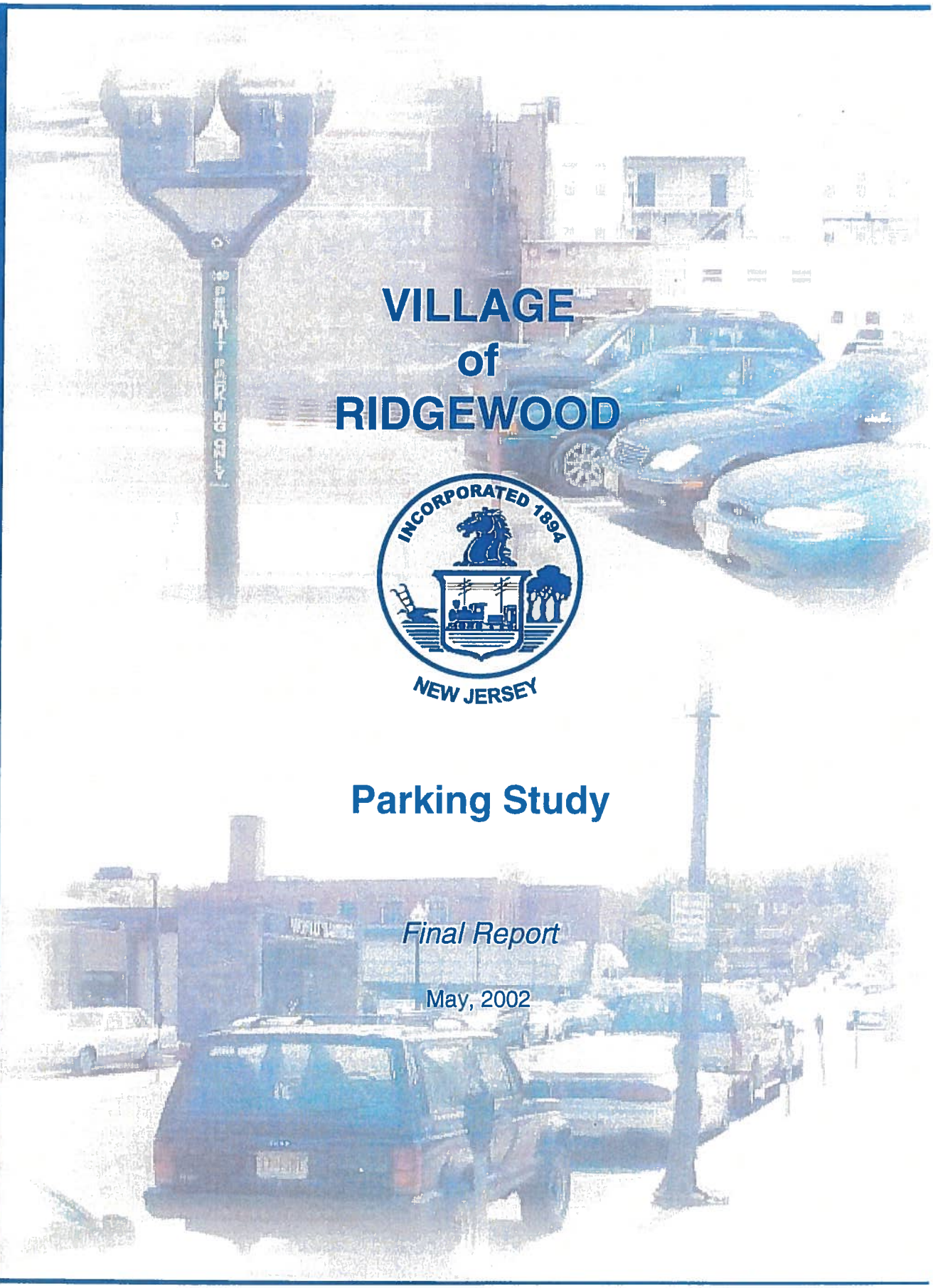

VILLAGE of RIDGEWOOD

INCORPORATED 1894
NEW JERSEY

Parking Study

Final Report

May, 2002

RICH AND ASSOCIATES
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Architects

