

**Meeting Summary
Plandome Road Parking Committee
November 12, 2013**

Present:

Lois Silva, Co-Chair
Ed Wassmer, Co-Chair
Katie Miller, CSM/Chamber
Rich Bentley, Greater Council
John Minogue, Bayview CA
Mark Sauvigne, MPD
Marion Endrizzi, Plandome Heights CA
John Regan, MPD
David Paterson, MPD

Teresa Tranfaglia, Bayview CA
Sue Auriemma, Greater Council
Andrew Schwenk, Greater Council
Sabereh Samet, TNH
Anna Kaplan, TNH
Diane O'Donnell, TNH
Andrew DeMartin, TNH
Peter Dzwilewski, TNH

1. Manhasset Park District Update:

TNH says that Board approval is necessary for MPD to purchase land. Contract has been signed for 61 Locust and at time of meeting was extended 7-10 days. MPD was to meet with TNH to verify/seek approval if necessary.

Regarding proposed Inter-municipal Agreement between TNH and MPD, Town Attorney has draft currently for review.

Regarding update on 3 hour time limit in shopper lots, MPD will begin to enforce this violation issuing summonses in the amount of \$80 for any vehicle parked in the same lot for over three hours, regardless of if it has been moved from one space to another or if the meter has been "fed." Members encouraged wide publicity.

2. Peter Dzwilewski, Town Attorney Response to Committee Inquiries:

"Original Questions Submitted to TNH:

Legal Questions and Concerns Related to Parking Issues in Manhasset's Plandome Road (Commercial) Areas

Background: A survey conducted in the winter of 2013 found that over 250 business owners and employees park daily on Plandome Road and in the few shopper parking lots, creating the ironic and economically debilitating dilemma that people are needed to run businesses, but, their cars prevent shoppers from frequenting the businesses. The Parking Committee has as its goal finding solutions to this problem, in order to increase shopper access to Plandome Road businesses, almost twenty of which now stand empty.

1. We know that there are businesses that have been granted permits to sell monthly parking spaces to LIRR commuters. What is the rationale behind allowing this activity, what businesses have these permits, how long are they granted, and when do the current permits expire, specifically for each permit holder? Upon expiration or earlier, can the permits be reissued with requirements that stipulate only Plandome Road business owners and their employees, via a specific identification process, be allowed to park in these permitted lots, with regulated fee maximums (that make the practice affordable to the business owners)?
2. It is known that several homeowners, organizations, businesses and churches generate revenue by selling monthly parking spaces to out of town LIRR commuters in their driveways and on their lots without securing the TONH permit we're told is necessary. For those engaging in generating parking revenue without permits, several of whom advertise the service on line, at the LIRR station and in surrounding stores, what can be done to stop the practice? Can you issue summons? Can you write to them stating the law and the permit and application requirements? How does the town enforce its own permit requirements with these residents, churches, organizations and businesses?
3. Is it possible, on feeder streets to Plandome Road, to have dual time limits, one for business owners and employees displaying stickers valid for eight hour parking while keeping in place the currently posted ninety minute restriction for all others parking on these streets?
4. US Postal employees park their personal vehicles for excessive lengths of time and/or in places where non-employees cannot on the streets around the Manhasset Post Office? Why are they not subject to the same enforcement efforts town residents and shop owners and their employees are?

5. Do TONH employees park on Andrew Street for more than the posted maximum of ninety minutes without being ticketed? If so, why?"

The following are the responses to the question list:

1. BZA issues a variance to allow property owners to rent parking spaces on their property. A permit is then issued once variance is approved. Question remains whether an actual permit is issued and if it has any expiration date. Jonathan Fielding should be contacted to determine which lots have acceptable use for renting parking spaces.

In the past, Zelko was issued 2 summonses and plead guilty for illegally renting spaces.

According to Andrew DeMartin, advertising real estate without proper permit/authority to do so (ie parking spaces for rent) may be a way that summonses can be issued to property owners illegally renting spaces.

If an individual rents a space and comes to the Town with a receipt indicating that payment was made for a commuter space on a property that is not authorized to rent parking, TNH can prosecute.

Questions arose regarding the lot at 59 Locust. Hillside LLC. Is there a permit for this lot?

Are lots with permits in compliance with regard to the number of spaces for which they were originally approved?

Can TNH Code Enforcement determine if impermeable surfaces at suspected illegal commuter lots exceed the maximum percentage allowable?

2. Legislation may be necessary at the Town level in order to issue summonses for advertising real estate rentals without a permit. (Was it Andy or Peter or Anna who was going to move this forward?)

3. Dual time limits: Hempstead petitioned NYS for parking permits for NUMC and the NC Jail and we are told is in extraordinary circumstances and the only municipality in NYS with this permission. TNH sets rules and governs regarding parking but the authority lies with the state which delegates to the towns and villages. The Town attempts to balance the demands/needs of residents and businesses and those demands do not always coincide.

Could a five-hour limit accomplish the same goal? Long enough for employees to park without issue but short enough to prevent commuters. No special sticker/permit required. Concerns from some about making it easier for businesses like car repair shops to park vehicles on the street during the work day.

4. According to Andrew DeMartin, tickets CAN be issued to postal employees if they park their personal vehicle on the street and exceed the posted 90-minute time limit. DeMartin to notify his enforcement officers that these vehicles can and should be ticketed.

5. TNH employees should be parking in their lot and not on the street. When BZA is in session or large meetings or events take place at Town Hall, parking restrictions are lifted. Cones next to Town Hall indicate a loading zone which is active 24-7.

Committee members inquired as to whether the TNH lot could be used on Saturdays and Sundays. Anna Kaplan will look into the feasibility of this. Signage at TNH lots is reported to be confusing. Signage on Town lot will be reviewed for any needed change.

3. Ed Wassmer Updates:

Ed King's attorney informed him that only his current tenants can be allowed to park in his parking lot. He will notify his current tenants for all properties that all employees should use this lot rather than park on the street.

David Haghani has reached out to a local merchant to see if they would like to rent his extra parking spaces and is awaiting a response.

Post Office has renewed lease for two years but indicates that after two years there would be no processing center at this location. They will eventually seek <5000 sf for storefront only. Approximately 30 employees will be relocated at the end of two years.

If David Haghani and Ed King can move cars off the streets to their private lots then 35 vehicles can be moved on weekend days. Additionally, if the Town will allow parking in their lot another 10-15 spaces can be freed up on streets on weekends.

Next meetings are:

December 9, 2013

January 13, 2014