VILLAGE PARKING STUDY

VILLAGE OF MINEOLA, NY

NOVEMBER 2016

LEVEL G ASSOCIATES, LLC
OLD BETHPAGE, NY

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0. EXECUTIVE SUMMARY

The Village of Mineola engaged Level G Associates, a nationally recognized parking consulting firm, to conduct a Village Parking Study in 2016. The study consisted of an inventory and occupancy counts of the village parking supply, observations of on-street and off-street parking patterns, and tactical studies of parking durations, enforcement, signage and meter compliance. In addition, the parking consultant interacted with village staff and officials to obtain input and feedback throughout the study process.

The Village of Mineola maintains and administers a parking supply consisting of 22 parking lots, 2 parking garages, 1,190 on-street metered spaces, and thousands of other parking spaces on streets serving the various commercial, industrial, and residential areas of the village.

For the purposes of analysis and useful comparison the village was divided into five separate parking study zones. The village parking supply is concentrated in "Zone 4" which includes the village's primary central business district, train station, Winthrop University Hospital, major office buildings and several parking garages.

The following is a summary of study findings in each of the five study zones. Greater detail and explanation of the rationale behind each of these findings is provided in the body of this report.

Zone 1 (West Village) & Zone 3 (East Village)

These zones experience pockets of high parking demand along sections of Jericho Turnpike but the conditions were not determined to be critical as open parking spaces could always be found nearby. Several recommendations to consider in these zones include:

- Safety improvements along Clarissa Road;
- Replace 13 missing meters along Jericho Turnpike; and
- Consider converting 24 largely unused 2HR limit meters along Jericho Turnpike near Chaminade to 10HR limit meters.

In addition, there is some evidence of local employees using parking spaces intended for shoppers and visitors in the Jericho Turnpike and Herricks Road commercial districts however the conditions do not appear to be overly problematic. The village may consider adding special permit parking, meters and/or changing parking regulations in certain of these areas if problems begin affecting local business and commerce.

Zone 2 (Government – Central Village)

Some areas along Jericho Turnpike and Mineola Boulevard with concentrations of popular restaurants experience periods of high parking demand and congestion. Several recommendations to consider in this zone include:

- Consider adoption of valet parking standards designed to improve safety through the processing and efficient movement of valet parking activity;
- Improve access and signage to Lot 17 from Jericho Turnpike;
- Convert up to (20) 2HR Limit spaces in Lot 24 (East of Western Beef) to 12HR Limit spaces to accommodate commuters and/or local employees;
- Replace missing meters along Jericho Turnpike and Willis Avenue;
- Add meters on Willis Avenue and Nassau Boulevard.

In addition, there is some evidence of local apartment dwellers and employees using parking spaces on Willis Avenue (north of Jericho Turnpike) and residential side streets in this area intended for visitors to the local business district and local homeowners, respectively. The village may consider adding special permit parking, meters and/or changing parking regulations in certain of these areas if conditions become problematic. These strategies may also encourage local apartment dwellers and employees to park in Lot 2 (entrance on east side of Willis Avenue just south of Willis Hobbies) which is underutilized.

Also, there is some evidence of employees and/or meter "avoiders" using parking spaces intended for shoppers and visitors in the Mineola Boulevard commercial district. The village may consider adding special permit parking, meters and/or changing parking regulations in certain of these areas if problems begin affecting local business and commerce.

Zone 4 (Central Business District)

The Mineola Central Business District is one of the busiest and most popular on Long Island. The confluence of a busy train station on LIRR's main line, a 591-bed teaching hospital, a thriving business district, plus many popular cafes and restaurants has created a unique downtown environment and energy. One of the by-products of this success is that the local parking supply has become overburdened.

Zone 4 experiences the highest parking supply / demand imbalance in the village by a wide margin. The occupancy count results verify what people who live and work in Mineola have known for years -- it is very difficult to find available parking in this area of the village between 10AM and 2PM on weekdays. Parking conditions improve on Saturdays due to the removal of most train commuters from the mix of parkers, but pockets of high demand still remain, especially around the hospital.

Among Level G's recommendations in this zone are the construction of new parking supply and the implementation of parking management strategies such as restructuring of parking time limits, fees and operations to better accommodate prevailing parking demand patterns.

- Construct a parking garage on Lot 5 (corner of First Street and 3rd Avenue);
- Explore the possibility of securing up to 160 unused rooftop parking spaces in the Lot 3 parking deck;
- Add 2HR limit spaces in Lot 1/7, 4, and 23 to better serve local businesses;
- Restore up to 23 on-street metered spaces on both sides of Third Street between Willis & Main;

- Restore up to 11 on-street metered spaces on the north side of Second Street between Mineola Boulevard and the hospital;
- Introduce "guaranteed" commuter permit spaces at a higher price point than the current permits;
- Restructure parking fees at (94) 12HR limit meters on streets between 8th Avenue and the MTA parking deck south of the railroad tracks to increase utilization;
- Increase on-street parking fees to 75¢ or $1.00 per hour to encourage the use of off-street parking and reduce meter "feeding" by downtown employees.

In addition, it is recommended that the following suggestions be considered in Zone 4 as well as other zones where applicable:

- Implement a parking lot way-finding sign program with lot identifier signs;
- Develop outlets for parking information including website and brochures;
- Implement "pay by smartphone" for on-street and off-street parking;
- Upgrade parking "Pay Stations" and install attractive shelters for same in parking lots;
- Extend the metering period from 6PM to 9PM especially in restaurant districts where parking space turnover is still important during these time periods;
- Begin meter enforcement on Saturdays as meter compliance is very low on Saturdays.

A number of these suggestions, in addition to strategically managing the parking supply will also generate additional revenue that will assist in financing the recommended parking garage.

Zone 5 (Southeast Sector)

There does not appear to be any significant parking occupancy issues along the village's main commercial corridor (Old Country Road) in this zone. However, our counts did reveal that on-street metered spaces along Old Country Road between Roslyn Road and Geranium Avenue get heavy use from local residents after 5PM on weekdays and on Saturdays.

It is recommended that the six (6) easternmost spaces on the north side of Old Country Road between Roslyn Road and Geranium be regulated "2HR Limit – 8AM to 11PM".

1. INTRODUCTION

The Village of Mineola has engaged Level G Associates, parking consultants, to conduct a Village Parking Study. This report summarizes our findings and conclusions and sets forth a recommended parking program designed to improve parking conditions and the delivery of parking services in the Village of Mineola.

Background

Mineola is a village with a population of about 18,800 that contains a number of thriving commercial districts and is home to Winthrop University Hospital, a busy LIRR train station, Chaminade High School, and a number of Nassau County government offices.

Mineola is in the midst of a redevelopment renaissance that is one of the most successful and dynamic on Long Island. After adoption of its comprehensive Master Plan in 2004 the Village created a unique overlay zone that incentivizes investment and redevelopment in strategic areas of the Village including those proximate to transit.

The "transit oriented" development and other redevelopment projects that have resulted from the new zoning have brought a new wave of vitality and investment to the Village. We understand that the level of interest in Mineola from private investors and the development community continues to remain "high".

Communities with the characteristics described above are often faced with parking challenges due to expanding or evolving parking demand and the diverse number of user groups, such as commuters, shoppers, visitors, residents, employees, and students, competing for a finite number of parking spaces.

Purpose of Report

The purpose of this study is to examine existing and anticipated parking patterns and conditions in the Village of Mineola and to prepare a coordinated parking program plan designed to improve the utilization and efficiency of the municipal parking system and sustain a positive redevelopment environment in the Village.

Study Area

The study area is the entire Village of Mineola. For the purposes of analysis and useful comparison we have divided the study area into five (5) separate study zones as follows:

Zone 1 - West Village
Zone 2 - Government / Central Village
Zone 3 - East Village
Zone 4 - Central Business District
Zone 5 - Southeast Sector

Figure 1, next page, is a map depicting the five study zones.

Study Process

The parking study convened in the spring of 2016 and included the following elements:

- Meetings with Village officials to discuss current parking issues, the current downtown business / development environment and related items;
- Inventory of the municipal parking supply including fees, classifications, regulations, time limits, hours of operation, restrictions, equipment, etc.;
- Occupancy counts of selected on-street and off-street municipal parking facilities between the hours of 10AM and 10PM on a typical weekday and a Saturday. These counts were performed on Wednesday April 13 and Saturday April 16, 2016;
- General observations of on-street and off-street parking patterns by senior personnel;
- Tactical studies of parking operations and utilization in the CBD based on observations of senior personnel, project database, input and feedback from the Village. These studies included enforcement surveys, parking duration studies, meter compliance surveys, and signage inventories;
- Evaluations to determine appropriate and potential sites for parking expansion;
- An examination of the age, capability, and effectiveness of the Village parking meter stock;
- A review of redevelopment proposals or other programs to estimate their potential impact on downtown parking.

A draft version of this report was submitted to the village in July 2016 and formally presented to the parking committee shortly thereafter. This final report is based on our study findings plus input and feedback received from the parking committee.

Acknowledgements

We are indebted to Mayor Scott Strauss, Mr. Thomas Rini and Mr. Joseph Scalero for providing insight and background information that were essential to the preparation of this report.

ZONE 1 = WEST VILLAGE

ZONE 2 = GOVERNMENT / CENTRAL VILLAGE

ZONE 3 = EAST VILLAGE

ZONE 4 = CENTRAL BUSINESS DISTRICT

ZONE 5 = SOUTHEAST SECTOR

FIGURE 1

ZONE DESIGNATIONS

MINEOLA (NY) PARKING STUDY - 2016

Date: July 2016

Scale: None

LEVEL G ASSOCIATES, LLC

2. PARKING SPACE SUPPLY

The Village of Mineola maintains and administers a parking supply consisting of 22 parking lots, 2 parking garages, 1,190 on-street metered spaces, and thousands of other parking spaces on streets serving the various commercial, industrial, and residential areas throughout the Village.

Off-Street Parking

The village maintains 1,510 parking spaces in 22 off-street parking lots and 2 parking garages. A schedule describing each facility including designation, location, capacity, operation and fees charged (if applicable) is provided in Appendix A.

Off-street parking facilities are generally separated into five operating categories: Free / Public Parking; Metered Parking; Reserved / Village Parking; Commuter or General Permit; Mixed Meter & Permit. The following table is an operational breakdown of the 24 off-street parking facilities:

OPERATION	FACILITIES	NO. SPACES	% OF TOTAL
FREE / PUBLIC PARKING	9, 10, 11, 13, 15, 16, 18, 20	357	23.6%
METERED PARKING	2, 8, 14, 17, 21 (East Side), 24	358	23.7%
RESERVED / VILLAGE PARKING	12, 19, 21 (West Side), 22	57	3.8%
COMMUTER OR GENERAL PERMIT PARKING	1, 3 (Deck), 6, 7	382	25.3%
MIXED METER & PERMIT PARKING	4 (Deck), 5, 23	356	23.6%

The free parking facilities are generally found in Zones 1 and 3, metered and permit facilities are generally found in Zones 2 and 4, and there are no off-street parking facilities in Zone 5.

On-Street Metered Parking

The village maintains and administers 1,190 metered parking spaces on 23 streets. The cost of metered parking is 50¢ per hour and meters have time limits of either 15 minutes, 2 hours, or 12 hours. A breakdown of the on-street meter parking supply is provided in Appendix B.

Zone 4 contains more than 60% of the village's on-street metered parking as indicated in the following summary:

ZONE	NO. ON-STREET METERS	% OF TOTAL
1	148	12.4%
2	175	14.7%
3	115	9.7%
4	721	60.6%
5	31	2.6%
TOTALS	**1,190**	**100.0%**

Fee-Based Parking Supply

The village's fee-based parking supply is important because it promotes parking space turnover and impacts the village budget, finances, and economic development. The village operates 2,286 fee-based parking spaces broken down as follows:

CATEGORY	NO. SPACES	% OF TOTAL
OFF-STREET / METERED PARKING	358	15.7%
OFF-STREET / COMMUTER OR GENERAL PERMIT PARKING	382	16.7%
OFF-STREET / MIXED METER & PERMIT PARKING	356	15.6%
ON-STREET METERED PARKING	1190	52.0%
TOTALS	**2286**	**100.0%**

As indicated, more than ½ of all fee based parking spaces in the village are on-street metered parking spaces.

Other On-Street Parking Spaces

The village maintains and administers many other on-street parking spaces throughout the village. These spaces are regulated according to the unique parking conditions that exist in each zone. For example, some areas of the village have alternate side parking regulations for street sweeping activity, while other areas have time limits to deter long term / employee parking activity.

Over the years, the village has developed a robust variety of on-street parking regulations involving time limits, time restrictions, and even vehicle positioning.

Inventory Maps

Maps showing the location of all municipal parking facilities and the on-street metered parking supply in each zone are provided on pages 21, 24, 28, 31, and 38.