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Traffic Engineers

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Our reference:
0140

May 9, 2002

Larry D. Worth
Village Manager
Village of Ridgewood
131 North Maple Avenue
Ridgewood, NJ 07451

Dear Mr. Worth:

The consulting firms of Rich and Associates, Vincentsen Associates and Boswell Engineering are pleased to present the Village of Ridgewood Parking Study. The plan summarizes the findings of extensive research, broad community surveying and parking steering committee meetings, and presents an important building block in overall planning for Village of Ridgewood.

Overall the parking study addresses many issues including how much new parking is needed, where it should be located and how the existing parking can be operated as efficiently as possible. The details of the study also include recommendations for new parking layouts and on street turning lane modifications to improve traffic flow for the new parking.

The parking plan is comprehensive in nature, as careful consideration was given to overall fit within Ridgewood's urban character, architecture, traffic flow implications and pedestrian activity. Being one component of a larger picture, this parking plan is created in the spirit of being a chapter of Ridgewood's on-going efforts and future successes.

Sincerely,
Rich and Associates, Inc.

John Revell, C.E.T.
Project Manager

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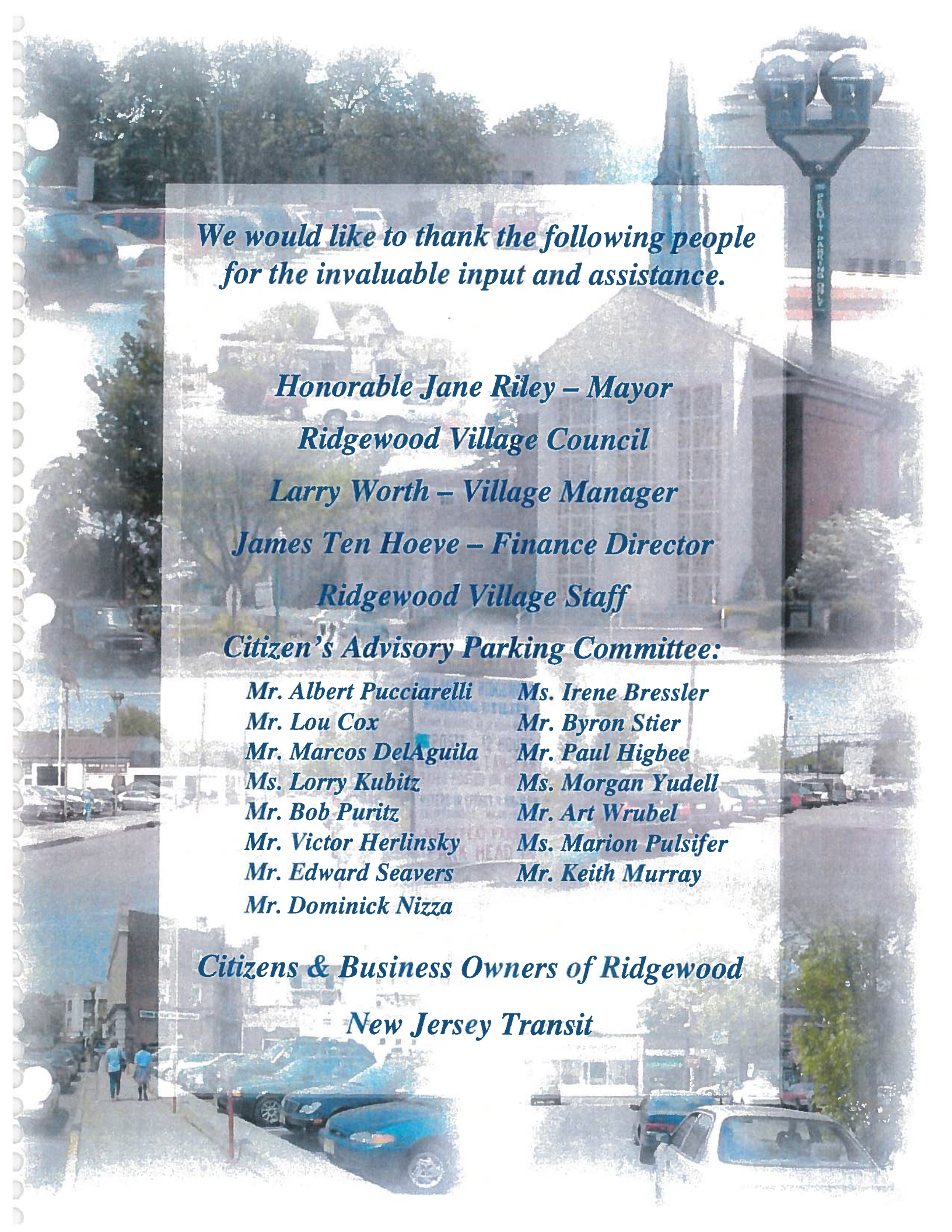

