

Minutes of Park Ridge Planning Board – February 27, 2013

Present: Ms. Eisen, Messrs. Schwamb, Browne, Lynch, Mesiano, Mital, Metzdorf, Von Bradsky, Mayor Maguire, Councilman Misciagna, Mr. Ludwig

Absent: Mr. Mesiano

Also Present: William Rupp, Esq, Board Attorney
Brigette Bogart, PP, Planning Consultant

Meeting was opened with a reading of the Statement of Compliance by the Chairman at 8:00pm.

Presenting a downtown parking analysis Brigette Bogart has done a lot of work on and the Board has had a lot of consideration over the last months to the Chamber of Commerce and I would like to know everyone here. Would you guys introduce yourself and say where you are from so we have a sense of whom exactly is here.

Dave Vozza – Vozza Insurance Agency – President of the Chamber of Commerce

Diane Picyk – Diane Picyk Interiors – Secretary of the Chamber of Commerce

Phil and Corey Mania – Mania Hair Styling

Donna Mandorino – Park Ridge Animal Hospital (PRAH)

Peter Wells – Peter Wells Architect

Mike and Chris Medanis - Park Ridge Diner

Vincet Solazzo – Park Avenue Hair

So we thought that Brigette would make the presentation and then we would open up the whole procedure to questions and answers at the end of it.

MAYOR MAGUIRE – Yes I would like to say just a few introductory comments. And I think you all know or you don't know all the planning board members but maybe we will go around and introduce the planning board members as here as well this evening. We have on the agenda here tonight two topics that we think are very important topics and that is why we have invited the Chamber here as well as the police department. The first is the downtown parking and how we can all work together to try to improve the downtown parking and we have a few recommendations that I think you have heard at one of the Chamber meetings but we felt that it was important enough topic that we wanted to bring you folks here and give you the opportunity to provide any other comments and for us to hear your comments as well. The second topic again another important topic is pedestrian safety. We have actually a video that was put together by the MEL. MEL is our liability insurance provider throughout the state of NJ and the put together a nice video which I was pretty impressed about and as we go through the video you will see some things that are of particular interest to Park Ridge and I wanted to get everyone's input on those things tonight. The video may be a little bit long, please bear with it and if we get one or two ideas out of this video as to how we can make our downtown safety for pedestrians as well as the motoring public I think that will be great. Thank you. Brigette is going to take us through the Downtown Parking analysis. Would the Planning Board members please introduce your selves to the Chamber members?

Board Members and Professionals introduced themselves.

BRIGETTE – Good evening everyone. I have a short PowerPoint presentation to summarize the report on the parking analysis that I presented to some of the Chamber Members I think back in December. The parking study was done over the summer and part of September. The analysis and report

where completed at the end of October. Just a summary of the process we went through. We first prepared a base map of the aerial of the downtown area. We used the aerial to determine the number of on street and off street parking spaces. We did field visits for each of the sites to confirm the number of parking spaces on each site. The map towards the left of the screen, the black line illustrates the boundary of the study area. We have Broadway, the train station is in the middle, Kinderkamack road here, and Park Avenue runs out this way. Just stopped west of this building and went up and down Kinderkamack road. The boundary generally coincides with the neighborhood business zone district. Once we put the base map together we had a study of the area but in the database. The database is an excel spreadsheet which is included in the report. It includes all of the lot and block information, the area information, the building size based upon tax records, the building use based upon tax records, site inspections based on the area and also from the site inspections. There are two assumptions that go along with the existing database, one; we were not sure the number of bedrooms in each of the residential units. What we did was assign two space parking requirement to the number of units and also the tax record did not include the exact square footage of some of the commercial leases so we estimated based on the area of measurements. Once we established the database with the property owners, the building information, the number of spaces on the site, we also then looked the number of parking spaces are required for example, religious institutional use of 5,000 square feet would 25 spaces. There are 27 spaces on site.

During the summer, July, August, and September, we did a number of site inspections to look at the vehicles that were actually on the site. The database is expanded to illustrate the route accounts per site. We did calculations based on these requirements based on the existing buildings, the existing use, and then we basically used the major business district parking requirements and then the general zoning code requirements from the use that didn't apply to the business district. We took that study area, the big map that I had showed you earlier and divided it into seven sections. The reason we divided is because of the certain areas in the district that worked together, shared parking, there was some areas that people parked in one lot and then to another street. Based upon the shared parking arrangements which currently existed and basically parking distance between these two we divided into seven districts. This map which is also in the report shows you the seven districts. District A being the furthest west, the line runs down the municipal boundary, across Park Avenue and down past Krell and the Mania building. All of the sites in that area are considered section A. Section B in the center, Section C includes the Municipal lot and the train station, Section D are the lots south of Park Avenue around Broadway, Section E includes the Diner and Dollar Tree, Krausers and that whole area, and the Section F is Kinderkamack Road. In total we have 57 sites in the study area, 53 privately owned, over 225,000 square feet of building area and 132 apartments. Within those four municipal lots we have 213 spaces, 136 on street parking spaces, 53 private lots with almost 900 parking spaces. A total of a little over 2500 parking spaces in the district.

