



PROJECT #18-001639.02

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In response to the parking comments received in the memo “2021_04_27 Final N+P PUD-DEF,” we have prepared the following summary of the proposed parking operation.

Additionally, the memo requested changes to the graphics in the report. We have reissued the report with updated maps to more carefully delineate the spaces by block.

The comments also inquired whether a report on the ferry service was available. The City has made available a report from 2017. That report projected a need for 224 to 250 parking spaces. There are 94 spaces in the lot at the ferry terminal, so the projected demand for the Parcel D lot would be between 130 and 156 spaces.

Please note that the below is subject change upon further coordination with the City of Glen Cove and the ferry operator and ferry schedule.

PARKING OPERATION

FERRY PARKING

The City will operate the Parcel D lot on weekday mornings, with responsibility for enforcing “commuter only” parking. The lot will have signage indicating that it is for ferry commuter use only between 6 am and 10 am (or as otherwise suggested by the ferry schedule) and that a permit is required. Enforcement personnel will check the lot regularly. The lot will also have signage noting that overnight parking is not allowed. This should also be enforced regularly, to prevent residential use of the lot that reduces the inventory available to ferry commuters. It is helpful to have an attendant present early in the morning to clean the lot of debris, and later on to put a “Lot Full” sign out if/when space is no longer available.

Commuters will self-park in the spaces. Valets will move aisle cars out of their way when they return at the end of the day so that they can drive out of the space; this is discussed further below.

VALET PARKING

The restaurant will be responsible for hiring and paying a valet company. A valet company will be selected before Building E/F opens and will have procedures and a staffing plan in place to accommodate potential peak volumes. Staffing can be adjusted once daily and hourly patterns are understood. The City can stipulate that the valet contract require the valet company to provide enough staffing to ensure that returning customers (whether ferry parkers or restaurant customers) wait no longer than five minutes for their car, and that the City will retain, a traffic counting firm to conduct unannounced timing studies of the valet to confirm that valet transactions are meeting this requirement.

Restaurant parking attendants will direct restaurant customers to park in the aisle where space is available, or in unoccupied spaces. There can also be a valet drop-off along Road E if the restaurant would like to offer door-front valet service. Customers will leave the keys with the attendant. When a commuter returns to their car in the evening, the valet attendant will move any aisle car blocking the commuter's car, and the commuter can drive out of the parking space. The attendants can put restaurant cars into vacated spaces. In many restaurant operations, once all cars are parked in a space and the valet is no longer needed, they will bring keys to the maître d'. The maître d' will then check with departing patrons to see if they have a valet ticket, and if so give them the corresponding key.

As an alternative to making Parcel D the primary valet operation at night when ferry parkers are returning, valet parking can be primarily located in the residential garages. Drop-off for the Parcel E/F restaurant would be on Road E. Valets would have access cards to get into the residential garages and would park in the aisles or in vacant spaces as feasible. The research that supports ULI's Shared Parking indicates that more than 50 percent of residents take their cars out during weekdays in suburban areas. At 7 pm there is still 30 percent vacancy in suburban multifamily residential garages. Assuming a higher-than-normal percentage of Garvies Point residents don't take their cars on weekday mornings (retirees, ferry commuters), we can assume at least 15 percent would. At this rate, there would be 78 vacant spaces in the garages for Buildings H and I, and another 46 in Building E/F.

As proposed in the parking analysis for the D-E-F parcels, residents may object to their spaces being used for other cars since the residents are paying to lease these spaces for reserved use. Aisle spaces are available if residents object to their rented stalls being used for other cars. Another alternative is to use unleased spaces. Currently the garages in Buildings H and I are not fully occupied because tenants are using street parking to avoid paying for a permit. This leaves a pool of surplus spaces available that in theory could be used for valet parking. Anecdotally, we understand this to be roughly 20 percent of spaces, which equates to 104 empty spaces between the two garages. However, the use of on-street spaces by residential tenants limits the availability of on-street parking for the public uses and restaurant-goers. An alternative to using the empty garage spaces for valet, the City may prefer to enforce on-street parking in this area for no overnight parking (and two-hour parking excepting cars with Marina or Angler's Club permits). This will push residents to use the spaces reserved for them and open on-street spaces to the public.