hours

o 30 vehicles parked in designated areas during off-hours

§ 50 spaces needed in designated areas for police officers conducting police business with

§ Fleet vehicles and personnel cars during business hours

§ 13 spaces needed in designated areas for police officers conducting police business with

§ Fleet vehicles during off-hours

Fleet vehicles include marked and unmarked sedans and SUVs. There are presently 3 large vehicles assigned to the Criminal ID Unit (CIU) at Cacace, plus there will be 3 prisoner vans assigned to the future Detention Center. These vans range in height from 7 to 10 feet. It is recommended that the ground floor of the new Cacace parking structure be high enough to accommodate these vehicles and they be given a designated parking area or spaces. They are not included in the above figures.

(Yonkers Police Department, City of Yonkers, Letter, Not Dated)

Response III.E.1-80:

The only reserved spaces within the Cacace Center Garage would be in the “secure area” that meets the specific requirements of police and court officials. All other spaces would be open to all garage users including employee vehicles, police, and hotel guests. The “vans” will be accounted for in the final design.

Comment III.E.1-81:

A total of 565 spaces are needed on Mondays during business hours and SIS spaces needed Tuesday through Friday (92 reserved, 473 in designated areas) for Cacace employees. 259 spaces are needed during off-hours (92 reserved, 167 in designated areas [the 92 spaces are always to be reserved, never shared. Court and Yonkers Police Department employees recognize the importance of sharing spaces with patrons of special events and ball games at the proposed stadium, but certain spaces can never be shared due to security considerations and for the smooth functioning of the agencies.]). It's estimated that about 1,500 people patronize the Court and the Police Department on a typical work day. It's not known how many park their cars at Cacace or would like to and this is not addressed in the DEIS. Deliveries to the Cacace Justice Center are also not addressed.

(Yonkers Police Department, City of Yonkers, Letter, Not Dated)

Response III.E.1-81:

So as to provide a properly designed structure, the shared parking analysis considered replacement of the existing marked spaces (300 spaces). The analyses presented in the DEIS also

indicated that there would be a reserve of an additional 300+ spaces for a typical weekday in the proposed Cacace Center garage. This would meet the 565 space needed. As part of the final design of the parking structure an area of the structure could be made "secure." The garage designer will coordinate with the police to designate the "secure area" as well as deliveries to the center.

See also Response III.E.1-80.

Comment III.E.1-82:

Security at the parking facility at the Cacace Justice Center is not addressed in the DEIS. Cacace Justice Center houses a police headquarters and several court rooms. Security for this facility, its employees, and its patrons cannot be equated with security needed at a corporate headquarters or retail facility. The security at the existing parking lots is inadequate in its present state and the building of a new facility should give us the opportunity to do a thorough study with the builders of security needs. Some important considerations:

- The parking garage itself should be made to be as secure from terrorist attacks and other disasters as is feasible.
- Judges need a private, secure area to park their cars and enter the courthouse.
- Detectives, police officers, court officers, and jurors, plus victims and witnesses in criminal cases, should be able to park their private cars securely out of the way of others attending court and visiting other facilities.
- The Police Department needs a dedicated area close to the entrance of the building where its fleet cars can be parked while its members are on police business. This area could also be used by police officers from other agencies who are attending court.

Below is one possible configuration for earlier proposed for the Cacace parking garage:

- Level 6 - 219 spaces for YPD, D.A., and Court employees during business hours but could be used by public during off-hours.
- Levels - 246 spaces for judges, Police Commissioner, Police Chiefs, Captains, YPD Fleet (including Detective Division), and personal cars of YPD, D.A., and Court employees. Levels should always be off limits to the public. During non-business hours, Cacace employees could park in non-secure or unreserved spaces.
 - o 92 reserved spaces for Fleet and personal cars (includes YPD, DA, and Courts)
 - o 154 spaces for Cacace employee's personal vehicles
- Ground floor - 50-100 spaces for jurors and visiting P.O.s during business hours plus specially designated spaces or area for 6 oversize vehicles.

(Yonkers Police Department, City of Yonkers, Letter, Not Dated)

Response III.E.1-82:

The Police Department will have input to the final garage design and security during the Site Plan approval process. See also Response III.E.1-80.

Comment III.E.1-83:

Government Center: A new garage of 1,613 spaces is stated, however, the private spaces, 473 and public spaces, 1048 add up to 1,521 spaces. Either correct the math error or explain why the spaces do not equal.