This is the final database and analysis. It is broken up into the seven sections. It has all the sites, every single land use, all the building areas, parking spaces required by ordinance and existing on site and each of the parking counts completed throughout July, August and September.

This is a summary of the seven sections. And basically what we found is that the number of onsite parking spaces is equal to what is currently the prime parking area. For example, section A, those would require 225 parking spaces for those uses. This spaces on the sites in that same section, is 267 spaces. If you look at the average vehicles that are on the sites, during those site inspections, it is about a third. That is generally what

happened throughout the study area. The onsite parking spaces is equal to what is required by ordinance and the vehicles actually that where there during the site inspections is about a third. Also, throughout all seven sections, if you look at the totals, the total number of required spaces is over a 1,000. The number of onsite parking spaces is over 1,000. And the total number of vehicles on average is over 300. This Map is one of the final maps in the report and it breaks it down by section and shows you the number of spaces per section. The number of spaces that are required by ordinance, as well as the vehicle counts per section. As I mentioned, the zoning ordinance requirements are very similar to the number of spaces on site, and that the average number of vehicles on site is about a third of what is provided for spaces. The one thing we notices is that there is a number of inefficiency with the way parking is designed and located, especially when it comes to the municipal lots. One thing you should note is that there are two areas of the study district that are a little off and section C is off because of the municipal lot, which is north of the train station, and Section F is slightly off because of the one of the apartment buildings that is one site.

What we have determined from the vehicle counts to this point, preliminary conclusion, is that the parking is not an issue of the deficiency; it is actually an issue of location and design. Looking at onsite parking design, there are a number of sites that don't have parking spaces that conform to current ordinance standards. There are a number of sites that don't have current standard driveway aisles, a number of sites that use the public right of way for circulation and many of the sites have parking spaces that are less than the required 9x18. Given all this a lot of the circulation works. One of the recommendations is that maybe we look at some ordinance requirements reducing some of the circulation aisles, the parking size standards. There is something to be said about the shared parking and working together using the public right of way for circulation aisles.

Within the study there are about six sites that have formal or informal parking arrangements, shared parking concepts, particular the vehicle across from the Krell building, that whole block seems to show that back parking lot and we made the observation that if you can continue to on the basis maybe more appropriate. Lastly, one of the observation was that every vehicle count we had seen the same exact vehicles in the same exact parking spaces. This leads to the conclusion that maybe a lot of the employees are parking in that parking lot right adjacent to the stores. One of the recommendations is moving forward to the report is that we may want to approach the employees to park further away from the stores to create some immediate spaces that are located closer to the doorways. So as I mentioned there is a sufficient number of spaces in accordance to our ordinance in the study area. The location and identification of the street spaces may be an issue. And that there is an inefficient utilization of the existing spaces. By that, I mean if you look at the a lot of the municipal lots, for example the one north of the train station, it is at a maximum 90% full. Most of the time we have 38-40 spaces all the way to the north of that lot that are empty and so the new recommendations in the report is first to provide way finding signage. So we take people from Kinderkamack Road, Broadway and Park Avenue and actually show them where there is shopper parking. So you actually create a system where they can follow the green dots all the way through and say okay there is parking in the train station. The second recommendation is that you create color coded system (a parking permitting system) and divide the municipal lots to that you have the employee's, your residents or commuters park in the far end of the lot so the furthest north in freeing up the spaces closest to the stores for the patronage of those stores. And that the borough could coordinate this and create a parking permitting system and create the signage necessary to make sure that everything is divided up and creates a more efficient utilization of those lots.