We would like to thank the following people for the invaluable input and assistance.

Honorable Jane Riley – Mayor

Ridgewood Village Council

Larry Worth – Village Manager

James Ten Hoeve – Finance Director

Ridgewood Village Staff

Citizen's Advisory Parking Committee:

Mr. Albert Pucciarelli
Mr. Lou Cox
Mr. Marcos DelAguila
Ms. Lorry Kubitz
Mr. Bob Puritz
Mr. Victor Herlinsky
Mr. Edward Seavers
Mr. Dominick Nizza
Ms. Irene Bressler
Mr. Byron Stier
Mr. Paul Higbee
Ms. Morgan Yudell
Mr. Art Wrubel
Ms. Marion Pulsifer
Mr. Keith Murray

Citizens & Business Owners of Ridgewood

New Jersey Transit

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Executive Summary

The purpose of this Comprehensive Parking Plan is to guide Ridgewood through the process of mitigating present day parking shortages and to preemptively deploy techniques and strategies for developing future parking and parking management strategies that will compliment the community's short and long-term goals. The report body summarizes the findings of an extensive analysis of the parking conditions present in downtown Ridgewood. Based upon the findings of this analysis, exhaustive interviews, broad community survey samplings and investigative research, a plan for evolving the quality and quantity of Ridgewood's parking was developed. The culmination of the efforts of a great number of individuals from the Citizen's Advisory Parking Committee, Village and community, as well as professional consultants, are presented in this document.

The initial study involved examining Ridgewood's downtown for unique characteristics that would influence the parking demand either seasonally or daily in a different manner. An inventory of the existing parking was undertaken along with turnover and occupancy data of how that parking was being used. Additionally, a complete building inventory was undertaken to assess how much parking was needed for each individual use in the Village's downtown area. This background information was used to develop a series of recommendations. Through the process of review and analysis by citizen parking committee members, Village staff, consultants and other participants, the recommendations where refined for this report.

The recommendations are intended to benefit the entire downtown. Some of the recommendations deal specifically with one area, however by dealing with the parking need of one area we can influence the need in an adjacent area. As the parking need of one area is met, an adjacent area will benefit through the trickle down effect (parkers shifting to one area free up stalls in another). The operational recommendations are intended to optimize the use and availability of the existing parking supply in meeting current and future needs. All of the recommendations made in this report are intended to work together in creating an overall balance between parking need and supply.

What are the numbers of parking spaces required in downtown Ridgewood?

In determining the number of spaces required for the level of activity present in downtown Ridgewood, Rich and Associates employed two primary methods of analysis. The first method utilized, required a complete inventory of the buildings in the downtown and the uses present in those buildings. This information was then used to calculate a parking space demand for each individual use within each building. The demands were then summed to reveal a block-by-block demand, which was then further expanded to reveal an overall surplus or deficit for the downtown area.