3. PARKING RULES AND REGULATIONS

Parking rules and regulations are enacted and enforced to provide parking options for a diverse variety of users, create parking space turnover, enable street sweeping, and to protect certain areas from intrusive parking activity, among others reasons. These rules and regulations vary from zone to zone and even from block to block to meet the specific needs of each neighborhood.

General Restrictions

According to the village code there are 182 separate streets in the village of Mineola and 130 of these streets contain some kind of parking restriction such as; no parking or stopping zones, time limited parking (i.e. 2 hour limit parking); daily / hourly restricted parking (i.e. no parking Mon-Wed-Fri 10AM to 3PM), etc. The 52 streets that have no parking restrictions are generally located in residential districts that are not impacted by commercial areas or other adjacent land uses that may generate off-site parking activity.

Meter & Permit Rules

The following table summarizes village parking rules, regulations and fees pertaining to metered and permit parking areas.

Category	Hours of Operation	Days of Operation	Fees
On-Street Meters 15 minute limit	8AM to 6PM	Monday to Saturday	25¢ = 15 minutes
On-Street Meters All Others	8AM to 6PM	Monday to Saturday	25¢ = 30 minutes
Off-Street Lots with Single-Space Meters	8AM to 6PM	Monday to Saturday	25¢ = 30 minutes
Off-Street Lots with Multi-Space Meters	8AM to 6PM	Monday to Friday	25¢ = 30 minutes
Commuter Permit (Residents Only)	7AM to 7PM	Monday to Friday	$55 per Year

Additional information pertaining to meter and permit fees and regulations on a "per facility" basis can be found in Appendix A.

Meter Zones

Section 510-19 of the village code sets forth streets and other areas of the village where parking meters can be installed. In some cases, the code does not match the actual parking meter inventory as of July 2016.

Figure 2, next page, is a parking meter reconciliation map indicating the following areas:

- Currently Metered Parking Areas / Metered By Code
- Currently Metered Parking Areas / Not Metered By Code
- Non-Metered Parking Areas / Metered By Code

Street Signs

In most cases, signs posted on streets throughout the village transmit parking rules and regulations to motorists. However, in some cases these posted regulations are not consistent with regulations indicated in the village code. A schedule indicating where these inconsistencies occur was provided to the village under separate cover.

= METERED PARKING / METERED BY CODE

= METERED PARKING / NOT METERED BY CODE

= NON-METERED PARKING / METERED BY CODE

July 19, 2016

FIGURE 2

PARKING METER RECONCILIATION

VILLAGE PARKING STUDY - 2016

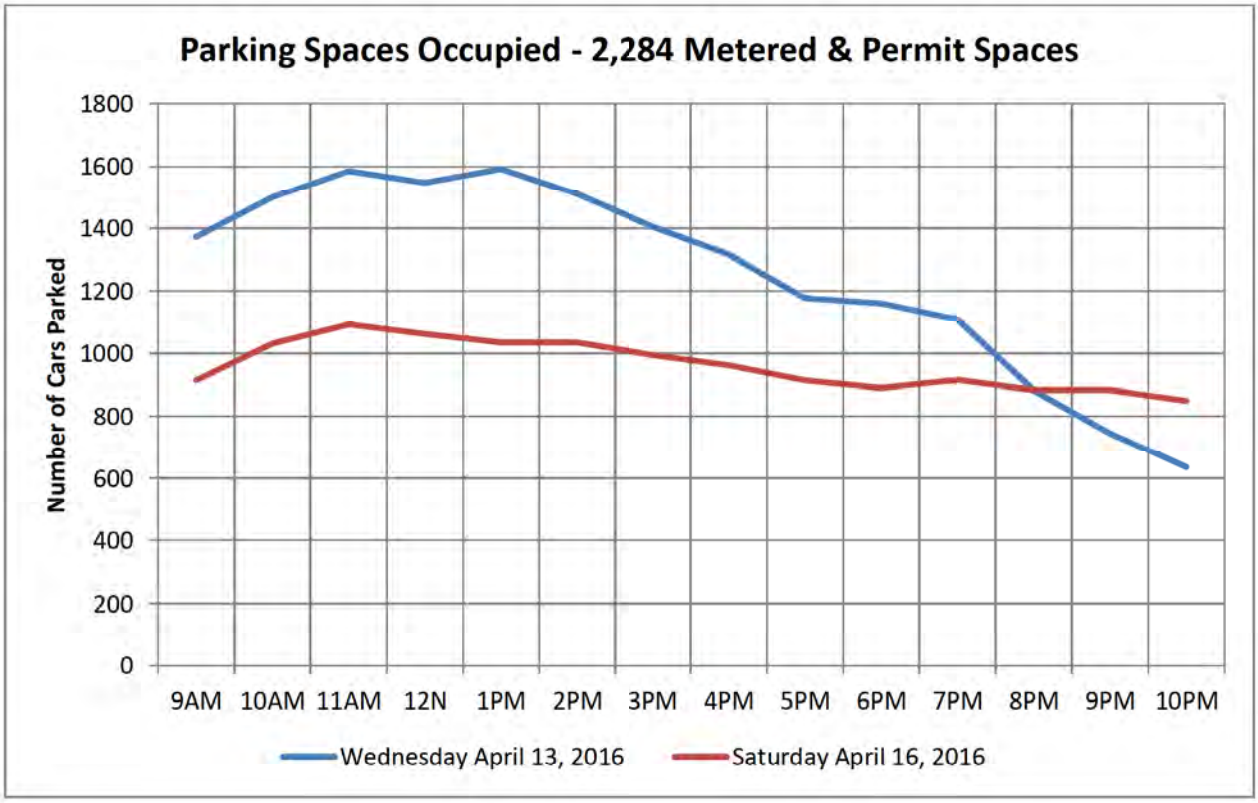
LEVEL G ASSOCIATES, LLC

4. OCCUPANCY COUNTS

The number of vehicles parked in all municipal off-street spaces and all on-street metered spaces were counted on an hourly basis between 10AM and 10PM on Wednesday April 13 and Saturday April 16, 2016. The purpose of these counts was to gauge existing parking demand and the unique parking demand characteristics in each zone. Appendix C presents the results of the occupancy counts.

Other parking occupancy counts were conducted in neighborhoods and on the margins of commercial districts. These counts are discussed in sections of this report dealing with each individual zone.

Parking space occupancy patterns in municipal parking spaces where a fee is charged for parking are especially important to understand because these spaces are located in areas of the village where parking demand from business, commerce, and institutions is most intense and needs to be properly managed and calibrated. The following graph summarizes the count results.



As indicated, peak parking occupancy occurred on Wednesday at 11AM and 1PM which is typical of business districts with similar characteristics. During the mid-day period the Saturday counts were about 30% lower than the Wednesday counts. In the evening period, the Saturday

counts surpassed the Wednesday counts. This is indicative of the strength and popularity of Mineola's vibrant restaurant districts.

The following table depicts and summarizes peak parking space occupancy recordings in each individual zone:

Zone	Number of Meter & Permit Spaces	Highest Observed Occupancy **WEDNESDAY**	Highest Observed Occupancy **SATURDAY**
1	148	61 @ 1PM (41% Occupied)	58 @ 1PM (39% Occupied)
2	428	199 @ 1PM (46% Occupied)	231 @ 10PM (54% Occupied)
3	115	54 @ 12PM (47% Occupied)	80 @ 11AM (70% Occupied)
4	1,538	1,307 @ 11AM (85% Occupied)	771 @ 11AM (50% Occupied)
5	31	23 @ 7PM 79% Occupied)	20 @ 8PM 69% Occupied)
Totals	2,260	1,592 @ 1PM (70% Occupied)	1,093 @ 11AM (48% Occupied)

As shown in the table above, Zone 4 (Central Business District) exhibits the highest occupancy total and percentage in the village. At 11AM on Wednesday 85% of all metered and permit spaces in the CBD were occupied. An examination of Appendix C.2 reveals that most of the 15% "available" spaces were either in Lot 14 (Little League Parking Field) or in the vicinity of 6th, 7th, and 8th Avenues on the fringes of the zone.

The above table includes all measured parking spaces in each zone. While this table may suggest that there is ample available parking capacity in most zones during peak periods, it should be noted that there are pockets of high demand in certain zones that are illustrated on pages 16 through 19.

Parking Occupancy Heat Maps

A Parking Occupancy Heat Map is an illustration that depicts parking areas where parking space occupancy exceeds 90% during peak periods in a particular parking study area. It should be noted that the 90% parking space occupancy level is a significant threshold in parking program planning and design. Because of the in-flow and out-flow of vehicles, improperly parked vehicles, parking space hunting habits, and typical vacancies in handicap parking areas a parking area that is 90% occupied is considered "full". Heat maps have been generated for the measured peak parking periods graphically depicted on page 13. They are:

- Weekday – Day Peak (1PM) / Page 16
- Weekday – PM Peak (6PM) / Page 17
- Saturday – Day Peak (11AM) / Page 18
- Saturday – PM Peak (7PM) / Page 19

Parking Occupancy Heat Maps depict spaces where a fee is charged for parking. As indicated, parking space utilization is most intense at 1PM on weekdays in portions of Zone 4 between Harrison Street on the north, Old Country Road on the south, Willis Avenue on the east and Winthrop University Hospital on the west. The significance of the parking space occupancy patterns depicted on the heat maps are discussed in greater detail in report sections dealing with each individual zone.

= RECORDED OCCUPANCY OF 90% OR HIGHER / ON-STREET

= RECORDED OCCUPANCY OF 90% OR HIGHER / OFF-STREET

Study Date: Wednesday, April 13, 2016
Study Area: Fee-Based Parking Supply

Mineola Parking Study - 2016

FIGURE 3

HEAT MAP / WEEKDAY - DAY

PEAK PERIOD = 1PM

Date: July 2016
Scale: None

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= RECORDED OCCUPANCY OF 90% OR HIGHER / ON-STREET

= RECORDED OCCUPANCY OF 90% OR HIGHER / OFF-STREET

Study Date: Wednesday, April 13, 2016
Study Area: Fee-Based Parking Supply

Mineola Parking Study - 2016

FIGURE 4

HEAT MAP / WEEKDAY - PM

PEAK PERIOD = 6PM

Date: July 2016
Scale: None

LEVEL G ASSOCIATES, LLC

= RECORDED OCCUPANCY OF 90% OR HIGHER / ON-STREET

= RECORDED OCCUPANCY OF 90% OR HIGHER / OFF-STREET

Study Date: Saturday, April 16, 2016
Study Area: Fee-Based Parking Supply

Mineola Parking Study - 2016

FIGURE 5

HEAT MAP / SATURDAY - DAY

PEAK PERIOD = 11AM

Date: July 2016
Scale: None

LEVEL G ASSOCIATES, LLC

= RECORDED OCCUPANCY OF 90% OR HIGHER / ON-STREET

= RECORDED OCCUPANCY OF 90% OR HIGHER / OFF-STREET

Study Date: Saturday, April 16, 2016
Study Area: Fee-Based Parking Supply

Mineola Parking Study - 2016

FIGURE 6

HEAT MAP / SATURDAY - PM

PEAK PERIOD = 7PM

Date: July 2016
Scale: None

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5. STUDY FINDINGS & RECOMMENDATIONS – ZONE 1

Zone 1, West Village, encompasses a large portion of the western 1/3 of the village that is north of Garfield Avenue and west of Mineola Boulevard. This zone includes Mineola Middle School, the Jackson Avenue School, Mineola Public Library, Chaminade High School, and the Jericho Terrace catering hall.

Figure 7 (next page) is a map of Zone 1 indicating the village's off-street parking supply and metered on-street spaces. Zone 1 includes 77 off-street spaces in 3 parking lots and 148 on-street metered spaces, primarily along Jericho Turnpike.

Parking Space Occupancy – Commercial Areas

As indicated on the heat maps, there does not appear to be any significant parking occupancy issues along the village's main commercial corridor (Jericho Turnpike) in this zone. While our studies did reveal several pockets of high parking demand, an open space could always be found nearby or across the street.

General Observations & Recommendations

The following parking issues and recommendations were determined via strategic studies of areas on the margins of commercial districts and / or guidance from village officials.

REF	Location	Issue(s)	Recommendation(s)
Z1.1	Clarissa Road	Narrow travel lanes, congestion, pedestrian activity, sight lines related to shopping center parking lot.	Remove on-street parking on north side; create a speed table for the mid-block crosswalk; restrict parking near driveways.
Z1.2	White Road - commercial zone north of Jericho	Meter avoiders use spaces that could work well for shoppers, visitors or employees.	Add 2 hour limit meters with special permit allowed / (2) on west side and (5) on east side.
Z1.3	Latham Road - commercial zone north of Jericho	Meter avoiders use spaces that could work well for shoppers, visitors or employees.	Add 2 hour limit meters with special permit allowed / (3) on west side and (1) on east side.
Z1.4	Saville Road - commercial zone north of Jericho	No regulations posted on west side.	Make 2 Hour limit.
Z1.5	Marcellus Road - commercial zone north of Jericho	Meter avoiders use spaces that could work well for shoppers, visitors or employees.	Add 2 hour limit meters with special permit allowed / (3) on east side.
Z1.6	Burkhard Road - commercial zone north of Jericho	Meter avoiders use spaces that could work well for shoppers, visitors or employees.	Add 2 hour limit meters with special permit allowed / (1) added on west side and (3) on east side.