MAYOR MAGUIRE - Now that is a good question. One of the recommendations was to stripe the parking along Park Avenue and some of the side streets off Park Avenue to identify that parking. Because, there are parking spots that are available, but people may think they are not. So the idea was to clearly delineate that and identify the parking spots. Obviously, we thought about it and this is a big change for Park Avenue to see striped parking. A lot of towns do do it and if we thought about it, it's probably a worthwhile investment. We may not get it perfect the first time, but we did identify areas to be striped, with no reduction in parking. We wanted to make sure by striping; you are not going to reduce parking. There is argument out there that would say by striping you are going to reduce the parking spaces, but the professionals tell us that that is not the case. Like I said, if we don't get it wrong, little black paint will fix it. Then the next step was the signage. Peter and I have had conversations about the shopper parking. We need to nail down, I think that is where we are at, what those signs look like, get them made up and point the people to the Municipal Lot. Which I think everyone is aware of the Municipal Lot we changed the ordinance so that it is after 4:00p.m. you don't need a permit to park in the Municipal Lot. We are open to any suggestions or comments the Chamber or any of the business owners have in this regard.

SCHWAMB: Any comments.

PRAH: I just had one question, where do you see the difficult areas for the parking. Have people complained about certain sections? More on Kinderkamack versus other places. I was just curious.

MAYOR MAGUIRE - More towards the train station and Maple Avenue.

VOZZA - The complaints I have heard are along Park Avenue. They have issues by Park Pizza and the Greek Restaurant.

PARK AVENUE HAIR - Since you guys have put up the new Krell building, nobody parks on that side of the street. Because you had it closed for over a year and to this day people still don't park there. The drive by and go around the block of few times, is there some way to put a sign up and say that there is available parking there?

MAYOR MAGUIRE - It is interesting. I have noticed that too. That is part of the next comment, Pedestrian Safety on Park Avenue. I know nobody wants to open the door against the traffic.

PARK AVENUE HAIR - Snow removal has to be made better over there too. That curb isn't ideal either.

MAYOR MAGUIRE - The striping could identify those available spots.

PARK AVENUE HAIR - That will help a lot.

MAYOR MAGUIRE - we have that in the budget. Once we adopt our budget we will be moving ahead with the striping in the spring. I think we actually have a plan of where the stripes are going to be. If anybody is concerned about parking in front of their place of business, we can certainly show you how we are going to configure the stripes.

VOZZA - We distributed that to the Chamber.

BOGART – It has been slightly revised since the map you received. Not significantly but I have met with the county and they wanted a modification near some of the fire hydrants and some of the driveways. But it's basically the same.

VOZZA – We want to send it out but nobody had any negative feedback when we sent it out the first time.

PRAH – My other question was in reference to employees. When I worked at Oradell Animal Hospital there were so many employees that they all got permits to park in the Municipal Lot as not to take up the side street. I was just curious with the employee issue be just basically each employer deciding about that or would it be something more like a general rule. Like where an employee would have a permit to park at a specific area.

MAYOR MAGUIRE - We would work it out the individual businesses. I don't think we could dictate where employees park. If you want to have your employee's park in the front parking spaces, I wouldn't recommend it, but that is something I couldn't stop you from doing.

BOGART – I think the borough can issue a green tag for employees then it's up to the business to hand out the green tags and say you have to go park in a green space. So if the borough were to implement this color coded system, it could be unified like that.

PRAH – In the end that is how I would see that work. More efficiently.

SCHWAMB – Do any of you have requirements for employees? Can they park any place they want? Can they park in front of your store?

MANIA – We use the commuter lot. We purchased permits for our employees. The lot we have is not large enough to satisfy employees and clients. We took an initiative and did that and it has worked out really well.

MITAL – That is an interesting question to what would be the willingness to have employees actual goes all the way to the commuter lot.

PRAH – For my business, I don't think my employees would be happy with that because it is not that close. But, I mean, they are not allowed to park in the front, they park in the back. We have to start general rules. I think it depends on how far your business is away from the areas where you would have the permit.

MAYOR MAGUIRE – Before I forget, I just wanted to commend the Chamber on the map. I think that is a great step to try to bring people into Park Ridge and show them where they available parking is. Hopefully we will be able to do more of that. Do you have this on your website? Somebody asked me the other day, they went looking for an electronic copy of it. We are also thinking we should have a link to the Chamber from the Borough Website.

VOZZA – There is one but it's hard to find.

MAYOR MAGUIRE – Well let's work on that.

SCWAMB – Has the brochure helped in anyway?

PETER WELLS – I'm not sure we know. Let me jump in. I think you probably identified that there are seven zones. And I think that it has properly pointed out that there is a couple of zones that create the problem. I think it is fair to say that the magic property would be a wonderful thing. And it is probably hard to say to those businesses that are in those areas that their employee now needs to walk a couple blocks away. But it is still a reality and this maybe be something that can work with parking passes. With all that said, I am a little surprised to hear that the parking count works with the present uses. Doesn't shock me because you have in that midst a commuter parking lot and you have some other uses. The high school has a lot of parking spaces, but then limited use. Then you have the post office,

BOGART – Before you continue, the municipal parking and the on street parking where not calculated in those calculations.