The second method used in determining demand, is the result of the turnover and occupancy studies that were undertaken. Essentially, we calculated a raw demand based on parking use and occupancy in the downtown. This demand was then factored to take into consideration occupancy of both on-street and off-street parking, as well as the turnover that was observed in key areas of the downtown. The demand was then further refined by including the economic effects of the cost of supply and the consumer's propensity to park further from their destination due to cost and length of stay.

Our conclusion from this modeling was that there is an overall current deficit of 1,298 parking spaces. This deficit grows over the ten-year projection to be 1,979 parking stalls. An important point to remember when looking at these deficit factors is that these are demand numbers, assuming free parking with minimum walking distance between parking stall and destination. The actual needed number of stalls can be reduced from this demand number depending on supply location and the price of parking. As the price goes up more people are willing to walk further. A needed number of parking stalls for the downtown area falls into a range of between 600 and 650 parking stalls.

Where should new parking be provided in downtown Ridgewood?

This study reveals that through a thorough process of examining all of the available locations for new parking, two made the most sense. The prime location for new parking in downtown Ridgewood is the site currently occupied by the Ken Smith Ford Dealership. This property offers an excellent opportunity to develop a multi-modal transit center at the NJT Rail Station. Additionally, the dimensions of this lot are well suited to building a parking garage.

The second site selected as a possible alternative is the existing Village parking lot on Walnut Street. With some property acquisition, we can assemble a site large enough to build new parking on. This site is considered secondary in terms of the best location for new parking in Ridgewood because we feel that the benefits of being able to develop the train station as a multi-modal center outweigh the cost implications of acquiring an entire parcel of property for new parking.

Other considerations that should be mentioned regarding locating new parking in Ridgewood include the ability to use property to its highest and best potential. The linear nature of the Ken Smith site and its proximity to the NJT rail line make this property less desirable as development property for commercial, residential or recreational purposes. The Walnut street site on the other hand fronts onto a public street and could be used for many purposes. Finally, the Walnut street site is an existing parking lot that would be closed during construction. The closing of this lot during construction would create an even greater shortage of parking for a number of months.

How do alternative modes of transportation fit into the study?

A part of the mandate of this study was too examining the potential for re-locating the NJT Bus Transfer Station from its existing location. Currently, the bus transfer station is located at the intersection of Van Neste Square and Dayton Street. Several potential locations where examined as alternate locations for a new transfer station including the intersection of Franklin Avenue and Chestnut Street and the existing Taxi Stand on North Broad Street at the Rail Station. Following some fact finding, research and traffic analysis by Boswell Engineering, the final recommended location for a new Bus Transfer Station is Wilsey Square. This location is an existing parking lot that would require little modification to accommodate buses and provides the added benefit of adding to the multi-modal nature of concentrating transit and parking near the NJT Rail Station.

How should the Village's new parking system be managed?

"The days of long studies and expert-driven answers are passing" (Peter Block, Flawless Consulting 2nd ed., 1999). Peter's comment in the preface to his book on consulting forms the ideology of modern consulting as preparing clients to answer their own questions as opposed to dispensing a series of recommendations that become quickly outdated. One of the most important steps the Village of Ridgewood can take in developing their parking system along the lines anticipated by this study, is to continue the Citizens Advisory Parking Committee. By maintaining this citizen board as a standing committee to review the Villages parking (pricing, operations, complaints, development proposals and requests) on a monthly and on an as-needed basis, the system will benefit from receiving the attention and occasional 'tweaking' necessary to maintain an excellent parking system.

Secondly, a single individual needs to be empowered and charged with taking responsibility for the overall parking system. Ridgewood's parking is not extensive enough to warrant a full-time manager, but the needs do require a considerable portion of an existing staff member's time. The Village should plan on appointing someone to manage the parking. That person could either be an existing Village staff member or a new position could be created that would combine parking with some other service such as community planning, economic development or some type of assistant management position.