(Mario Caruso, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/2/2008)

Response III.E.1-83:

The new Government Center Garage will have 1,048 public and 475 private spaces for a total of 1,523.

Comment III.E.1-84:

Government Center: Will this garage and the other garages at Palisades Point and Cacace Center be built through the TIF infrastructure program? Would they be given over to the Yonkers Parking Authority to operate and maintain them?

(Mario Caruso, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/2/2008)

Response III.E.1-84:

The parking garages at Government Center and Cacace Center are to be built with TIF bond funds. The operation and maintenance of these garages will be by agreement negotiated between the City of Yonkers, the Yonkers Parking Authority and the Applicant. TIF bond funds will not be used for the parking structure at Palisades Point.

Comment III.E.1-85:

Executive Summary, 1-6, 3. Cacace Center: The existing parking is mistakenly labeled as the "Cacace Justice Center Garage" rather than an existing surface lot.

(Mario Caruso, Planning Bureau of Yonkers, City of Yonkers, Memo, 5/2/2008)

Response III.E.1-85:

Comment noted.

Comment III.E.1-86:

While parking impacts are proposed to be minimal, have they made accommodation for parking for the people filling the large number of new jobs that are supposed to be created? Will the minimal traffic impact be realistic given the large number of retail shoppers and movie goers that are estimated to frequent the River Park Center?

(Loretta Miraglia, Resident, Memo, 5/30/2008)

Response III.E.1-86:

The parking standards utilized to determine the number of parking spaces includes demand from Project generated employees in the area as well as shoppers and movie goers.

Comment III.E.1-87:

I-5 (pg 6)

Government Center Garage = 1613 parking spaces

- Change 413 private parking spaces to 565 private plus 1048 public to serve the western residential tower (per table 1-2)
- Palisades Center Avenue Office Building, 435 public parking spaces (to serve onsite office + ballpark overflow) -Why are these spaces public when they serve a private purpose?

(Jim Pinto, Director, Downtown and Waterfront Development (City of Yonkers), Memo, 5/30/2008)

Response III.E.1-87:

This garage will serve the office and retail uses during regular business hours. During weekends and evenings, it will serve other uses, supplementing parking at River Park Center.

Comment III.E.1-88:

I-6 (pg 7)

- Cacace center -1349 parking spaces public assigned to hotel + offices uses. Since these spaces will be used to replace 250 existing public spaces why are they all referred as public?

(Jim Pinto, Director, Downtown and Waterfront Development (City of Yonkers), Memo, 5/30/2008)

Response III.E.1-88:

This will be a municipal parking facility. Spaces for office and hospitality uses will pay for parking.

Comment III.E.1-89:

I-7 (pg 8)

- daylighting of Larkin Plaza
- There is no mention of replacement parking impacts for the 120 existing public parking spaces.

(Jim Pinto, Director, Downtown and Waterfront Development (City of Yonkers), Memo, 5/30/2008)

Response III.E.1-89:

This is a separate City project. Parking requirements for that portion of the Project will be developed by the City, however, the DEIS assumes that, at minimum, the existing number of parking spaces at Larkin Plaza will be provided in a new facility. The daylighting at Larkin Plaza are not a part of the Project proposed to be developed by the Applicant. However, because the

City is considering making the improvements, they could redesign the project to include some short-term parking spaces for elderly and handicapped patrons of the library.

Comment III.E.1-90:

Conform Table II-3 to table 1-2.

(Jim Pinto, Director, Downtown and Waterfront Development (City of Yonkers), Memo, 5/30/2008)

Response III.E.1-90:

In the DEIS, Table II-2 included Larkin Plaza, while Table I-2 did not. Larkin Plaza is not part of the Proposed Action and is a separate project that is the responsibility of the City. For a detailed table of parking within the Project, see Response III.E.1-16.

Comment III.E.1-91:

The new Government Center Garage should continue to provide direct access from 20 South Broadway's southern entrance. Otherwise, the tenants of the building would be adversely affected, as well as access to local retailers by potential shoppers.

(Kevin J. McCarthy, E-mail, 5/30/2008)

Response III.E.1-91:

Comment noted. This issue will be addressed as part of the Site Plan Approval process to ensure that adequate access to 20 S. Broadway is provided.

Comment III.E.1-92:

Please make sure the to-be created new Government Center Garage continues to provide direct access from 20 South Broadway's southern entrance. Otherwise, the tenants of the building would be adversely affected, as well as access to local retailers by potential shoppers.

(Mark Keeney, E-mail, 5/30/2008)

Response III.E.1-92:

See Response III.E.1-91.