PETER WELLS – Okay, maybe if you can through the group a little bit, what makes those two zones even more packed up is the potentially uses of those two zones. So that if you bring in a use that might be more parking intensive, maybe then those uses are allowed in those zones before we find that magic property, those zones are going to actually end up with a bigger problem. And then in some way, that is what is happening. There is chance now with the Krell building, with its 32 spaces of retail use and then if it goes to a medical use, which I understand it will, then the parking demand on that property may not have been properly planned for. Is going to create a bigger problem in that area? That is one of the troubled areas. So the question would be, could Brigitte go through some of the different parking demands in all of those different zones. Is it different for medical use as opposed to a retail use?

MAYOR MAGUIRE - We can certainly maybe let Brigitte go through the numbers and the standards that are used to design those. I'm sure Peter you have been through this what the parking requirement and the standards for retail and residential. And then to your point, that is an excellent point, some of the uses are complimentary. Having residential over retail has different parking times, in theory. Maybe that is where you are headed.

PETER WELLS – No, that is close to shared parking and I would again, applaud that also. I put that into that group of wonderful striping, parking passes, shared parking, all very positive things. But, I guess I am trying to go to one of the underlying, and that is are we properly planning for the parking demands. When we just conclude that there is enough parking in that designated area, there is enough parking, then it goes to that obvious question, well is our the parking numbers that we are using the right numbers?

MAYOR MAGUIRE – I think we will have Brigitte go through the numbers. There are obviously a few sights in that area that do not have enough on-site parking.

PETER WELLS – I am not even talking about so much what we have, it is what we are building and planning for. I guess I am trying to caution us, if

we are planning these new sites, are we, like the medical uses, is that five per thousand or the retail use? Is that at least 3, 3 ½ per thousand?

BOGART– Retail is one per three hundred.

PETER WELLS – So that is three per thousand.

BOGART - Medical is one for 325.

PETER WELLS – That is only three per thousand. The industry standard in Bergen County is five per thousand for medical.

BOGART – That is based on the ID standards.

PETER WELLS – I guess I am suggesting is that underlying all of this is that we are planning new sites that maybe we should go back and challenge Brigitte and take a look at what you see happening in a typical medical use, a small medical practitioner will need as much as five per thousand. In the Krell building, that is proposed to be medical, it is proposed to have as many as 14 doctors and with their nursing staff on a daily use, will not fit in a parking lot for 32. You can argue that the second floor could potentially be a shared parking or matrix. Maybe the second floor, they don't need the parking until the evening and then that would work very well and that goes for those positives. I am making the bigger point that maybe some of our accounts, when we are looking at planning board approvals are we already off to start, instead of helping our problem, while we wait for the magic piece of property, we may actually be compacting our problem when we plan with new buildings and then the counts are off.

MAYOR MAGUIRE – That is a good point. Maybe we do need to look at the medical parking requirements for anytime of medical use.

PETER WELLS – What are some of the other downtown uses that have different parking counts?

BOGART – I brought copies of the report. When we put the neighborhood business district in place two years ago we based it on current ITE standards and traffic engineers. Retail one per three hundred, professional offices one per 325, medical offices one per 325, eating and drinking establishments one space for every 3.5 seats, residents is RSI standards state standards. We have instructional studies of dance, martial arts is one per 300, galleries is one per 300, child care facilities is something in of itself. And then we have general standards from the ordinance. A religious institution is one per 200; automobile services are one space per bay and then funeral homes is 15 spaces per slumber room. For the neighborhood district the regulations are as current as two years ago. I think they pretty much reflect, and I think doing the study shows how current they are and how they are mostly appropriate because if you look, not only by lot by lot bases but also section by section in total study area what is existing on site is very similar to what the ordinance requires. If you go to section B, which is the Krell section, number of spaces on site, with the lots in that area, 126. Number of spaces required by ordinance 186. It is a little off because I used two spaces per apartment because I wasn't sure if it was one bedroom or two bedrooms or studio. It is a little higher. The average count was 36 spaces. Now granted that is a little bit low because Krell was vacant at that point so you couldn't account for that. Even if you raise it to 66 spaces it is still a third of what is

available on site but also a third of what is required. Like I said, that is consistent.

PETER WELLS: Brigitte isn't that a scary scenario. Because you know in that one area that you just mentioned, the Krell area, we know we have a parking problem. So if your numbers are coming back supporting that we are consistent with the need as per code and then we are consistent, we have extra spaces, but we still have a parking problem in that area, how can you conclude that it should work when already the reality is that it is not? Is that all just for what you suggested that the circulation and the spaces where substandard?