1. Chaminade High School
2. Jackson Avenue School
3. Mineola Public Library
4. Mineola Middle School
5. Jericho Terrace
6. Shopping Center
7. Portuguese Center

	NO. SPACES
= ON-STREET METERED PARKING	148
= PARKING LOT	77
TOTAL	225

FIGURE 7

ZONE 1 MUNICIPAL PARKING INVENTORY

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REF	Location	Issue(s)	Recommendation(s)
Z1.7	Beebe Road - commercial zone south of Jericho	Employees use spaces that could work well for shoppers and visitors.	Make 2 Hour limit to encourage employees into Lot 9.
Z1.8	White Road - commercial zone south of Jericho	Employees use spaces that could work well for shoppers and visitors.	Make 2 Hour limit to encourage employees into Lots 9 or 10.
Z1.9	Jericho Turnpike - between Saville and Marcellus	Missing 2 meters on south side; missing 3 meters on north side.	Add (3) 2 hour meters on north side; add (2) 2 hour meters on south side [or (2) 10 hour meters per Z1.10 below].
Z1.10	Jericho Turnpike - south side between Emory & Marcellus	(24) 2-hour limit meters adjacent to Chaminade go largely unused.	Convert to 10-hour limit meters @ 25¢ per hour.
Z1.11	Herricks Road - Between First and Jericho	Employees using 2-hour limit spaces overburden on-street parking supply.	Require special permits to encourage employers / employees to maximize on-site parking.
Z1.12	First Street between Herricks and Richlee	Employees using 90-minute limit spaces intended for local business visitors.	Require special permits to encourage employers / employees to maximize on-site parking.
Z1.13	Garfield Avenue between Herricks and Wardell	90 minute time limit does not deter local employees from parking in front of residences.	Change 90-minute limit regulation to "No Parking 9A-3P; Mon - Fri" for area consistency.

6. STUDY FINDINGS & RECOMMENDATIONS – ZONE 2

Zone 2, Government / Central Village, includes the north-central portion of the village that is generally north of Garfield / Clinton Avenue and between Mineola Boulevard and Roslyn Road. This zone includes Village Hall, the Willis Avenue School, the Irish American Center, and the light industrial area along Windsor Avenue.

Figure 8 (next page) is a map of Zone 2 indicating the village's off-street parking supply and metered on-street spaces. Zone 2 includes 385 off-street spaces in 10 parking lots and 175 on-street metered spaces along Jericho Turnpike, Mineola Boulevard and Willis Avenue.

Parking Space Occupancy – Commercial Areas

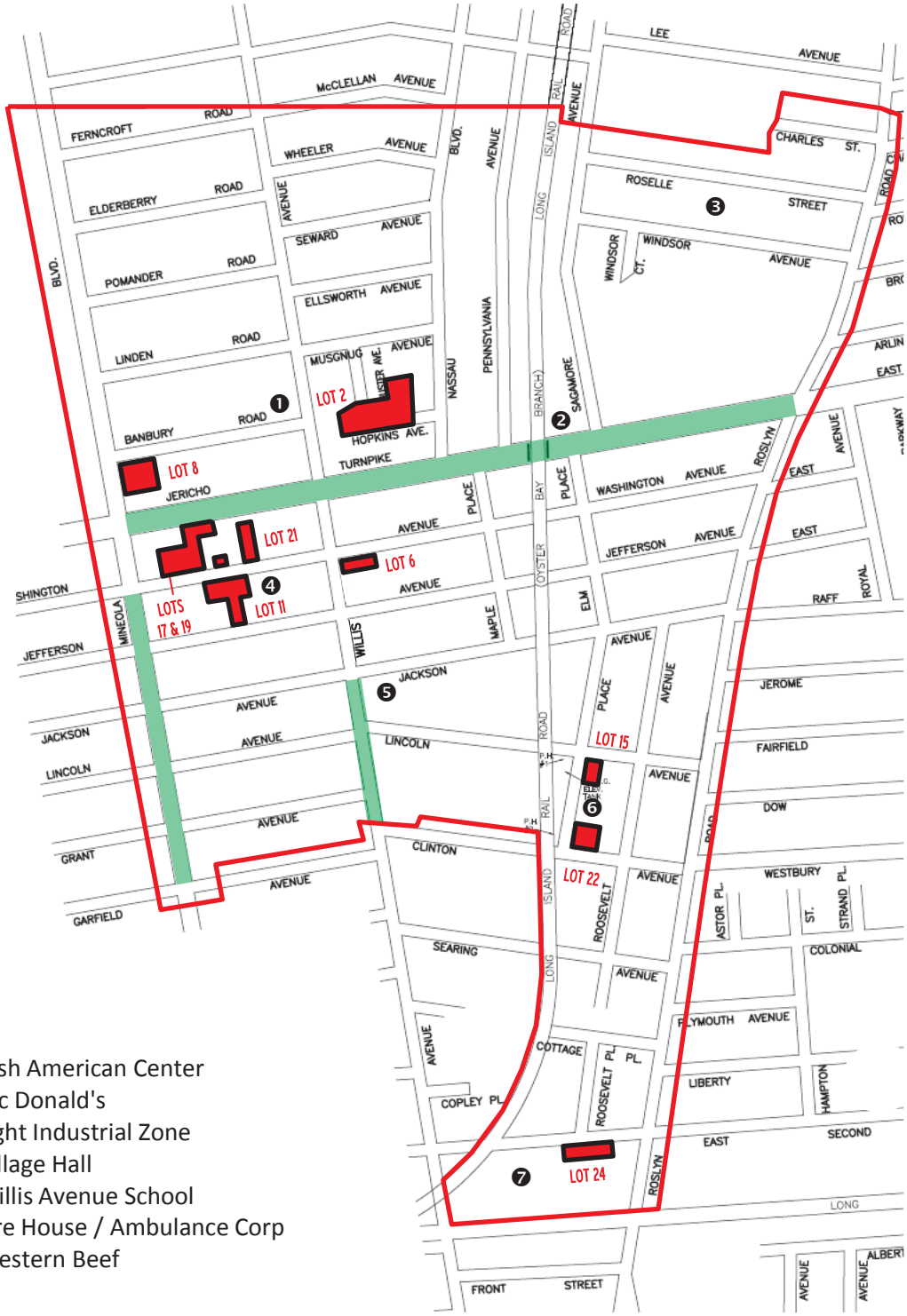
As indicated on the heat maps, on weekdays there does not appear to be any significant parking occupancy issues in this zone. Our studies did reveal high parking space occupancy levels along the north side of Jericho Turnpike between Mineola Boulevard and Willis Avenue as well as in Lot 8, north adjacent to this block side, during the weekday (1PM) peak due to the presence of several popular lunch spots in this area. However, overflow parking was easily accommodated along Mineola Boulevard (north of Jericho) and along the south side of Jericho Turnpike during this period.

As shown on the Saturday (7PM) Peak heat map, occupancy levels were quite high along Mineola Boulevard, Jericho Turnpike, and Lot 8 in an L-shaped area containing several popular restaurants. Some of these restaurants had valet parking pick-up / drop-off zones set up along Mineola Boulevard and Jericho Turnpike. High parking occupancy levels combined with the valet parking activities did create temporary periods of friction and congestion in the area. These conditions may have contributed to a vehicular accident that temporarily closed Jericho Turnpike sometime between 7PM and 8PM on Saturday April 16 during our counts. In any event, a parking capacity issue does not exist in this vicinity as village Lot 17, located in the heart of this area, was only 37% occupied during the Saturday (7PM) peak.

General Observations & Recommendations

The following parking issues and recommendations were determined via parking space occupancy analyses, strategic studies of areas on the margins of commercial districts and / or guidance from village officials.

REF	Location	Issue(s)	Recommendation(s)
Z2.1	On-Street Valet Pick-Up / Drop-Off Areas	Valet parking activities coupled with high localized parking occupancy create friction and congestion on Jericho Turnpike and Mineola Boulevard.	Work with local restaurants to develop valet parking solutions that do not disrupt the local traffic network.
Z2.2	Lot 17	Low occupancy during local peak parking periods suggests need for better access and wayfinding.	Improve signage, visibility and access to Lot 17 from Jericho Turnpike.



1. Irish American Center
2. Mc Donald's
3. Light Industrial Zone
4. Village Hall
5. Willis Avenue School
6. Fire House / Ambulance Corp
7. Western Beef

	NO. SPACES
= ON-STREET METERED PARKING	175
= PARKING LOT	385
TOTAL	560

FIGURE 8

ZONE 2 MUNICIPAL PARKING INVENTORY

LEVEL G ASSOCIATES, LLC

REF	Location	Issue(s)	Recommendation(s)
Z2.3	Willis Avenue - north of Jericho Turnpike	Local apartment dwellers and employees occupy parking spaces on Willis and residential side streets intended for visitors to local business district and local homeowners, respectively.	Implement strategies designed to encourage local apartment dwellers and employees to park in Lot 2 which is underutilized. Strategies inlcude metering parts of Willis in this area, requiring special permits, or side street parking restrictions. At the very least 2 hour limit meters should be considered between Jericho and Musgnug on the east side and Jericho and Linden on the west side.
Z2.4	Banbury Road - south side adjacent to commercial parking lots	See Z2.3	Install (6) meters / 2 hour limit.
Z2.5	Nassau Boulevard - west side between Hopkins and Jericho	Free on-street parking spaces compete with adjacent metered parking on Jericho Turnpike and Lot 2.	Install (6) meters / 90 minute limit (existing time limit on this block side).
Z2.6	Jericho Turnpike - north side between Willis and Nassau Blvd.	One missing meter and unnecessary curb cut.	Install (2) meters / 2 hour limit (1 for missing meter + 1 at restored curb).
Z2.7	Jericho Turnpike - north side between Sagamore and Roslyn	Incorrect arrows on "No Parking" signs; Missing meters.	Correct "No Parking" sign arrows; Install (3) meters / 2 hour limit.
Z2.8	Jericho Turnpike - south side between Sagamore and Roslyn	Up to 4 missing meters.	Install (4) meters / 2 hour limit.
Z2.9	Willis Avenue - west side between Washington and Jericho	High parking demand / free parking; congestion; illegal parking.	Install (4) meters / 1 hour limit. Improve signage and enforcement to deter illegal parking in cross-hatched areas.
Z2.10	Willis Avenue - west side just north of Grant Avenue	Missing meter	Install (1) meter / 2 hour limit.
Z2.11	Lot 24	This lot contain (41) 2HR limit spaces that go largely unused	Convert up to 20 spaces to 12HR limit to accommodate commuters and/or local employees

REF	Location	Issue(s)	Recommendation(s)
Z2.12	Washington Avenue- west of Mineola Blvd (adjacent to commercial)	Meter avoiders use spaces that could work well for shoppers, visitors or employees. Competes with adjacent metered parking on Mineola Blvd.	Add (2) 2 hour limit meters with special permit allowed on north side. Make south side "No Parking".
Z2.13	Jefferson Avenue - west of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (3) 2 hour limit meters with special permit allowed on north side. Make south side "No Parking".
Z2.14	Jefferson Avenue - east of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (5) 2 hour limit meters with special permit allowed on north side. Make south side "No Parking".
Z2.15	Jackson Aven - east and west of Mineola Blvd (adjacent to commercial)	See Z2.12	Make both sides "No Parking" to maximize lane widths and visibility approaching this signalized intersection.
Z2.16	Lincoln Avenue - west of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (3) 2 hour limit meters with special permit allowed on south side. Make north side "No Parking".
Z2.17	Lincoln Avenue - east of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (3) 2 hour limit meters with special permit allowed on south side. Make north side "No Parking".
Z2.18	Grant Avenue - west of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (2) 2 hour limit meters with special permit allowed on south side. Make north side "No Parking".
Z2.19	Grant Avenue - east of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (7) 2 hour limit meters with special permit allowed on south side. Make north side "No Parking".
Z2.20	Garfield Ave - west of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (3) 2 hour limit meters with special permit allowed on north side. Make south side "No Parking".
Z2.21	Garfield Ave - east of Mineola Blvd (adjacent to commercial)	See Z2.12	Add (7) 2 hour limit meters with special permit allowed on north side. Make south side "No Parking".

