



# CAMERON ENGINEERING

an **IMEG** company

February 12, 2024

Mayor Ted Rosen and Board of Trustees  
Village of Great Neck Plaza  
767 Middle Neck Road  
Great Neck, NY 11024

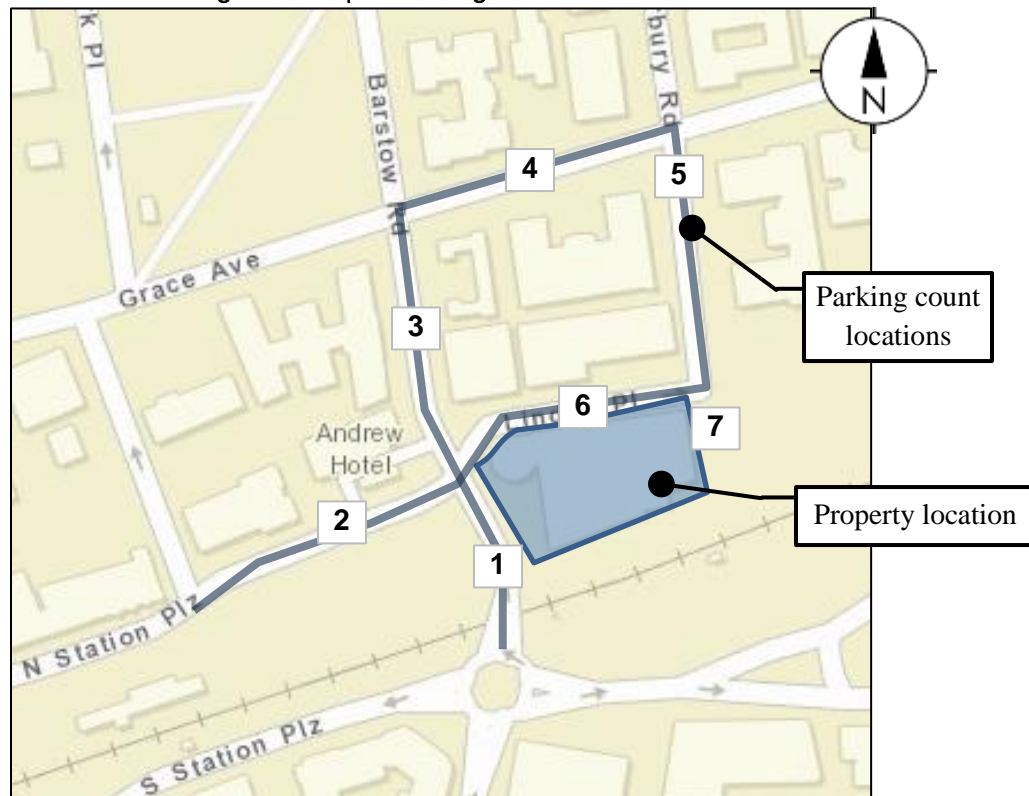
Re: 15 Barstow Road application – Area Parking Availability  
CE 3301/ 23800584.00

Dear Mayor Rosen and Trustees:

The Village requested a parking study for the areas surrounding the property at 15 Barstow Road to determine the amount and availability of on-street parking. Cameron Engineering, an IMEG company, has assessed the typical parking occupancy in an approximate one-block radius around the subject property. This letter is a summary of Cameron Engineering's technical analysis and conclusions.

The parking count locations comprise the nearest sections of Barstow Road, Grace Avenue, N. Station Plaza, Linden Place, and Canterbury Road, as shown in Figure 1.

**Figure 1: Map of Parking Count Locations**



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The parking counts include on-street parking only, and exclude the adjacent private and municipal parking lots:

- Segment 1: Barstow Road from the circle to N. Station Plaza/Linden Place
- Segment 2: N. Station Plaza
- Segment 3: Barstow Road from N. Station Plaza/Linden Place to Grace Avenue
- Segment 4: Grace Avenue between Barstow Road and Canterbury Road/Linden Place
- Segment 5: Canterbury Road from Grace Avenue to Linden Place
- Segment 6: Linden Place
- Segment 7: Canterbury Road south of Linden Place

The parking counts were performed during the times of the week when residential uses or retail/commuter uses typically experience their highest parking demands. The results are shown in Table 1 below.

- A weekday afternoon/midday at 12:45 p.m.
- A Thursday evening at 8:00 p.m.
- A Saturday early afternoon at 12:45 p.m.