BOGART: No I would agree with you. Especially when I started the study, clearly there is a parking problem particularly in this area. When I sat there day after day for three months and I watched the same people use up the same spaces in day in and day out and then half the time the parking lots where completely empty, maybe there was two hours where this parking lot was full, but across the street this one was empty and it just a matter of coordination and that is why I talked a little bit about the shared parking. I know it is very hard to implement but not only do the number reflect there may not be a quantity issue but when you go there in reality and watch it and watch the daily activities you see not only the employees parking adjacent to stores, but you watch one store get filled up per hour and the adjacent lot would be empty. Then this lot gets filled up for an hour and this one is empty.

MAYOR MAGUIRE – And that is a general issue that we can't look at individual sites. We can't look at the parking lot at a micro level. Because if you look at any one individual building at any point and time you are going to have a problem.

PARK AVENUE HAIR – Where are you talking about that it's empty?

BOGART – For example, behind where your store is, there is an apartment building.

PARK AVENUE HAIR – That lot is going to be empty because they are going to work. Where I am, I have five six employees, we all park in the back. The people upstairs half the time don't go to work. I have the bagel store right next to me that I am sharing with and then I have Krum Printing used to park there with me also. The sign guy, George, he is parking in the front because he has no place to park his car. He absolutely has no place to park at all. That is why he parks in the front that is why you see the same cars there. It is the only place we can jam ourselves. Our customers are on the streets wherever there is availability.

MAYOR MAGUIRE – Again I don't want to focus this on introduction of the Krell building or the Effron town center building, but with that said, we did spend a lot of time talking about it. Your site just doesn't have enough parking.

MITAL – What I think he is saying that when they open up across the street it is going to be compounded really bad.

LYNCH – That building that everyone is talking about is empty right now, can when a person takes a lease there be required to buy so many permits

and have their employees park down and then you have 35 spots to be used by those people, I don't know if that is something that is allowed to be legislated, that we can say to the owner, put this into your lease agreements to your people that the employees of these places should purchase permits or the employer can purchase permits and put people off site.

MM – And that is why we need the help. We are following standards, we approve the Effron building whether everybody doesn't agree with the size of it or the number of parking spots, it is approved it is part of the area now. To you point, at some point it is going to have to work itself out.

PETER WELLS - Terry to the point of the Effron building, it's built just like any other building; it is part of the downtown now. That owner would be crazy not to do that. It is just like Donna just shared and Phil has shared is that he put his employees further away, he buys the passes, he purchases and puts them over there because why, it is important for the customer. That will be the same thing that will happen with the Effron building. Not being critical of what we have, because it is just part of our downtown. What I am just trying to suggest is that in our planning, we should maybe take another look at the count that is required for each one of the uses. And make sure that they work for, not just within a national standard but they work in our downtown. The scale changes things. The spread of parking lots, how far it is away from that property changes things. The amount of parking spaces that are out on the street, they do what Phil is talking about where they are tucked behind and that changes things. Then the latest thing that needs to be purchased is that if there is private parking lots, and then there are signs put up that says if you park here you will be towed if you are not a customer.

MAYOR MAGUIRE – If anybody can help me with those situations, I agree.

PETER WELLS – I am not picking out anyone, but if there is any way that the town could enforce something so that shared parking is not only encouraged, but it was actually made part of the planning board approvals.

COUNCILMAN MISCIAGNA -- I would like everyone to keep in mind to that the Effron building, they are a business also. We can't require them to create parking spots for existing business because they have a shortage. We are trying to make everyone cooperate; they are a business owner too. They want their parking for their own business as well as all your business owners. It would be impossible for us to require them to provide parking for business around the corner from them.

MAYOR MAGUIRE – To your point Peter, I think it is a valid point about the use and we should certainly look at the medical use. Uses change over time. These businesses, who knows what is going to be there five to ten years from now. Like I said, if there is a suggestion like that or if there is a business owner and we can make introductions to possibly tear down those signs that say we are not going to share parking and you will be towed away. I would love to involve myself in that and I offer that because you guys are out there as the Chamber and business owners in town talking to these people. If there is property in town that you know of that is available that you think would help in any of these troubled spots, let's put that on the table. I will certainly look at it. We looked at parking garages. Do you know how much a parking spot in a parking garage costs to build? \$25,000 a spot to build a spot in the parking garage. Tough to justify a parking garage but we did look into it and it is defiantly something we want to look at.

PRAH – I think tonight is more in to just to decide if we like these other concepts. I think your points are valid and also is this something we want to go ahead with. Do we want to consider the permits, do we like the idea of the signage, which I think the signage is great and I think it makes the town look more organized and professional and more up to date, I like the striping. I think the permits for certain areas, do we want to go ahead with these.