7. STUDY FINDINGS & RECOMMENDATIONS – ZONE 3

Zone 3, East Village, is the entire eastern portion of the village that is north of the LIRR rail corridor (Main Line) and east of Roslyn Road. This zone includes the Bowling Alley, North Shore Farms, Wilson Park, and the light industrial area between East Second Avenue and the LIRR rail corridor.

Figure 9 (next page) is a map of Zone 3 indicating the village's off-street parking supply and metered on-street spaces. Zone 3 includes 207 off-street spaces in 3 parking lots and 115 on-street metered spaces, all on Jericho Turnpike.

Parking Space Occupancy – Commercial Areas

As indicated on the heat maps, there does not appear to be any significant parking occupancy issues along the village's main commercial corridor (Jericho Turnpike) in this zone. While our studies did reveal several pockets of high parking demand, an open parking space could always be found on an adjacent block side or across the street.

General Observations & Recommendations

The following parking issues and recommendations were determined via strategic studies of areas on the margins of commercial districts and / or guidance from village officials.

REF	Location	Issue(s)	Recommendation(s)
Z3.1	Columbus Parkway-west side between Jericho and Arlington	Meter avoiders create sight distance issues near gas station driveways and use spaces in front of residences. Compete with adjacent metered parking on Jericho Turnpike.	Make "No Parking" between Jericho and residences. Make "No Parking 9A-3P / Mon-Fri" in front of residences.
Z3.2	Columbus Parkway-east side between Jericho and Arlington	Meter avoiders use spaces that could work well for shoppers, visitors or employees. Competes with adjacent metered parking on Jericho Turnpike.	Add (5) 2 hour limit meters with special permit allowed.
Z3.3	Congress Avenue-east side between Jericho and Arlington	See Z3.2	Add (6) 2 hour limit meters with special permit allowed.
Z3.4	Sheridan Blvd - east side between Jericho and Arlington	See Z3.2	Add (3) 2 hour limit meters with special permit allowed. Maintain "No Parking" zone adjacent to residential.

MINEOLA PARKING STUDY - 2016

1. 166 E. Jericho Tpke
2. Bowling Alley
3. North Shore Farms
4. Hampton Street School
5. Wilson Park
6. Light Industrial Zone

	NO. SPACES
= ON-STREET METERED PARKING	115
= PARKING LOT	207
TOTAL	322

FIGURE 9

ZONE 3 MUNICIPAL PARKING INVENTORY

LEVEL G ASSOCIATES, LLC

REF	Location	Issue(s)	Recommendation(s)
Z3.5	McKinley Parkway-just south of Jericho (adjacent to commercial)	See Z3.2	Add 2 hour limit meters with special permit allowed; (3) on east side, (3) on west side.
Z3.6	Columbus Parkway-just south of Jericho (adjacent to commercial)	See Z3.2	Add 2 hour limit meters with special permit allowed; (2) on east side, (4) on west side.
Z3.7	Pershing Parkway-just south of Jericho (adjacent to commercial)	See Z3.2	Add 2 hour limit meters with special permit allowed; (2) on east side, (4) on west side.
Z3.8	Frank Avenue - just south of Jericho (adjacent to commercial)	See Z3.2	Add 2 hour limit meters with special permit allowed; (4) on west side only.
Z3.9	Sheridan Blvd - just south of Jericho (adjacent to commercial)	See Z3.2	Add 2 hour limit meters with special permit allowed; (5) on east side, (4) on west side.
Z3.10	Jericho Turnpike - south side between Pershing and Frank	Missing meters.	Add 2 meters / 2 hour limit. Add (1) 15 minute "Loading Zone" space.
Z3.11	Jericho Turnpike - south side between Barwick and Rudolph	Missing meters.	Add 3 meters / 2 hour limit. Make "No Parking" zone east of Dunkin Donuts driveway to fire hydrant.
Z3.12	Jericho Turnpike - north side east of Barwick	Missing meter.	Add (1) meter / 2 hour limit.
Z3.13	Jericho Turnpike - north side between Columbus and Congress	Missing meter. Unnecessary curb cut / 15 minute free zone.	Restore curb; Decrease 15 minute free zone from 3 to 2 spaces; Add 2 meters (duplex) / 2 hour limit; (1) at missing meter, (1) at former 15 minute stall.

8. STUDY FINDINGS & RECOMMENDATIONS – ZONE 4

Zone 4 is the village's primary central business district (CBD). The CBD zone is generally bound by Garfield Avenue on the north, Old Country Road on the south, the north-south LIRR spur on the east, and Bradley Place on the west. Zone 4 includes some of the village's most intense parking demand generators including Winthrop University Hospital, the Mineola Train Station, and a major medical office building at the northeast corner of Old Country Road and Mineola Boulevard.

Figure 10 (next page) is a map of Zone 4 indicating the village's off-street parking supply and metered on-street spaces. Zone 4 includes 841 off-street spaces in 6 parking facilities and 721 on-street metered spaces.

Parking Space Occupancy

As indicated on the heat maps, quite a few parking facilities and many block sides were found to be "full" during each study period. Peak parking space utilization was found to occur on a weekday at 11AM. At this time we recorded 1,307 vehicles parked in 1,538 spaces – an occupancy rate of 85%. This is a very high percentage considering the fact that quite a few spaces on the perimeter of the zone (specifically those in Lot 14 and on streets in the southwest corner of the zone) were underutilized. If we remove perimeter parking spaces in Lot 14 (Little League Parking Field) plus perimeter parking spaces on Station Road, 6th, 7th, and 8th Avenues from the data set, the occupancy percentage jumps to 92%.

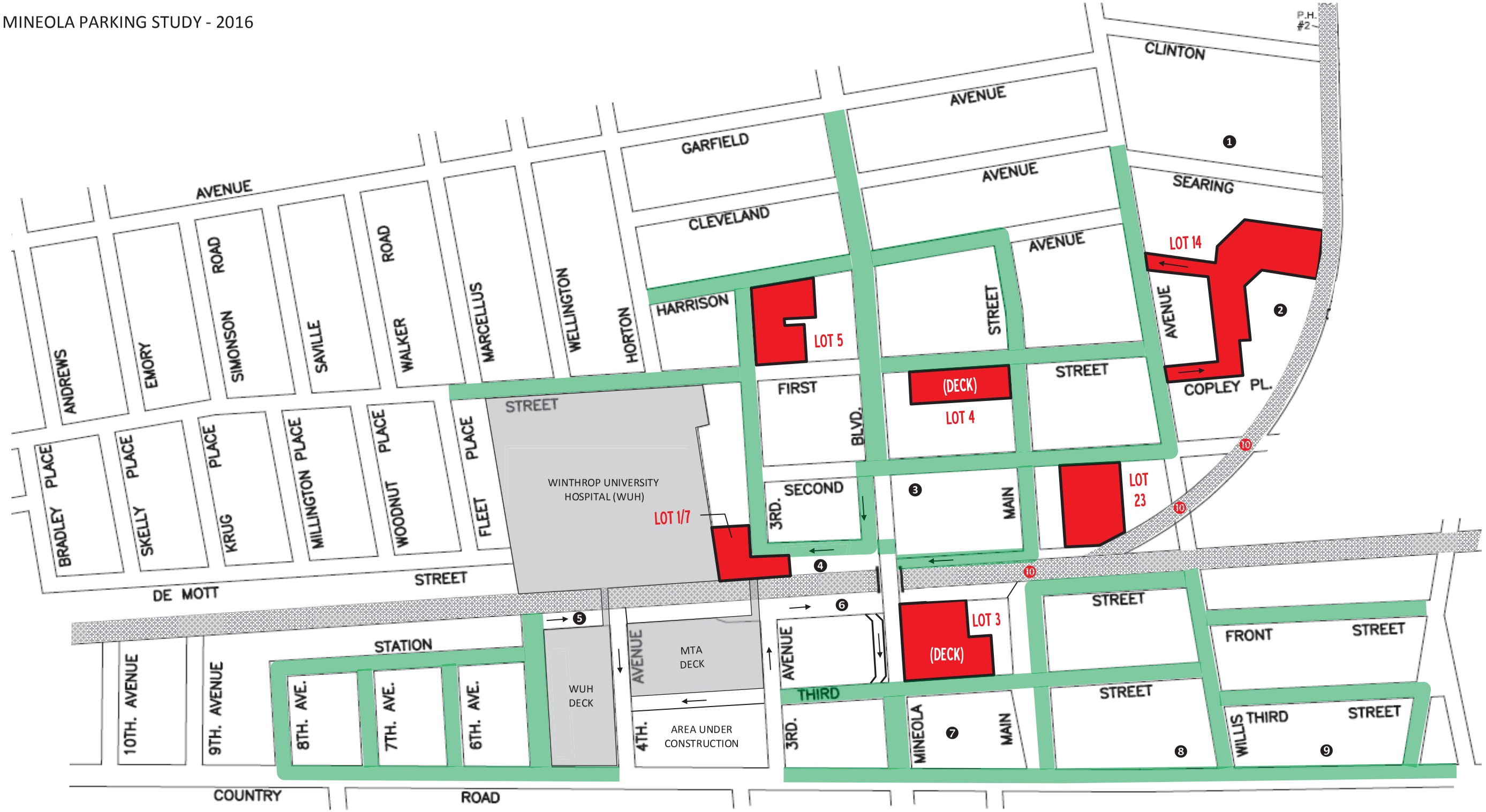
This data verifies what people who live and work in Mineola have known for years -- it is very difficult to find available parking in this area of the village between 10AM and 2PM on weekdays. Parking conditions improve on Saturdays due to the removal of most train commuters from the mix of parkers, but pockets of high demand still remain, especially around Winthrop University Hospital. Village Parking Lot 5, a 120 space public parking lot, was found to be greater than 90% occupied (full) for 9 out of 14 hours during the Wednesday count and 13 out of 14 hours during the Saturday count. The Lot is on the site of a former multi-level parking structure that was decommissioned and demolished in the late 2000's.

Mineola Train Station / Commuter Parking

The village maintains 374 parking spaces where commuters with a valid parking sticker may park, broken down as follows: 301 in Parking Deck 3; 68 in Lots 1&7; and 5 in Parking Deck 4. The spaces are available on a first-come first-served basis and are usually parked to capacity by 8AM each weekday morning. Parking stickers are available to village residents only and the cost is $55 per year.

The village also maintains about 210 on-street metered spaces with a 12-hour parking limit that are within walking distance of the train station. At 50¢ per hour a typical commuter purchasing 12 hours of parking has to insert 24 quarters ($6) into the meter to complete the transaction. Most of these spaces go largely unused however, a number of spaces along Station Road and 5th Avenue do attract some commuter activity.

MINEOLA PARKING STUDY - 2016



	NO. SPACES
= ON-STREET METERED PARKING	721
= PARKING LOT	841
TOTAL	1,562

1. Corpus Christie School
2. Little League Fields
3. Citibank
4. Train Station
5. Pick-Up / Drop Off Area
6. Taxi Stand
7. Medical Office Building
8. Modera Apartments
9. Lever Building
10. RR Grade Crossing

FIGURE 10

ZONE 4

MUNICIPAL PARKING INVENTORY

LEVEL G ASSOCIATES, LLC

Village parking lots 4, 5 and 23 (all within walking distance of the train station) have a combined total of 282 spaces with a 12-hour time limit. These spaces are primarily used by commuters, downtown employees and hospital employees and reach capacity on a regular basis on weekdays. These spaces are controlled by multi-space meters and the fee is 50¢ per hour ($6 for 12 hours). Most machines accept quarters and dollar bills.

The MTA owns and operates a multi-level parking structure on the south side of Station Road between 3rd and 4th Avenues. This facility is very conveniently located to the train station and has overhead and at-grade connecting walkways to all platforms. The Daily parking fee is $6 and payment options include cash and credit cards. This 900+ space garage fills to capacity on most weekdays.

The following parking issues and recommendations regarding the Mineola Train Station and commuter parking were determined via parking space occupancy analyses plus strategic studies and / or observations conducted senior personnel.

REF	Location	Issue(s)	Recommendation(s)
Z4.1	Lot 3	Commuter parking spaces are a scarce commodity yet some parking spaces remain vacant during the day.	The village has rights to 301 spaces on the lowest two levels of this 8-level parking garage (Lot 3) at Mineola Boulevard and Third Street. Levels 3, 4 , 5 and 6 are utilized by an adjacent medical office building however, the 7th level is very lightly used and the roof level does not attract any meaningful parking activity. It is recommended that the village approach the owners of this garage to discuss terms to allow commuter parking on the roof level (160 spaces).
Z4.2	6th Ave, 7th Ave, 8th Ave, and Station Road	There are (94) 12 hour limit on-street meters in this area. Peak occupancy during our studies was only 21 vehicles. This means 73 prime commuter spaces are going unused.	For rushing commuters, carrying and feeding 24 quarters into a parking meter every day can be cumbersome, especially when they can pay the same $6 using a credit card and have a covered space in the MTA garage that is closer to the station. It is recommended that the village reduce the price of parking in this area to attract / improve utilization. Also, on-street credit card accepting multi-space meters are recommended for accompanying revenue control at these spaces. The surplus meters can be used for previously described meter additions.
Z4.3	Commuter Lots	Current fee structure favors commuters who use early trains.	Maintain a $55 "general" commuter permit, but layer in higher priced options where resident commuters can purchase guaranteed parking or even have a reserved parking space. Consider adding some "daily" parking sections for residents (say $3 per day) so residents using later trains do not have to pay $6 per day in the MTA garage.

