

To Hon. Frank D. Livermore, Hon. William S. Rurode, Hon. Clarence N. Malone: Village Commissioners:

ADVISORY BOARD: J. Robert Stout, Chairman; David S. Beasley, Fred Z. Board, John A. Brogan Jr., J. C. B. Millard, John J. Newberry, Charles M. Schmidt, Lansing P. Shield, Herbert R. Talbot, S. William Walstrum, and the **POST WAR PLANNING COMMITTEE:** Richard D. Fine, Chairman; Aaron Aljian, William J. Cahill, R. V. Crowley, Harold M. Davison, Donald L. Dowling, P. R. Lawson, Milton C. Lightner, Kenneth B. Morgan, Frederick A. Tetor, Chrystal A. Todd, Herman P. Weaver, L. S. Wilcoxon, Albert J. Wiley.

In a day of tremendous state, national and international problems, Ridgewood, like most other American communities, large and small, has an unsolved local problem that is of immediate and almost daily interest to every citizen and visitor.

After the war, with four hundred new houses already planned, and many additional cars put in use again, there will be increased burdens upon the Village's already crowded parking facilities.

Every commuter, every commuter's family, every local and out-of-town shopper is interested in this problem, and the Chamber of Commerce of Ridgewood respectfully makes the following suggestions for the consideration of the Mayor's Advisory Committee, the Village Post War Planning Board, the Village Commissioners, and every other interested citizen.

First, we believe the plan should be comprehensive; second, that it should be paid for out of public funds; third, that these funds should be provided by a bond issue; and fourth, that the bond issue should be submitted at the same election when other proposals suggested by the Post War Planning Board will be put upon the ballot. In this way, the voters of Ridgewood can reject or approve all of the proposals or make their selection from among them. This is the American Way, and in this way this vexing local problem can have the broadest consideration of the people who pay the taxes.

Chamber Commends and Suggests:

First: We commend the Village Commissioners for already setting aside the following Village plots:

1. The east side of Chestnut Street, 134 feet south of Franklin Avenue, being a plot 66 x 106 ft.
2. The Public Service lot on the southeast corner of West Ridgewood Avenue and Washington Place, size irregular.

It is the understanding of the Chamber of Commerce that the building at Chestnut Street will be torn down as soon as manpower is available. When possible, we suggest that this particular lot and all others be paved with an inexpensive but adequate pavement, so that drivers, and particularly women, will find it convenient to use this and other lots in all kinds of weather.

Second: We suggest the use of the land owned by the Erie Land and Improvement Company and located south of the flatiron building and running 805 feet south along the Erie Railroad on the west side of the railroad right of way, having a width of approximately 150 feet. This property can be reached through Pomander Walk, and may be reached either over Block 153, Lot 1 or by obtaining a right of way from Mr. Simpson over his land.

Third: We suggest the land owned by Pinecrest, Inc. and the Erie Land Improvement Company located on the north side of Garber Square adjoining the western side of the Erie Railroad, being a plot of land approximately 477 x 110 feet. Egress and access to this property to be obtained through the erection of an overhead bridge with appropriate stairways from the Railroad plaza across the underpass and from the extension of Ridge Road.

Fourth: We suggest that the southerly 150 feet of the Village Park, bounded by Van Neste Square, Dayton Street and Walnut Street, be changed from park area to parking area and that Walnut Street between Ridgewood Avenue and Dayton Street be closed and the level property adjoining Walnut Street to the east be purchased.

Fifth: We suggest that further consideration be given to widening Ridgewood Avenue where already a setback of 20 feet has been made, making it unavailable for building use.

Sixth: After these lots have been graded and paved and made available, we suggest strict enforcement of the approved parking ordinance to keep the traffic fluid on the business streets of the Village.

CONCLUSION

It is the belief of the Chamber of Commerce that this plan will make available one thousand additional places to park, and will best serve the need of a village of commuters, their families and visitors. The cost will depend upon how much ground is leased, how much is purchased, and to what extent the entire plan is ultimately accepted. After the fullest discussion and most careful consideration, very rightly the final decision will be made by the people themselves at a Village-wide referendum vote.

All are invited to the discussion meeting, Monday Evening, 8:15 o'clock, at the Elks' Building, April 9th.

Chamber of Commerce

Ridgewood, New Jersey