MAYOR MAGUIRE – Thank and let me just add to that, this is not the end all. This is not just a onetime meeting; this is going to be something that as long as I am around it open to discussion. Something we can always look at and improve and try to work on. We don't pretend to have the answers, a couple of quick fixes I think will maybe help, but we haven't solved the parking problem by any means. Until we maybe acquire some property and create another lot.

PETER WELLS – Even if we find another property it still won't solve the problem. It is going to be a combination of whole bunch of things. I hope I didn't give you the impression that one property like somebody's ownership should now solve the problem. It's not, it's going to be shared parking is going to be where everyone shares, all the properties. The new properties, the old properties, it doesn't matter who they are. And that is how shared parking works. The signage is an excellent suggestion but it's just going to help a little bit. It's going to help unlock those municipal spaces that are not used at the far end of the lot. That is a great effort. The striping, every one of these is going to add to it, I think, from my perspective is, if you were asking for a business persons if they endorse what you are doing, they all sound great. I think I was just trying to add one more to it; you need to look at the next, the numbers that are used right from the start, and that maybe one worthy element. But it is going to be twenty different things we are going to come together to possibly solve the problem.

MAYOR MAGUIRE – Hopefully when we do some things that generate more traffic into town, maybe it's not a bad thing we have a problem with parking, it means more people are coming into town. There are some behavior issues, right, everyone wants to park at the front door. You go to any other town and you have to walk. You go to Ridgewood and you are walking three blocks to find a parking space. I want to make it a future thing that we have this more often. We have been trying to communicate more with the Chamber through the liaisons and having Brigette come to the meetings and try to improve that and get your input so I do want to continue this dialogue and discussion. Some of this, like I said is going to happen off line. I am hoping someone is going to come up and say, I want to connect these two parking spots. Mayor, how do you help me get that done? I am more than willing to do that. Or somebody comes in here and says, that property is available, I need it for my parking spots, let's all come together and do a joint purchase of that property.

PRAH - I just wanted to thank Brigette for a great job.

MAYOR MAGUIRE – Yes, a lot of effort went into this study. Helps drive a lot of the dialogue, having the numbers and data is good.

VOZZA - For people who read it, I think it would be helpful to identify shared parking ideas. I would suggest that parking is a lot more severe then what is indicated here. I noticed the study was done over the summer time and people are on vacation. Generally the economy is off, we can see who is driving on the roads there is not as much traffic going and things like that. I

know for a fact there have been years, probably almost every year up until recently, that my people had trouble parking in the commuter parking lot. There were no spots. More in the winter time, maybe some contributed to the snow, but I think more people commute, take the train when the weather is bad then they do in the summer time. I think all of these ideas are good and the Krell building of course was included in the study.

MANIA – Shared Parking is probably a good idea, but as I was listening to all this I was thinking to myself, it really depends on the businesses that are using those parking lots that are supposed to be for them in the first place. So like, I am going to lay it out there, like our parking, there would be no way that we could share our parking lot because there is no room to share. Now we are right next to the Efron building and for years I have spoken to Krell about sharing because they did seem like they could share their space because of the type of business they have their customer doesn't stay very long. But, it never worked out. I am thinking, the building over where Park Ridge is and those stores right now don't generate a lot of cars. Is that because they are still building their businesses? Is that going to change in another two to five years if somebody else goes in? I think the share parking is a really great idea, I just don't know if it is a reality based on what businesses are there.

MAYOR MAGUIRE – And that is why it can't happen unless the business owners trust each other and have some type of agreement.

MANIA – Right now that area behind Park Ridge is always empty. But, let's be honest, it is empty because of the businesses that are in there. You don't park to pick up your dry cleaning, you don't park to pick up your dog food, and you are in and out. But, businesses like Vinnie's, my place, the diner, it is a different of business which is going to generate a different type of business.

MAYOR MAGUIRE – And peak times.

MANIA – Yes, peak times. The parking along Maple Avenue is one hour, right? You can park your car on one side for only one hour right?

MAYOR MAGUIRE – It is two hours and upon to a certain point on the street on South Maple and same on North Maple.

PETER WELLS – Phil in some ways the shared parking in a congested area will be difficult. That is why the solution isn't just one. You should be applauded for purchasing parking passes and encouraging your employees to park a couple of blocks away. That is what will happen in a congested area that will help.

MANIA – Yes, I agree with you and I am also afraid of the signs. Not sure if it is a good idea. And you are right; in Ridgewood people walk ten miles. I think it is going to take a while to teach the consumers.