Hospital Parking

Winthrop University Hospital (WUH) owns and operates a number of parking lots and decks on the hospital campus as well as areas south of the railroad tracks. We also understand WUH operates a shuttle bus that ferries employees to and from the Sears Department Store parking garage on Franklin Avenue in Garden City (about 0.9 miles away).

The hospital's parking supply is significantly less than hospital parking demand as we observed a considerable amount of hospital related parking activity in parking lots and streets within walking distance of WUH, including residential streets.

It is estimated that the hospital's parking supply, including spaces at Sears in Garden City, is about 2,000 spaces. Using parking factors published by the Institute of Transportation Engineers that are based on studies at 23 hospitals peak parking demand generated by WUH is probably about 2,365. Therefore, it is estimated that approximately 365 WUH-generated vehicles are parking in village lots, on village streets, and other parking facilities in the area (i.e. MTA garage) during peak hours on weekdays.

Parking problems in the vicinity of WUH are the result of two combined issues:

- Insufficient parking supply;
- Local parking regulations that offer opportunity for hospital parking activity to encroach into residential neighborhoods.

Because the hospital is proximate to the train station and many other parking demand generators in the Central Business District, parking program strategies related to hospital parking activity are combined in the overall strategic plan discussed in the next section.

Central Business District

The Mineola Central Business District (CBD) is one of the busiest and most popular on Long Island. The confluence of a busy train station on LIRR's main line, a 591-bed teaching hospital, a thriving business district, plus many popular cafes and restaurants has created a unique downtown environment and energy. One of the by-products of this success is that the local parking supply has become overburdened.

The goal of this parking program is to increase the downtown parking supply while implementing accompanying parking space management strategies and improvements designed to create better balance, access and utilization of the municipal parking system.

The following parking issues and recommendations regarding Zone 4 were determined via parking space occupancy analyses, input from village officials plus strategic studies and / or observations conducted senior personnel.

REF	Location	Issue(s)	Recommendation(s)
Z4.4	Third Street – both sides	Meters were never restored after local construction completion.	Restore meters between Willis and Main. This should provide about 23 metered spaces.
Z4.5	Second Street – north side	Meters were never restored after local construction completion.	Restore meters between Mineola Blvd and hospital. This should add about 11 metered spaces in an area with very high demand.
Z4.6	Central Business District	Parking space deficiencies; Need for new parking space management strategies to better reflect current market and changing CBD conditions.	Implement a coordinated parking program plan designed to increase the parking supply and create better balance and utilization of same. This plan, and its impact on parking supply, is summarized in Table 1 (below).

Table 1 – DRAFT Recommended CBD Parking Program Plan

Lot	Recommendation	Impact On Parking Supply					
		2HR Limit	Resident Commuter Permits ($55 General)	Resident Reserved Commuter Permit ($ TBD)	Hourly / Daily Parking Up To 12HRS	Hourly / Daily Parking Up To 18HRS	Guaran-teed General Permit ($ TBD)
1	Convert a portion of Lot 1 from Commuter Permit Parking to 2HR (hourly) parking to serve local businesses.	+30	-30				
3	Seek to obtain rights to 160 unused rooftop spaces for resident commuter parking.		+160				
23	Convert a portion of Lot 23 near Second Street from long term (12HR) Commuter / Employee Parking to 2HR parking to serve local businesses.	+30			-30		
4	Convert 5 Commuter Permit Parking to 2HR (hourly) parking to serve local businesses.	+5	-5				
1/7	Convert 38 spaces in Lot 1/7 from Commuter Permit Parking to Reserved Commuter Permit Parking.		-38	+38			

5	Develop a new parking garage on Lot 5. Seek land swap to improve garage footprint / efficiency.	-10	-10		-100	+225	+220
Net Gain / Loss		+55	+77	+38	-130	+225	+220

As indicated, this parking program would increase the effective CBD parking supply by 485 spaces and would create new parking opportunities for village residents, commuters, downtown employees, shoppers and visitors. The following parking issues and recommendations should accompany the above parking program plan and are designed to reduce non-residential parking in residential neighborhoods, reduce employee parking in spaces intended for shoppers and visitors, and improve wayfinding, connections and access to the village parking supply.

REF	Location	Issue(s)	Recommendation(s)
Z4.7	Central Business District	Need for parking system "branding"; Directional signage to parking facilities.	Implement a parking way-finding sign system that includes parking lot identifier signs and directional signs to assist motorists, including "first time" visitors, in locating downtown parking facilities.
Z4.8	Central Business District	Need outlets for parking information	Develop a 3-fold brochure linked to the new parking system way-finding and "branding" system and make available to all local businesses. Create a website offering the same design and information, but also use to provide updates such as changes in parking rules, temporary construction closures, etc.
Z4.9	Central Business District	Downtown employees use prime on-street spaces intended for shoppers and visitors.	Meter "feeding" an illegal parking activity practiced by certain downtown employees who like to keep their car close to their place of work, rather than park in a more remote 12HR limit or "permit" space. Because the fee for parking at a convenient 2HR limit space in front of the employee's business (50¢ per hour) is the same a more remote 12HR limit space, there is no financial disincentive or penalty for this activity. Therefore, it is recommended that on-street parking rates be increased to 75¢ or $1 per hour.
Z4.10	Central Business District	WUH parking activity in residential areas.	After completion of the new parking garage it is recommended that more restrictive residential neighborhood parking regulations be installed for the benefit of local residents.

Proposed Parking Garage

Because controlling and operating the municipal parking supply in a manner that benefits the village and central business as a whole, we recommend that the village be the developer and

operator of the proposed parking garage at First Street & Third Avenue. We understand that the parking garage site (Lot 5) may be under consideration as part of some kind of mixed use redevelopment plan. Should such plans move forward, and the village takes on a redevelopment partner, it is recommended that the village maintain control of project's parking elements including access, layout, sizing, operating parameters, pricing, etc.

If the redevelopment option is no longer on the table and the village moves forward as sole developer of the proposed parking garage, it is recommended that the village explore some kind of land swap or lease arrangement with an adjacent local property owner to improve garage capacity and efficiency. If the property owner is not cooperative, the parking garage project can still move forward but its capacity potential and efficiency will be somewhat diminished.

Capacity - At the very least it is recommended that the municipal parking structure contain at least 425 spaces (the estimated capacity of the previous on-site parking garage), whether developed as a standalone structure or as part of a larger redevelopment project.

Operation – It is recommended that the garage operate from 6AM to Midnight on Monday through Saturday. Other operating recommendations include:

- Gated system with pay-on-foot pay stations, and pay-in-lane capabilities;
- Hourly / Daily (transient) parkers pull a ticket at entrance gate;
- System should allow validations;
- Monthly parkers would be issued proximity cards for access in and out;
- Initial split between Monthly & Transient parking: 200[1] – 225, respectively;
- No cashier, but on-site attendant to assist customers and handle equipment issues.

[1] Translates to 220 proximity cards issued assuming a conservative 10% oversell.

9. STUDY FINDINGS & RECOMMENDATIONS – ZONE 5

Zone 5, Southeast Sector, is the smallest of the five zones and is located east of Roslyn Road, north of Old Country Road, and south of the LIRR rail corridor. This zone includes the Birchwood Court Apartments, Eagle Rock Apartments, and an office building at 100 East Old Country Road. Also, a large office building (1-800-Flowers headquarters) with an adjacent parking deck is located immediately east of Zone 5 on Old Country Road.

Figure 11 (next page) is a map of Zone 5 indicating the village's off-street parking supply and metered on-street spaces. Zone 5 includes 31 on-street metered spaces, 29 on Old Country Road and 2 on Geranium Avenue. There are no off-street municipal lots in Zone 5.

Parking Space Occupancy – Commercial Areas

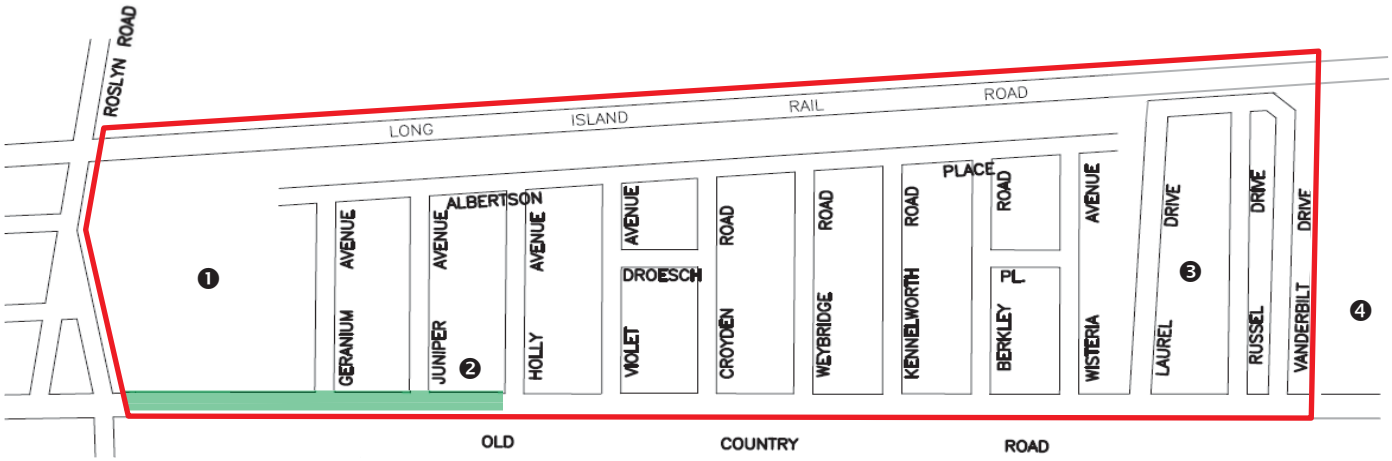
As indicated on the heat maps, there does not appear to be any significant parking occupancy issues along the village's main commercial corridor (Old Country Road) in this zone. However, our counts did reveal that on-street metered spaces along Old Country Road between Roslyn Road and Geranium Avenue get heavy use from local residents after 5PM on weekdays and on Saturdays.

General Observations & Recommendations

The following parking issues and recommendations were determined via parking space occupancy analyses, strategic studies of areas on the margins of commercial districts and / or guidance from village officials.

REF	Location	Issue(s)	Recommendation(s)
Z5.1	Old Country Road - north side between Roslyn Road and Geranium Avenue	Local residents use spaces intended for local business district.	Regulate the easternmost (6) metered spaces "2 Hour Time Limit In Effect All Days From 8AM Until 11PM"

Village officials noted that a parking problem existed in the easternmost portions of this zone due to the 1-800-Flowers parking garage being closed due to structural issues. However, at the time of our study and observations the garage had re-opened and was fully operational and no related parking problems within Zone 5 were apparent.



1. Birchwood Court Apartments
2. 100 E. Old Country Road
3. Eagle Rock Apartments
4. 1-800-Flowers Building

	NO. SPACES
= ON-STREET METERED PARKING	31
= PARKING LOT	0
TOTAL	31

FIGURE 11

ZONE 5 MUNICIPAL PARKING INVENTORY

LEVEL G ASSOCIATES, LLC

10. STUDY FINDINGS & RECOMMENDATIONS – GENERAL

The following parking issues and recommendations are general in nature and were determined via parking space occupancy analyses, strategic studies of areas on the margins of commercial districts and / or guidance from village officials.

REF	Location	Issue(s)	Recommendation(s)
G.1	On-Street Meter Zones	Section 510-19 of the village code ("Meter Zones") does not reconcile with the actual on-street meter inventory.	Correct the code to match current on-street meter installations.
G.2	On-Street Parking Rules & Regulations	Parking Rules & Regulations in the village ordinance do not always match what is signed on the streets. Reconciling all signs in Mineola with Rules & Regulations posted in the ordinance would be a significant effort and would need to be constantly updated.	Consider the use of generic Parking Rules & Regulations ordinance language that would allow existing signs to remain and would not require updating. Passages of this ordinance could read similar to the sample language referenced below[2] from the City of South Bend, IN. The code of the City of Schenectady, NY has similar sign-based parking regulations.
G.3	On-Street Meters / Restaurant Areas	Parking demand for on-street meters remains strong after 6PM in certain districts due to restaurant activity, yet local residents and restaurant employees can use these spaces for free and without time limitation from 6PM on.	Extend time limit and metering period in these areas from 6PM to 9PM to keep on-street spaces open for customers.
G.4	Lots 2, 4, 5, 8, 14, 17, and 23	Exisitng Cale Multi-Space Meters have served the village well but are nearing the of their useful life	Prepare an RFP for replacement meters.

