

Summary of Greater Council feedback/ comments:

Upon review of the off site parking study, this self serving study has a severally broad area of study and is lacking in sufficient details for the BZA to rely on and form any rational conclusion about the reasonable off site parking available during the times of operation of this proposed establishment. Although it is stated in the study that the TNH requires 26 off site spaces, based on my personal experience, the area does not even have anywhere near close to even ten spaces available at any given time during the proposed hours of operations of the proposed establishment if you are considering the reasonable off site parking spaces available without restriction and without payment to the nearby out of town commuter parking lots (Pace Automotive and Shell Auto out of town commuter parking lots). The study area of Plandome Road between Park Avenue and Andrew Street (both sides) and Park Avenue between Plandome Road and Nassau Boulevard (both sides) is overly broad. There would be no reasonable expectation of anyone parking more than 1 to 1 1/2 blocks away to visit the establishment. A study including any parking spaces on Park Avenue beyond Willow Place is unreasonable. Based on the current lack of use of those spots for in town shopping, there is no expectation that a car would park that far away to visit the establishment and should not be included in any study for this location. The study states that there were 26 off site vacant spaces available on Friday, February 3, 2017 at 4:00 pm. Where are these legal vacant pots? How close are these spots to the proposed establishment? Double parkers? Restrictive parking spots? No details are given as to the location of these spaces to draw any conclusion that they comply with the TNH requirements.

BZA should require the parking study to include: (1.) at least two regular working days between the proposed hours of operation of the establishment (not during days of school break weeks such as February 22, 2017 which was the additional survey date supplied upon the request by the BZA to include hours of 7:30am-10:30am); (2.) the study area should only include spots that are reasonably likely to be used to visit the establishment. The study should not consider spots so far away that no one would likely ever use them to visit the establishment. (3.) the exact locations of all of these "vacant" parking spaces that the survey concluded were available off site; and (4.) timed pictures of these vacant spaces to verify that they were in fact available with no parking restrictions or payment required to park. This survey obtained at the building's department was conducted on February 3, 2017 between 11:30am until 5:30pm and an additional study was conducted on February 22, 2017 (President's week school break) between the hours of 7:30am until 10:30am. If the establishment is planning to open before 7:30am or stay open beyond 5:30pm, a further off site parking study is also needed during those times.

The purpose of this requested independent study is to determine the actual reasonable off site parking available during the establishment's hours of operation. The BZA cannot make any rational conclusion until such time as a proper detailed survey is supplied. To approve the parking variance on the basis of this "independent" survey without more details and a limited study area could cause more vehicle and pedestrian safety concerns for the area.

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On any given day, I'd say 5:45am to 9:45am is the hot am peak, and then 3:45am to 7:45pm as the pm peak. I think it was woefully inadequate to present a parking study taken during the times they cited.  
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Basing a determination on a one day study Who conducted the parking study? Answer: The study was performed by firm of "vhb" . website: <https://www.vhb.com/>  
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The fact that the 'professionals' found there is sufficient street parking available is bazaar - number of current number of vacant stores on Park Avenue certainly contributing factor but fact that Town accepts any 'professional' firm to use ONE SINGLE DAY counts as an acceptable parking analysis to base any reasonable conclusion on is mind-boggling.  
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Unfortunately, **there is extremely little, if any, enforcement of the parking regulations near Starbuck's – and in the area of the LIRR Plandome Road overpass on Plandome Road. Why would it be different at the proposed place?.**  
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If the Town accepts this professional study as reasonably accurate, then I fear we must all be living in a

different Manhasset in some alternative universe. The funds expensed for this professional study should be refunded - and be far better used towards their Manhasset Chamber of Commerce Beautification Membership. something just seems inadequate in the Town process that allows a one day study to base a decision one, that then impacts the community for years to come.

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Two of four available private parking spaces behind the building are for coffee shop tenant's use; Can these parking spaces be legally rented to any third party? It's a common occurrence along Plandome Rd where the businesses rent the spaces to commuters willing to pay big \$ . In essence, the merchants then use street parking, taking away from the street parking spaces that would otherwise be available to their customers.

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Town if Town approves needs to make certain that the intersection is monitored - far better than they current monitor at Starbucks (ie: rarely, and that) **appropriate adjustments are made to the current button activated pedestrian crossing times. The current walk/don't walk signals increase the time for pedestrian crossing only when the button is pressed - trouble is that most people don't know to press the button. If increased pedestrians is likely (which everyone believe is likely) to frequent this new business, then DURING the prime commuting hours 7am-9am and 5pm to 7pm, the cross walk WALK signals should be programmed to be AUTOMATIC, so that they do not need BUTTON ACTIVATION. During other hours it is reasonable to allow them to default to give more time only when button is pressed.**

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Of course traffic is the main concern - we should expect increased illegal and double parking to grab a coffee - but given the location would expect a good deal of foot traffic and welcome one less vacant storefront.

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The town would need to confirm their vigilance on proper garbage disposal - contained and carted waste from the shop - as there were complaints of rodent issues last year in the area and any food service garbage that is not sealed and carted properly could contribute to this. Also trash is an issue both littering and overflowing trash bins both of which would need to be monitored.

-----Other comments were similar to: "I agree with below comments; Concerns are "Spot on". -----

Everyone wants the retail establishments along Plandome Road to thrive, and this new addition to our community is welcomed as a walking destination. **However, all one needs to do is look one block north at Starbucks to anticipate creation of a new severe pedestrian safety and vehicular congestion problem.** The addition of a new food service business requiring a variance for insufficient parking at the corner of Plandome Rd and Park Ave has the 'perfect storm' converging with:

- cars doubled parked as the LIRR lets out,
- large volume of cars to pick up LIRR commuters along both Plandome Road and Park Ave. The MPD enforcement agents are doing a fine job keeping traffic flowing in the LIRR lot.
- The taxi stand across the street frequently has the North Hills' very large extended shuttle van parked/waiting curbside right across the street- it's not 'available street parking at Rush hours.