MAYOR MAGUIRE – That is a behavior.

PETER WELLS – On behalf of the Chamber, thank you for applauding us for the map and in some ways that wasn't all of our idea it was in some ways it was your participation with the Chamber talking to us about it. We are

trying; I hope that represents a proactive step from this side. I hear tonight that you are suggesting that if there is any possibility that we could work with what you're talking about, shared parking or the signs and passes, a) are you asking us to continue a dialogue with you, you back to us, is there anything, not with just you, but anybody from your side of the table over there that could think that the business community can do that we would like to hear it.

MAYOR MAGUIRE – The Chamber runs some great events. Maybe that is a good point; we need to maybe get the invite out for some of the events to the Planning Board. I think that Don went to a few Chamber meetings. I think it is a great idea and I don't know if anyone has anything tonight they want to bring out to the Chamber in terms of ideas.

LYNCH – It sounds like everyone likes the shared parking. I don't know if it is something that can get legislated, but you guys as a group have a body that you can all make a commitment to and to be a member of the Chamber and find out if the building owners, if you can get them to make that same commitment. It might be the first step in helping everybody. I don't know who the landlords or owners are.

MAYOR MAGUIRE – Some of these towns, you try to figure out how they did it. Westwood was because there was that one gentle man who owned so many properties.

PETER WELLS – They have that magic piece of property that you spoke of. They started swamping lands so that they put those properties into place. At the end of the day and I know that you recognize it as one of your long term solutions, at the end of the day the help of business communities, somebody has to find a magic piece of property and that will come from the municipal land. In Westwood, that is a parking commission that is owned by the town of Westwood. The town is going to have to own another municipal lot somewhere in that congested area.

MAYOR MAGUIRE – That is another thing that we have talked about is the SID (Special Improvement District) whereby the business owners contribute to the purchase. They actually do improvements, could be parking, and could be anything. I think it was Tenafly that put one in place. They created a SID, the municipality does contribute to it but the business owners in that area chip in towards the purchase of the property. If it becomes to a point where it is not practical for the borough, it is hard to find a piece of property these days that is available in the area you need it.

PETER WELLS – We should lose focus on that it is listed as a goal, it is listed as a lofty goal, we should lose fact that really is a goal.

MAYOR MAGUIRE – Every time I get a map, I start looking around.

MITAL – Brigitte, I have a quick question. I am curious because of parking in that particular area, and I am sure I have asked this during the meeting, how much is the North Maple utilized and if it is eventually striped and we have signage pointing to North Maple, at least that is closer in proximity to where you guys are. You could be driven down into that area and still be very close to a lot of these shops. I would never think to park there. I am never in this area until 4:30 – 5:00p.m. I don't really know what it is like during the day. But I wouldn't think to go over to Maple and park over there. That has got to be a resource in that area since it is that close and if

we go further with that, with the solution and line that people might see that and really be driven towards that area.

MAYOR MAGUIRE - South Maple I think is used more than North Maple.

MITAL - To really structure the parking in that area, I think that might be a real big solution right now. Especially for you guys in that vicinity. The striping will help out.

MAYOR MAGUIRE - As soon as the budgets are approved this year, we are going to pursue it.

SCHWAMB - Is business trending upward? Are you seeing a trend in the right direction or is it flat?

PARK AVENUE HAIR - Waves.

VOZZA - Over the years we have had a Vision Committee, the idea was to create a downtown area where people would be more encouraged to walk around. To talk about Ridgewood, the difference from us is that you have to 100 yards in between stores sometime that is what breaks it up. Now it seems when we have done projects like the building behind mine on Hawthorne that was supposed to have commercial and residential now it's going to be all residential. The building on Broadway and Park is now all residential and now the Krell building doesn't have any kind of retail. Are we trying to do anything when we plan these new projects and get the opportunities to tie things together? It doesn't seem like that is happening. They have done these studies and come up with ideas, but I am not sure where they go from here.

MAYOR MAGUIRE - A lot of it is having the right applicant. We have an applicant on Park Avenue today who is looking to combine two lots. I think it is a great way to redevelop Park Avenue. We are hopeful that that moves ahead very quickly. We are actually in front of the Planning Board now. The Animal Hospital and Post Office are going to be combined. Those of the actual things that we encourage and the neighborhood business district actual encourages based upon the zoning that we have created. That is definitely happening as we speak. I do appreciate all of you coming out tonight, as always appreciate the Planning Board as well.