**Table 1: Occupied Parking Space Count Results**

*Note: An asterisk \* denotes locations where someone parked illegally / outside a designated parking space. **Bold** results indicate the highest occupancy observed on that particular street segment.*

**Weekday Midday: Wednesday, February 7, 2024 at 12:45 p.m.**

| Road segment number:             | Segment 1      | Segment 2 | Segment 3 | Segment 4 | Segment 5 | Segment 6 | Segment 7 | Total Available Spaces                       |
|----------------------------------|----------------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| North or West side of the street | 5 of 5         | 6 of 10   | 8 of 9    | 10 of 11  | 6 of 11   | 5 of 9    | 0 of 0    | 16 out of 75, with 3 cars not legally parked |
| South or East side of the street | <b>9 of 7*</b> | 0 of 0    | 0 of 0    | 12 of 13  | 1 of 0*   | 0 of 0    | 0 of 0    |  |
| Total Provided Spaces            | 12             | 10        | 9         | 24        | 11        | 9         | 0         |  |
| <b>Total Available Spaces</b>    | <b>0*</b>      | <b>4</b>  | <b>1</b>  | <b>2</b>  | <b>5*</b> | <b>4</b>  | <b>0</b>  |  |

**Weekday Evening: Thursday, February 1, 2024 at 8:00 p.m.**

| Road segment number:             | 1              | 2              | 3             | 4        | 5               | 6             | 7        | Total Available Spaces                      |
|----------------------------------|----------------|----------------|---------------|----------|-----------------|---------------|----------|---|
| North or West side of the street | <b>6 of 5*</b> | <b>9 of 10</b> | <b>9 of 9</b> | 9 of 11  | <b>11 of 11</b> | <b>6 of 9</b> | 0 of 0   | 10 out of 75, with 1 car not legally parked |
| South or East side of the street | 7 of 7         | 0 of 0         | 0 of 0        | 9 of 13  | 0 of 0          | 0 of 0        | 0 of 0   |   |
| Total Provided Spaces            | 12             | 10             | 9             | 24       | 11              | 9             | 0        |   |
| <b>Total Available Spaces</b>    | <b>0*</b>      | <b>1</b>       | <b>0</b>      | <b>6</b> | <b>0</b>        | <b>3</b>      | <b>0</b> |   |

**Saturday Midday: Saturday, February 3, 2024 at 12:45 p.m.**

| Road segment number:             | 1        | 2        | 3        | 4               | 5        | 6        | 7        | Total Available Spaces |
|----------------------------------|----------|----------|----------|-----------------|----------|----------|----------|------------------------|
| North or West side of the street | 4 of 5   | 4 of 10  | 7 of 9   | <b>11 of 11</b> | 9 of 11  | 2 of 9   | 0 of 0   | 23 out of 75           |
| South or East side of the street | 6 of 7   | 0 of 0   | 0 of 0   | 9 of 13         | 0 of 0   | 0 of 0   | 0 of 0   |                        |
| Total Provided Spaces            | 12       | 10       | 9        | 24              | 11       | 9        | 0        |                        |
| <b>Total Available Spaces</b>    | <b>2</b> | <b>6</b> | <b>2</b> | <b>4</b>        | <b>2</b> | <b>7</b> | <b>0</b> |                        |

As can be seen from the table, only segments 1 and 4 (Barstow Road near the traffic circle and Grace Avenue) permit parking on both sides of the street. The highest observed parking demand was generally observed on Thursday evening, with Saturday's midday parking occupancy generally the lowest of our observations.

- Road segment 1 is the segment of Barstow Road that fronts this property. This segment was observed twice with 1 or 2 illegally parked vehicles, so this segment is not only considered full, but we would categorize this segment as indicating a need for more parking in this immediate area.
- Road segment 2 (N. Station Plaza) allows parking on the north side of the street and was observed 90% occupied during the evening count, with 1 available space.
- Road segment 3 (Barstow Road up to Grace Avenue) allows parking on the west side of the street and was observed completely full during the evening count.
- Road segment 4 (Grace Avenue) was observed 75% to 92% occupied, with as little as 2 available spaces.
- Road segment 5 (Canterbury Road south of Grace Avenue) allows parking on the west side of the street and was observed to be completely full during the evening count.
- Road segment 6 (Linden Place) allows parking on the north side of the street and was observed 78% occupied during the Saturday midday count, with 2 available spaces.
- Road segment 7 is for the small paved area south of the Linden Place commuter parking lot. There is no striped parking provided on this street segment, and no one was observed using this area to park.

To gauge the high-level parking availability in the study area, the appropriate approach is to add up the minimum observed available parking in each area, shown in Table 2. This is because our observations reflect high-level parking patterns rather than the typical parking fluctuations that occur during the day and over the course of a week. It is likely, based on past experience in this area of Great Neck Plaza, that parking demand routinely exceeds what our personnel observed for this letter.

As shown in Table 2, the streets included in our counts can be full, or only have 1 to 3 available spaces.

**Table 2: Minimum Observed Available Parking**

| Minimum Available  | Area 1 | Area 2 | Area 3 | Area 4 | Area 5 | Area 6 | Area 7 |
|--------------------|--------|--------|--------|--------|--------|--------|--------|
| 6 spaces out of 75 | 0      | 1      | 0      | 2      | 0      | 3      | 0      |

Based on our observations and past experience in this area, it is my professional opinion that the streets surrounding the property at 15 Barstow Road are routinely full, or nearly full, and therefore it would be a public benefit to provide off-street parking for the community as part of this application.

Should you have any questions or wish to discuss any item in greater detail, please do not hesitate to contact our office.

Very truly yours,

  
Rebecca Goldberg, P.E., LEED AP  
Associate / Senior Traffic Engineer

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