[2] No person shall park a vehicle at any time upon any street, alley, municipal parking facility or highway in any area where appropriate signs or markings have been placed indicating that parking is prohibited or that the area is a no-parking zone, nor in any area where signs have been placed indicating that parking is limited to a specific length of time for a period longer than specified upon such signs, nor in any area where signs have been placed indicating that parking is prohibited during certain hours of the day or days or portions of days of the week, during hours or portions of days during the times when parking is prohibited as directed on such signs.

REF	Location	Issue(s)	Recommendation(s)
G.5	Lots 2, 5, 8, 14, 17, and 23	Multi-space meters that are not sheltered have a shorter life span, require more frequent repair, and are not preferred by customers.	Install attractive shelters over new multi-space meters.
G.6	Single Space Meters	At one time a parking meter colored gold meant the meter was for short stays (15 minutes) only. However, we noted some gold meters having longer durations.	Correct the discrepancy or abandon the use of colored meters altogether.
G.7	System	New technology allows customers flexible parking payment options such as pay-by-smartphone.	In addition to current payment options institute pay-by-smartphone at spaces controlled by pay stations and meters.
G.8	On-Street Meters / Enforcement	Although in effect, on-street meters are not enforced on Saturdays. As a result, about 1/2 of all parkers do not bother putting money in the meter on Saturdays.	Begin Saturday enforcement.
G.9	Valet Standards	Safety concerns around on-street valet stands.	It is recommended that a small valet parking study be conducted to insure that safety is maximized and village interests are protected.

APPENDIX A
SCHEDULE OF MUNICIPAL OFF-STREET PARKING FACILITIES

VILLAGE OF MINEOLA, NY

JULY 2016

ZONE	DESIGNATION	LOCATION	NO. SPACES	OPERATION	COMMENTS
1	Lot 9	Betw. Wardwell & Beebe	26	Free; 10 HR Limit	No Restrictions
1	Lot 10	Betw. Latham & White	35	Free; 10 HR Limit	No Restrictions
1	Lot 20	Marcellus Road / Library	16	Free; 90 MIN Limit	Library Patrons & Employees Only
1	**Sub-Total**		**77**		
2	Lot 8	Mineola Blvd & Banbury	22	50¢/Hr; 2 HR Limit	Multi-space Meter; Metering &
			24	50¢/Hr; 10 HR Limit	Enforcment in effect 8AM to 6PM; Mon-Fri
2	Lot 2	Hopkins Avenue	79	50¢/Hr; 10 HR Limit	Multi-space Meter; Metering & Enforcement in effect 8AM to 6PM; Mon - Fri
2	Lot 17	West of Fire House	54	50¢/Hr; 10 HR Limit	Multi-space Meter; 8AM - 6PM; Mon - Fri
			2	Reserved	Police Vehicles Only
2	Lots 12 & 19	Adjacent to Fire House	17	Reserved	Fire Department Only
2	Lot 21	East of Fire House	18	Reserved	Village Employees & Fire Dept. Only
			20	50¢/Hr; 12 HR Limit	Single Space Meters; 8AM - 6PM; Mon - Sat
2	Lot 11	West of Village Hall	50	Free; 2 HR Limit	7AM - 11PM; Mon - Fri
			2	Reserved	Code Enforcement Vehicles Only
2	Lot 6	Willis & Washington	13	Permit Parking	8AM - 6PM; Mon - Fri
2	Lot 15	Elm & Lincoln	21	Free	No Restrictions; Ambulance Corps
2	Lot 22	Elm & Clinton	22	Reserved	Village & Department Vehicles Only
2	Lot 24	2nd Street - E/O Western Beef	41	50¢/Hr; 2 HR Limit	Multi-space Meter; 8AM - 6PM; Mon - Fri
2	**Sub-Total**		**385**		
3	Lot 16	Pershing Parkway / PBA	30	Free	No Commercial Vehicles 8AM - 8PM
3	Lot 13	Union Street / Wilson Park	129	Free	No Commercial Vehicles 8AM - 8PM
3	Lot 18	Westbury Ave / Wilson Park	48	Free	No Restrictions
3	**Sub-Total**		**207**		
4	Lot 1/7W	West Side of 3rd @ Station Plz	47	Commuter Permit	7AM - 7PM; Mon - Fri
4	Lot 1/7E	East Side of 3rd @ Station Plz	21	Commuter Permit	7AM - 7PM; Mon - Fri
4	Lot 5	3rd Avenue & First Street	10	50¢/Hr; 2 HR Limit	Multi-Space Meter; 8AM - 6PM; Mon - Fri
			100	50¢/Hr; 12 HR Limit	Multi-Space Meter; 8AM - 8PM; Mon - Fri
			10	Permit Parking	8AM - 6PM; Mon - Fri
4	Lot 4 (In Parking Deck)	Main Street & First Street	81	50¢/Hr; 12 HR Limit	Multi-Space Meter; 8AM - 8PM; Mon - Fri
			16	50¢/Hr; 2 HR Limit	Multi-Space Meter; 8AM - 6PM; Mon - Fri
			6	50¢/Hr; 1 HR Limit	Multi-Space Meter; 8AM - 8PM; Mon - Fri
			5	Commuter Permit	7AM - 7PM; Mon - Fri
4	Lot 3 (In Parking Deck)	Mineola Blvd & Third Street	301	Commuter Permit	7AM - 7PM; Mon - Fri
4	Lot 23	2nd St - Betw. Main & Willis	13	50¢/Hr; 2 HR Limit	Multi-Space Meter; 8AM - 6PM; Mon - Fri
			101	50¢/Hr; 12 HR Limit	Multi-Space Meter; 8AM - 8PM; Mon - Fri
			14	Permit Parking	8AM - 6PM; Mon - Fri
4	Lot 14	Copley Place / Baseball Field	116	50¢/Hr; 10 HR Limit	Multi-space Meter; 8AM - 6PM; Mon - Fri
4	**Sub-Total**		**841**		
5	**Sub-Total**		**0**		No Off-Street Facilities in Zone 5
GRAND TOTAL			**1510**	**PARKING SPACES**	**IN 24 OFF-STREET FACILITIES**

LEVEL G ASSOCIATES, LLC

APPENDIX B **JULY 2016**

SCHEDULE OF MUNICIPAL ON-STREET METERED PARKING

VILLAGE OF MINEOLA, NY

STREET	ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5	TOTALS
Jericho Turnpike	142	87	115			344
Burkhard Avenue	2					2
Wellington Road	4					4
Willis Avenue		28		36		64
Old Country Road				49	29	78
Geranium Avenue					2	2
Roslyn Road				14		14
Front Street South				46		46
Front Street North				28		28
Station Plaza North				22		22
First Street				58		58
Second Street		8		39		47
Third Street				84		84
Main Street				75		75
Mineola Boulevard		52		67		119
Cleveland Avenue				5		5
Harrison Avenue				21		21
Station Road				52		52
Third Avenue				35		35
Fifth Avenue				32		32
Sixth Avenue				22		22
Seventh Avenue				22		22
Eighth Avenue				14		14
TOTALS	148	175	115	721	31	1190

LEVEL G ASSOCIATES, LLC

APPENDIX C.1 / OCCUPANCY COUNT SUMMARY - ZONES 1, 2, 3 & 5

WEDNESDAY 13APRIL2016

ZONE 1

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R1 -45	6	5.4	0	0	1	1	0	0	0	0	0	0	2	1	1	1
46	4	3.6	1	1	1	0	0	0	0	0	0	0	1	1	2	2
47	5	4.5	5	6	4	3	4	4	5	5	5	6	6	3	4	4
48	7	6.3	2	2	3	5	8	6	5	6	6	6	6	7	5	5
49	11	9.9	6	6	7	8	10	7	5	6	7	5	1	3	5	5
50	3	2.7	4	4	3	1	1	1	1	1	0	0	0	2	0	0
51	6	5.4	4	4	3	3	7	6	5	3	0	2	3	4	2	2
52	5	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
53	5	4.5	0	0	1	2	0	0	1	2	3	0	0	1	0	0
54	7	6.3	1	1	3	4	4	2	0	2	3	0	1	0	0	0
55	2	1.8	1	2	2	3	3	2	2	2	2	2	2	0	0	0
56	11	9.9	1	2	2	4	4	3	2	2	1	1	2	0	0	0
57	10	9.0	1	2	3	0	3	2	1	1	0	1	0	0	0	0
58	6	5.4	1	2	3	3	0	0	0	1	1	3	1	0	0	0
59	6	5.4	1	2	4	0	3	1	0	1	0	1	0	0	0	0
60	0	0.0	0	1	1	0	0	0	0	0	0	1	0	0	0	0
61	3	2.7	0	1	2	0	0	1	1	1	1	0	0	1	0	0
62	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	12	10.8	0	1	2	2	4	3	2	3	4	0	1	0	0	0
64	10	9.0	0	1	2	2	3	3	3	2	0	3	1	7	6	5
65	1	0.9	1	2	3	1	1	1	0	0	0	1	1	1	1	1
66	5	4.5	1	1	1	1	1	1	1	3	5	3	3	1	0	0
67	17	15.3	1	1	1	1	1	1	2	2	1	0	1	17	18	18
R3- Burk	2	1.8	0	0	0	0	0	0	0	0	0	0	3	2	0	0
Well	4	3.6	0	0	0	2	4	2	0	2	4	4	4	4	4	4
Z-1 Total	148	133.2	31	42	52	46	61	46	36	45	43	39	39	55	48	47

ZONE 2

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R1 -16	4	3.6	0	0	1	1	1	1	0	0	0	0	2	0	0	0
17	2	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	4	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	7	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	7	6.3	0	0	0	0	0	0	0	0	0	1	0	1	2	2
21	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	16	14.4	9	9	8	7	9	9	8	11	14	13	13	17	16	15
23	9	8.1	0	0	1	2	0	1	1	2	2	0	3	3	3	3
24	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	8	7.2	5	7	6	6	9	7	5	4	3	5	1	0	0	0
39	12	10.8	2	4	4	4	9	6	2	2	2	0	2	5	0	0
40	0	0.0	0	0	0	0	0	5	9	5	0	0	0	0	0	0
41	2	1.8	0	0	0	0	3	2	2	2	1	0	0	0	0	0
43	7	6.3	4	5	4	3	4	4	4	4	4	7	3	2	5	5
44	31	27.9	12	17	21	24	30	27	24	24	24	29	28	19	15	11
68	0	0.0	0	2	4	0	0	0	0	0	0	0	0	1	0	0
69	4	3.6	1	2	2	2	3	4	5	4	2	4	3	5	4	3
70	6	5.4	1	2	3	1	1	2	2	3	4	3	4	3	3	3
71	5	4.5	2	4	6	0	0	1	2	2	1	2	1	0	0	0
72	8	7.2	2	4	6	6	4	3	2	1	0	1	2	0	0	0
73	5	4.5	2	5	7	4	5	4	3	2	0	0	0	1	0	0
R2 - 12	5	4.5	2	4	5	4	4	3	2	1	0	0	0	0	0	0
14	3	2.7	0	0	0	0	1	1	0	0	0	0	0	2	2	2
R3 -12	7	6.3	0	2	4	6	4	5	5	6	6	5	4	5	5	5
13	6	5.4	2	5	9	13	10	11	11	11	11	9	7	6	6	6
14	4	3.6	0	2	4	6	6	5	5	6	8	8	7	5	4	3
15	6	5.4	0	0	1	2	4	3	2	2	2	2	2	1	0	0
16	7	6.3	0	2	4	6	3	4	4	5	5	4	4	3	2	1
S-Total	175	157.5	44	76	100	97	110	108	98	97	89	93	86	79	67	59
Off-Street																
Lot 2 (10HR)	79	71.1	7	9	11	12	16	13	11	12	13	9	8	6	4	2
Lot 6 (PER)	13	11.7	0	1	1	2	2	2	2	4	5	5	5	5	5	5
Lot 8 (2HR)	22	19.8	5	7	8	11	15	15	14	15	15	15	14	11	8	5
Lot 8 (10HR)	24	21.6	9	12	13	18	23	20	17	16	15	14	13	11	8	5
Lot 17 (10HR)	54	48.6	19	21	23	24	22	22	21	23	24	23	21	14	6	2
Lot 21E (2HR)	20	18.0	3	4	5	6	6	7	8	8	8	10	12	13	13	13
Lot 24	41	36.9	0	1	3	4	5	4	3	4	4	3	2	2	2	2
S-Total	253	227.7	43	55	64	77	89	83	76	82	84	79	75	62	46	34
Z-2 Total	428	385.2	87	131	164	174	199	191	174	179	173	172	161	141	113	93