We have all talked about Park Avenue and the safety of our kids going to school, the safety of the shoppers coming in and I just happen to get this video and it was put together by The MEL. It is actually very well done and it if we get one idea out of this and this is something we should be supporting, then the video will be a success. I don't think the Planning Board has seen this yet either. It talks a lot about how to approach the driving. The Planning Board thought it would be great for you to view.

SHOW VIDEO

MAYOR MAGUIRE - I do take this seriously and part of my position on it is that it is important that is why I wanted to make sure to show the Planning Board and is looking at this and get the Chambers input on this as well. A lot of it is on the downtown, Park Avenue corridor, there are a lot of issues arising there. Park Ridge is definitely a leader in this and the fact that Joelen actually used some of the information from Park Ridge, they

mentioned those other two videos actually star Chief Madden and a few folks from Park Ridge. Maybe because we had the crossing guard fatality, we have taken leadership role. I think Park Ridge has gained that reputation and we want to maintain that reputation. Everyone is careful, when it comes to Park Ridge. I understand from my neighbors, when they go into town, they see the Police Officer enforcing things.

MAYOR MAGUIRE – One of the other things I want to involve was the Board of Ed. I was hoping they were going to be here tonight. They obviously have a big part in this as well. Some of it is the school but a big part is the downtown business area. We want to pursue grants for safe routes for schools. Montvale was just awarded 450K for Safety to School Routes on Spring Valley Road. There is no reason why Park Ridge shouldn't be going for the same grants which will be a joint with the Board of Ed in pursuing that. A lot of what the Planning Board and Mayor and Council does are to look at what are options are. What are some of the things we can do in terms of traffic and pedestrian safety? Some of them you have already started to see. I have heard several comments about the curb bump out in front of the Effron building. That was put in place to slow people down. It wasn't put in place to help the flow of traffic; it was put in place to slow the motoring traffic down so that the pedestrian traffic felt safer crossing that road or getting out of their cars. We are looking at the striping in front of Mania's to complement that curb bump out. That is to highlight those intersections. That intersection is tricky if you have every tried to walk across that. We have people in wheel chairs who try to cross that as well. The other intersection is the safety aisles on Kinderkamack Road. Have you ever tried to cross the road to the Park Ridge Diner? Kinderkamack Road is five lanes wide. Maybe a safety aisle is an option. These are things that we will have to get our engineer involved. Those are my thoughts if there is anything you picked up on out of that video. I want the Planning Board to think about these things as we go through our applications.

VOZZA – The walkways in Oradell, they have it in red, do they help with traffic calming?

MANCUSO – That is a type of traffic calming because it alerts the motoring public that there is a crosswalk so they can anticipate if there is a crosswalk it potentially will be pedestrians. But that is one means of traffic calming. That is very common in the downtown area and is attractive as well.

MAYOR MAGUIRE – There are definite costs associated with that and there are different types. That is something that we will look into to. What was the cost? \$5,000

MANCUSO – There are different products out. You want a product with longevity, with the color actually imprinted into the material as opposed to the surface treatment. I believe we are getting a cost of a little higher than that per intersection. Depending on whether it is two walks or four walks, it was up \$5,000 plus.

METZDORF - I know Bergenfield has a very busy business district. A lot of stores and very narrow roadway from north to south. They have a raised walkway, not raised by much. Just significant enough where I have noticed this as I am cruising through the town. Everybody, when they come to intersection, slows down.

MANCUSO – That is a table, or sometimes called a speed bump as opposed to a bump. The wider ones that have the walkways over them are the tables. Similarly to the one at the Nanuet Mall from years back.

METZDORF – I think if the municipality becomes more conducive to pedestrian safety, they are going to go a block away from the store that they want to go to. Park would be ideal for that. I just thought of that as I was driven through Bergenfield. Cars actually slow down to 10 miles per hour and then the pedestrians feel more comfortable.

MAYOR MAGUIRE – I think we would have to have the municipal engineer or a traffic engineer to look at that.

PETER WELLS – Do you think the area that you are talking about can be as safe as Park Avenue? Or are you also thinking Kinderkamack? If you park on Kinderkamack North, it is dangerous and something needs to be put in to slowdown. Maybe a bump out. A lot of people who walk back in forth. I just don't want you to think it is just Park. Kinderkamack seems to be more dangerous. What you have done with Effron already has definitely slowed downed and when the striping is down it might be better. Maybe it would work sell to go a little bit further down by the Police Station and do a bump out on the other side to narrow the street down by the bridge. Clearly would slow it all down.

MAYOR MAGUIRE – Good point. I would like to thank you all for coming out and spending your Wednesday evening with us. I hope we can continue this dialogue and I would certainly welcome any input. Thank you again.

ADJOURN – 9:47