ZONE 3 - FEE BASED

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R1 -26	5	4.5	1	1	3	4	4	2	0	0	0	0	0	0	0	0
27	7	6.3	1	2	3	3	4	4	4	4	4	3	1	2	2	2
28	4	3.6	1	2	2	2	2	2	2	3	3	4	4	4	2	1
31	15	13.5	5	7	8	11	8	7	7	8	9	4	3	2	3	2
32	9	8.1	3	3	2	1	2	4	6	4	2	4	6	9	9	9
33	12	10.8	1	2	3	3	2	2	2	2	1	1	0	1	0	0
34	15	13.5	1	1	4	6	1	1	0	0	0	1	0	0	0	0
35	12	10.8	10	12	11	9	13	14	14	14	13	14	12	10	8	6
36	8	7.2	0	0	0	0	2	2	1	2	3	2	1	0	0	0
37	12	10.8	3	5	6	6	3	2	2	2	2	0	0	0	3	3
38	16	14.4	2	5	7	9	7	8	9	9	8	6	10	4	6	7
S-Total	115	103.5	28	40	49	54	48	48	47	48	45	39	37	32	33	30

APPENDIX C.2 / OCCUPANCY COUNT SUMMARY - ZONE 4

WEDNESDAY 13APRIL2016

ZONE 4

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R2 - 1	5	4.5	3	4	6	5	5	5	6	5	4	4	5	4	3	2
2	20	18.0	10	11	11	4	11	11	10	10	10	10	11	5	4	3
3	7	6.3	7	7	8	7	7	5	4	5	7	6	8	5	5	5
6	5	4.5	6	6	6	5	10	8	6	5	5	7	7	6	5	3
7	13	11.7	11	11	12	13	12	12	12	11	10	13	13	13	11	9
8	9	8.1	7	7	9	10	11	10	9	9	9	11	9	7	10	10
9	6	5.4	2	2	5	3	4	4	3	3	2	3	4	2	2	2
11	5	4.5	3	3	3	3	5	3	2	1	0	3	5	1	1	1
15	17	15.3	13	13	13	10	13	12	10	10	10	8	7	9	9	9
16	15	13.5	14	14	14	14	14	12	9	9	9	10	8	10	9	8
17	11	9.9	5	6	7	7	7	7	7	9	10	7	6	6	6	6
18	19	17.1	3	3	3	3	3	2	2	3	5	6	6	5	6	6
19	9	8.1	4	4	3	3	2	1	0	2	3	6	7	9	8	7
20	5	4.5	3	3	3	4	3	3	3	4	4	3	2	5	5	5
21	3	2.7	0	0	0	1	1	1	0	0	0	0	0	1	1	1
22	6	5.4	5	6	7	3	4	4	4	4	4	3	3	2	1	1
23	3	2.7	4	4	3	1	4	2	0	1	1	0	1	2	2	1
24	3	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	16	14.4	7	9	11	9	11	11	11	10	10	10	8	5	4	3
26	7	6.3	2	3	4	1	3	3	3	2	2	1	1	2	2	2
27	0	0.0	12	13	14	15	14	13	12	8	3	2	0	0	0	0
28	14	12.6	12	13	14	14	14	13	13	10	7	5	1	2	3	3
29	4	3.6	1	2	3	0	4	4	4	3	1	0	0	0	0	0
30	9	8.1	7	7	4	5	7	5	3	4	5	5	5	3	3	2
31	9	8.1	10	10	8	8	9	6	4	5	5	7	6	4	5	5
32	5	4.5	10	10	5	5	8	7	5	5	5	5	8	2	1	0
33	4	3.6	1	2	3	3	4	3	2	2	2	0	0	1	2	2
34	7	6.3	5	6	7	4	4	5	6	6	6	5	4	5	6	6
37	9	8.1	5	5	5	6	5	5	4	5	6	4	5	4	4	3
38	8	7.2	1	1	4	5	3	3	2	1	0	0	0	0	0	0
39	9	8.1	1	2	0	1	0	1	1	1	1	0	0	0	0	0
40	6	5.4	4	4	4	3	3	3	3	4	4	1	1	0	0	0
41	0	0.0	1	1	0	2	1	1	0	1	1	0	0	0	0	0
42	7	6.3	1	1	0	0	0	0	0	0	0	0	2	0	0	0
43	7	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	12	10.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	9	8.1	1	1	1	0	0	1	1	1	0	0	0	0	0	0
46	6	5.4	3	4	3	4	5	4	4	3	2	2	2	1	1	1
47	9	8.1	2	4	4	6	7	7	7	6	6	4	2	0	0	0
48	9	8.1	7	7	7	6	6	6	6	5	3	3	3	3	2	1
49	7	6.3	4	7	8	8	6	7	8	7	7	6	6	5	3	1
50	3	2.7	2	3	3	3	3	2	2	2	2	2	1	0	0	0
52	3	2.7	1	2	2	4	2	2	2	1	0	0	0	0	0	0
53	3	2.7	1	1	3	3	2	3	3	2	0	0	0	0	0	0
54	11	9.9	4	6	8	8	10	6	3	4	6	3	0	3	3	3
55	11	9.9	11	11	9	9	6	7	7	8	8	11	9	5	1	1
56	10	9.0	1	3	4	4	7	6	5	3	2	0	1	0	0	0
57	12	10.8	2	3	4	7	6	4	1	2	2	4	5	1	1	1
58	6	5.4	6	6	5	2	3	2	1	1	0	0	0	1	0	0
59	7	6.3	0	0	2	0	0	1	2	2	2	2	0	0	1	1
60	5	4.5	1	3	4	2	2	3	3	2	0	2	3	2	1	1
61	1	0.9	2	4	7	5	6	6	6	4	3	5	4	1	2	2
62	11	9.9	5	5	5	6	5	5	5	3	1	3	2	3	1	1
65	5	4.5	5	6	6	3	5	5	4	3	1	2	0	0	0	0
66	5	4.5	5	6	6	5	5	5	6	5	4	3	3	3	2	1
67	4	3.6	3	3	2	1	1	1	0	1	1	0	1	1	1	1
68	7	6.3	9	9	7	3	3	3	3	2	1	1	2	1	1	1
73	5	4.5	4	4	4	4	5	4	4	2	0	0	0	0	0	0
78	2	1.8	0	0	0	1	2	2	2	1	0	2	1	0	0	0
79	3	2.7	2	3	2	3	3	3	3	1	0	0	0	0	0	0
83	7	6.3	7	7	7	7	7	7	7	7	6	6	7	6	6	5
84	9	8.1	9	9	8	9	9	7	6	7	9	9	9	7	5	4
R1 - 74	5	4.5	8	8	8	6	5	5	5	3	0	0	1	5	0	0
75	8	7.2	8	8	8	8	9	8	8	5	3	5	5	3	1	0
76	8	7.2	8	8	8	9	8	7	6	5	3	5	8	8	7	5
77	26	23.4	23	24	25	26	27	27	26	26	25	26	26	23	23	23
1	7	6.3	9	9	9	8	8	8	8	5	2	0	8	6	7	7
2	8	7.2	9	9	9	10	10	10	10	9	7	6	9	8	7	6
4	10	9.0	2	4	5	7	6	5	3	2	1	2	2	7	7	7
5	6	5.4	2	4	5	6	5	5	4	5	6	7	7	3	3	3
6	11	9.9	3	6	8	10	10	9	9	8	7	5	5	6	5	4
7	15	13.5	15	15	15	15	16	14	12	13	13	10	9	5	3	2
8	12	10.8	9	9	10	10	13	11	8	9	10	10	11	6	6	6
9	5	4.5	5	5	5	5	5	5	5	5	5	5	5	2	2	2
St Plz No	22	19.8	21	23	20	16	21	19	16	18	20	21	18	17	17	16
11	5	4.5	6	6	6	5	5	5	4	5	5	5	5	5	5	5
12	9	8.1	9	9	9	9	9	9	9	9	8	10	9	8	6	4
13	5	4.5	6	6	5	4	5	5	5	4	2	0	3	5	3	2
14	8	7.2	7	7	8	8	6	5	4	2	0	0	1	1	3	3
15	9	8.1	9	9	8	8	8	8	7	4	1	0	0	1	0	0
R3 -31 (LT)	11	9.9	1	2	2	2	1	1	0	1	1	1	0	0	0	0
32 (LT)	11	9.9	1	1	2	2	0	1	1	1	1	1	1	0	0	0
33 (LT)	11	9.9	1	3	5	6	3	4	4	3	2	2	1	1	0	0
34 (LT)	11	9.9	0	2	4	6	4	4	4	3	2	2	1	1	1	1
12	7	6.3	5	5	6	5	4	4	5	6	6	5	4	5	5	5
13	10	9.0	12	13	13	12	10	11	11	11	11	9	7	6	6	6
14	4	3.6	4	4	6	6	6	5	5	7	8	7	7	5	4	3
15	6	5.4	2	2	2	3	4	3	2	2	2	2	2	1	0	0
16	7	6.3	5	5	6	5	3	4	4	5	5	5	4	3	2	1
S-Total	721	648.9	467	516	537	507	533	496	446	419	373	366	363	304	272	241
Off-Street																
Lot 1/7 (CP)	68	61.2	66	66	66	67	65	65	65	60	51	41	35	35	30	25
Deck 3 (CP)	301	270.9	298	299	299	298	297	291	284	245	207	176	146	102	57	22
Deck 4 (CP)	5	4.5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
S-Total (CP)	374	336.6	369	370	370	370	367	361	354	310	263	222	186	142	92	52
Deck 4 (LT)	81	72.9	80	81	81	78	72	70	68	55	42	38	34	34	33	33
Deck 4 (ST)	22	19.8	20	20	20	19	18	17	15	13	11	13	15	13	10	7
Lot 5	110	99.0	115	122	130	117	117	111	105	96	88	103	109	85	77	69
Lot 14	116	104.4	55	55	55	55	53	45	35	25	15	57	69	5	2	2
Lot 23	114	102.6	110	112	114	113	109	109	108	107	105	92	73	50	48	46
S-T (Other)	443	398.7	380	390	400	382	369	352	331	296	261	303	300	187	170	157
S-T (Off-Street)	817	735.3	749	760	770	752	736	713	685	606	524	525	486	329	262	209
Z4 - Total	1538	1384.2	1216	1276	1307	1259	1269	1209	1131	1025	897	891	849	633	534	450

APPENDIX C.3 / OCCUPANCY COUNT SUMMARY - ZONES 1, 2, 3 & 5

SATURDAY 16APRIL2016

ZONE 1

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R1 -45	6	5.4	0	0	0	1	1	1	1	1	0	0	3	1	1	1
46	4	3.6	0	0	0	0	0	0	0	0	0	0	1	0	0	0
47	5	4.5	3	4	5	6	6	4	3	4	4	0	3	4	5	5
48	7	6.3	4	5	4	12	6	6	5	5	5	0	1	3	3	3
49	11	9.9	5	8	11	3	10	12	13	7	4	0	0	0	0	0
50	3	2.7	3	3	3	3	2	2	1	3	4	0	0	0	0	0
51	6	5.4	0	0	3	0	3	2	1	1	1	1	0	0	0	0
52	5	4.5	1	1	0	0	0	0	0	0	0	0	0	0	0	0
53	5	4.5	2	3	1	2	1	1	0	1	1	0	1	1	0	0
54	7	6.3	2	4	0	6	4	2	0	1	1	0	0	0	0	0
55	2	1.8	1	2	7	4	4	3	3	3	2	3	1	1	0	0
56	11	9.9	0	0	4	0	6	5	3	2	0	1	0	2	0	0
57	10	9.0	2	2	5	1	1	2	2	2	1	1	0	0	0	0
58	6	5.4	0	0	0	2	1	1	0	0	0	0	0	0	0	0
59	6	5.4	1	1	2	4	4	2	1	1	1	0	1	0	1	1
60	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
61	3	2.7	1	1	0	1	0	0	0	0	0	0	0	0	0	0
62	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
63	12	10.8	0	0	0	1	0	0	0	0	0	0	0	0	0	0
64	10	9.0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
65	1	0.9	3	3	0	3	1	1	0	0	0	2	0	1	0	0
66	5	4.5	0	0	1	1	5	3	1	2	3	6	2	0	0	0
67	17	15.3	0	1	2	0	1	1	1	1	1	0	9	0	4	4
R3- Burk	2	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Well	4	3.6	3	4	3	3	2	2	2	3	4	3	2	1	1	2
Z1-Total	148	133.2	31	42	51	55	58	50	37	37	32	17	24	14	15	17

ZONE 2

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R1 -16	4	3.6	0	0	0	1	0	0	0	0	0	2	0	0	1	1
17	2	1.8	0	0	2	2	0	0	0	0	0	0	0	0	0	0
18	4	3.6	0	0	0	0	0	0	0	0	0	0	1	0	0	0
19	7	6.3	0	0	0	0	2	2	1	2	2	6	7	7	7	7
20	7	6.3	0	0	0	1	0	1	1	1	0	2	3	5	7	7
21	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	16	14.4	14	14	10	13	13	17	20	20	21	21	20	19	19	19
23	9	8.1	1	2	3	3	1	1	0	1	2	1	3	4	6	6
24	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	8	7.2	1	2	3	3	5	5	5	3	1	1	1	0	0	0
39	12	10.8	0	0	1	5	6	7	9	7	4	6	5	5	4	3
40	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	2	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	7	6.3	9	9	5	3	11	6	2	5	8	7	7	6	7	7
44	31	27.9	16	19	22	27	25	30	34	33	31	29	34	30	26	22
68	0	0.0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
69	4	3.6	3	3	2	2	4	4	4	4	4	6	7	5	7	7
70	6	5.4	0	0	1	3	6	6	6	6	6	2	6	7	8	8
71	5	4.5	0	0	1	1	1	1	0	1	1	3	3	3	2	1
72	8	7.2	1	2	3	3	3	2	1	3	4	4	3	5	3	2
73	5	4.5	0	0	0	0	0	1	1	1	2	0	5	4	5	5
R2 - 12	5	4.5	0	0	1	1	1	1	0	0	0	0	0	1	0	0
14	3	2.7	1	1	1	1	2	2	1	1	0	0	2	0	0	0
R3 -12	7	6.3	1	2	3	3	3	2	2	5	7	2	2	2	2	1
13	6	5.4	7	7	6	5	5	6	6	5	4	5	5	4	4	5
14	4	3.6	5	5	5	5	4	4	3	4	4	5	4	3	4	5
15	6	5.4	1	2	3	4	3	2	1	2	3	0	0	0	1	1
16	7	6.3	2	4	5	6	5	5	4	4	4	3	3	3	3	3
S-Total	175	157.5	62	72	77	92	100	105	101	108	108	108	121	113	116	110
Off-Street																
Lot 2 (10HR)	79	71.1	50	42	33	34	38	37	36	28	19	11	11	28	45	50
Lot 6 (PER)	13	11.7	8	8	8	8	7	5	4	4	4	4	4	3	3	3
Lot 8 (2HR)	22	19.8	12	14	15	16	18	20	22	22	22	25	20	16	16	16
Lot 8 (10HR)	24	21.6	10	15	19	23	23	22	22	22	22	15	14	13	16	20
Lot 17 (10HR)	54	48.6	4	7	10	13	15	17	19	23	27	28	20	12	14	15
Lot 21E (2HR)	20	18.0	14	15	16	16	17	18	19	16	14	20	18	17	17	17
Lot 24	41	36.9	0	1	0	0	0	0	0	0	0	0	0	0	0	0
S-Total	253	227.7	98	102	101	110	118	119	122	115	108	103	87	89	111	121
Z-2 Total	428	385.2	160	174	178	202	218	224	223	223	216	211	208	202	227	231

ZONE 3

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R1 -26	5	4.5	1	2	6	3	3	2	0	0	0	0	0	0	0	0
27	7	6.3	6	6	6	4	7	4	2	3	4	4	3	6	6	6
28	4	3.6	4	4	2	2	1	2	3	3	2	1	1	0	0	0
31	15	13.5	17	17	16	14	10	8	6	5	4	0	2	0	0	0
32	9	8.1	3	5	8	1	5	7	8	7	7	5	1	2	3	3
33	12	10.8	4	4	2	1	4	3	2	1	0	2	1	2	1	0
34	15	13.5	3	4	5	5	1	3	4	4	4	0	0	0	0	0
35	12	10.8	12	13	14	13	10	13	16	15	13	10	7	0	0	0
36	8	7.2	3	3	2	3	1	2	3	2	1	1	2	1	1	1
37	12	10.8	4	4	4	9	7	8	9	5	1	2	4	3	3	3
38	16	14.4	9	12	15	9	10	9	8	8	8	8	11	13	10	7
Z3-Total	115	103.5	66	74	80	64	59	61	61	53	44	33	32	27	24	20

ZONE 5

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R3 -28	6	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	9	8.1	2	4	4	3	2	2	1	3	5	5	6	7	6	5
30	14	12.6	11	10	9	8	7	8	9	9	10	10	12	13	13	12
Z5-Total	29	26.1	13	14	13	11	9	10	10	12	15	15	18	20	19	17

ZONE 4

On-Street	Capac	90%	9AM	10AM	11AM	12N	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM
R2 - 1	5	4.5	0	0	3	3	1	1	0	0	0	4	4	4	5	5
2	20	18.0	8	10	12	11	10	8	7	8	8	11	11	10	10	10
3	7	6.3	7	7	7	7	7	5	4	5	5	7	7	7	7	7
6	5	4.5	4	5	6	5	4	5	5	5	6	6	6	6	6	6
7	13	11.7	6	8	10	13	11	12	12	12	11	12	15	14	11	9
8	9	8.1	2	5	9	4	9	11	12	9	6	10	10	10	8	6
9	6	5.4	1	2	5	2	1	1	1	2	2	5	5	4	1	0
11	5	4.5	0	0	0	0	1	1	0	0	0	0	0	1	0	0
15	17	15.3	12	14	15	9	10	10	9	9	10	9	7	7	8	8
16	15	13.5	12	13	14	12	11	8	6	7	7	11	11	11	9	7
17	11	9.9	8	8	8	6	5	5	5	6	6	6	7	7	8	8
18	19	17.1	4	4	3	2	3	4	5	6	7	5	6	5	9	9
19	9	8.1	6	7	8	6	6	8	9	9	9	9	8	8	9	9
20	5	4.5	5	5	4	5	3	4	5	5	5	5	5	5	4	3
21	3	2.7	2	2	2	1	0	0	0	0	0	0	0	0	0	0
22	6	5.4	3	4	5	5	3	3	3	3	3	4	3	4	4	4
23	3	2.7	2	3	4	3	3	3	3	4	4	4	4	6	4	2
24	3	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	16	14.4	0	0	0	4	6	6	5	8	11	11	12	15	16	16
26	7	6.3	0	0	0	1	2	2	2	2	2	5	8	10	9	8
27	0	0.0	0	0	0	0	0	0	0	1	1	1	1	2	2	2
28	14	12.6	2	2	2	3	4	4	4	3	3	4	5	6	3	1
29	4	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	9	8.1	1	2	4	4	2	4	5	5	5	6	7	4	4	4
31	9	8.1	6	6	6	3	4	3	2	3	3	6	4	5	4	4
32	5	4.5	6	6	5	4	5	6	7	5	3	4	5	3	0	0
33	4	3.6	1	2	2	2	1	2	3	2	0	1	1	0	1	1
34	7	6.3	4	5	6	4	4	5	5	5	5	4	3	4	3	2
37	9	8.1	0	1	2	3	4	3	1	2	2	6	6	6	7	7
38	8	7.2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
39	9	8.1	0	0	2	0	0	0	0	0	0	0	0	1	0	0
40	6	5.4	2	3	2	4	0	0	0	0	0	0	0	0	0	0
41	0	0.0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
42	7	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
43	7	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	12	10.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45	9	8.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
46	6	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	9	8.1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
48	9	8.1	0	0	0	0	0	0	0	0	0	0	1	2	2	2
49	7	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	3	2.7	0	0	1	1	1	2	2	3	3	3	3	3	3	3
52	3	2.7	0	1	0	0	0	0	0	0	0	0	0	0	0	0
53	3	2.7	1	2	1	2	0	1	2	1	0	0	0	0	0	0
54	11	9.9	2	4	6	2	6	6	6	8	9	3	5	7	2	1
55	11	9.9	3	3	3	4	7	7	6	8	10	8	8	10	4	1
56	10	9.0	3	3	4	4	1	1	0	1	1	1	0	1	0	0
57	12	10.8	3	3	4	2	2	2	2	2	1	0	0	1	0	0
58	6	5.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	7	6.3	0	0	0	0	1	1	1	1	1	1	0	0	0	0
60	5	4.5	0	0	0	0	0	0	0	1	2	1	3	2	2	2
61	1	0.9	1	1	1	3	6	6	5	5	5	4	6	5	4	4
62	11	9.9	2	3	1	5	1	1	0	1	2	1	3	3	3	3
65	5	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	5	4.5	1	1	0	2	2	1	0	1	1	0	3	4	4	4
67	4	3.6	0	0	0	0	0	1	2	2	1	1	2	2	2	2
68	7	6.3	0	0	1	1	1	1	0	0	0	0	0	0	1	1
73	5	4.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0
78	2	1.8	1	1	0	0	0	0	0	0	0	0	0	0	0	0
79	3	2.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	7	6.3	0	1	6	8	4	6	7	7	7	6	5	5	7	8
84	9	8.1	3	5	8	7	8	9	9	8	7	9	9	9	8	7
R1 - 74	5	4.5	1	3	0	1	1	1	1	1	0	3	0	0	0	0
75	8	7.2	2	4	6	0	1	1	0	2	3	9	5	8	4	2
76	8	7.2	6	6	6	9	7	4	1	4	6	13	7	9	10	10
77	26	23.4	24	25	26	25	25	26	27	26	25	25	27	26	24	22
1	7	6.3	1	2	4	7	3	4	4	2	0	1	7	9	8	7
2	8	7.2	7	8	9	8	8	7	6	6	5	8	10	11	11	11
4	10	9.0	4	4	3	2	1	2	2	3	3	3	1	1	2	2
5	6	5.4	1	2	5	5	6	5	4	5	6	5	8	8	6	4
6	11	9.9	0	0	3	9	8	5	3	5	9	6	4	4	4	4
7	15	13.5	2	5	8	11	10	9	9	9	10	10	8	5	4	3
8	12	10.8	7	7	5	10	6	7	8	10	11	10	10	9	9	9
9	5	4.5	1	3	5	5	2	2	2	3	4	5	4	3	5	5
St Plz No	22	19.8	6	13	20	21	10	7	5	12	18	16	22	15	25	22
11	5	4.5	1	3	7	5	4	5	5	5	5	5	6	5	5	5
12	9	8.1	8	9	10	9	8	9	9	9	9	9	9	8	9	9
13	5	4.5	1	2	3	4	3	3	3	2	2	2	4	5	3	2
14	8	7.2	7	7	4	5	1	1	1	1	0	2	6	8	7	6
15	9	8.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
R3 -31 (LT)	11	9.9	2	2	2	1	1	1	0	0	0	0	0	0	0	0
32 (LT)	11	9.9	1	1	1	0	0	0	0	0	0	0	0	0	0	0
33 (LT)	11	9.9	1	1	1	0	0	1	1	0	0	0	0	0	0	0
34 (LT)	11	9.9	2	2	2	1	1	1	1	1	0	0	0	0	0	0
12	7	6.3	1	2	3	3	3	2	2	4	7	2	2	2	1	1
13	10	9.0	7	7	6	5	5	6	6	5	4	5	5	4	5	5
14	4	3.6	5	5	5	5	4	4	3	4	4	5	4	3	4	5
15	6	5.4	1	2	3	4	3	2	1	2	3	0	0	0	1	1
16	7	6.3	2	4	5	6	5	6	4	4	4	3	3	3	3	3
S-Total	721	648.9	226	283	336	331	287	291	271	302	314	342	362	366	345	315
Off-Street																
Lot 1/7 (CP)	68	61.2	64	64	64	64	65	61	52	50	49	49	50	48	46	44
Deck 3 (CP)	301	270.9	85	107	109	112	108	101	96	85	75	64	59	52	50	48
Deck 4 (CP)	5	4.5	5	5	4	4	4	3	2	3	4	3	4	4	4	4
S-Total (CP)	374	336.6	154	176	177	180	177	165	150	138	128	116	113	104	100	96
Deck 4 (LT)	81	72.9	35	33	30	28	28	29	29	28	26	24	23	21	23	25
Deck 4 (ST)	22	19.8	10	10	10	10	10	9	9	7	6	6	8	9	9	9
Lot 5	110	99.0	103	106	109	109	104	102	101	102	102	104	104	96	101	101
Lot 14	116	104.4	101	103	88	48	61	71	81	38	8	1	1	1	1	1
Lot 23	114	102.6	15	18	21	25	25	24	23	23	23	22	24	23	20	18
S-T (Other)	443	398.7	264	270	258	220	228	235	243	198	165	157	160	150	154	154
S-T (Off-Street)	817	735.3	418	446	435	400	405	400	393	336	293	273	273	254	254	250
Z4 - Total	1538	1384.2	644	729	771	731	692	691	664	638	607	615	635	620	599	565