The new parking manager would then be responsible for monitoring the parking, meeting with the Citizens Advisory Parking Committee and reporting to the Village manager and Council. The manager would also take responsibility for answering to the public on parking questions, implementing recommendations from this report and maintaining lines of communication through marketing efforts in conjunction with the Chamber of Commerce.

What makes the proposed parking improvements suitable to Ridgewood?

The study process included more ideas and influences than those solely presented by the consultant team. The Citizen's Advisory Parking Committee (CAPC) played a fundamental role in reviewing each stage of the study process and served as the community's representative in considering the effects of each recommendation. Overall, the CAPC ensured that the broader community goals of long-term implications, sustainable development, the protection of property values and the guiding values of the citizenry of the community were included in the process and recommendations.

Of particular importance to the CAPC's role, was the thought process and criteria considered when a selection of the potential new parking locations. A team of experts can only present logical recommendations based on mathematically calculated impacts and experience with other situations. The CAPC added a local view perspective to the study process, completing the comprehensive nature that is needed to present a thorough and intelligent recommendation package.

Recommendations Summary:

Parking Regulations:

- Transfer part-time parking enforcement officer to full-time status.
- Purchase computer ticket writers (handhelds) and software. ✓
- Enhance graded fines to assist in fine collection.
- Enforce existing anti-shuffling and anti-meter feeding regulations.

Parking Permits:

- Consider changing long-term lots to a debit card system (pre-paid meter acceptable card) combined with meters (verses having to have a permit and pay at the meter). Cards would be sold to specific user (employees or commuters) and be assigned to off-street parking areas. REVIEW

Parking Allocation:

- Replace old individual space meters with new multi-space meters that can accept a credit card, debit card or cash in off-street lots.
- Add additional parking in a new parking structure, which will change allocation in some surface lots. Increase visitor/customer spaces in lots and move employees and employers to long-term parking areas. HOW TO ACCESS?
- Differentiate price of parking such that permits are less expensive than on-street meters and off-street meters are in between the two.
- Provide one loading zone stall on one end of the block (first or last parking stall on a given street face and consider mid-block stalls on longer block faces).

Zoning Regulations:

- Review zoning code and update zoning requirements according to use for the CBD as a replacement to the existing sub-area classification.
- Consider using Ridgewood model for zoning requirements for parking.

Valet Parking:

- Develop and adopt policies that regulate valet operations by designating outlying lots as valet lots in the evening on Thursday, Friday and Saturday.

Signage:

- Revise parking signage to include the following types, using a common logo and color scheme.
    - *Introduction* – creates driver awareness to parking logos.
    - *Direction* – identifies routes to parking and downtown sub-areas.
    - *Location* – identifies parking area entrances.
    - *Identification* – informs motorists of a name for the parking area the type of permitted parking (and cost) in that given parking area and the permitted duration.
    - *Way Finding* – provides individuals with a map by which to orient to the downtown when leaving a parking area.

Marketing:

- Initiate awareness campaigns and material co-publications with local Chamber and other merchants association that would be targeted at visitors, employees and customers informing them of parking programs, incentives or changes.

Acknowledgement:

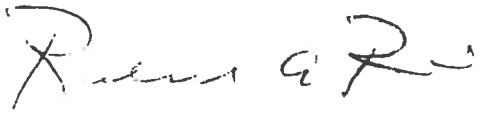
Extensive surveying and consultation was sought out in preparing this Master Parking Plan. The Citizen's Advisory Parking Committee held a number of meetings throughout the process in order to provide study guidance and feedback regarding findings, parking need assumptions and final recommendations. Groups and individuals representing a large cross-section of Ridgewood's stakeholders were involved either directly in the Parking Plan by way of meetings and interviews, or indirectly through surveys or their community representatives.

Rich and Associates, Boswell Engineering and Vincentsen Associates would like to recognize and thank the elected representatives and officials of the Village of Ridgewood, the Citizen's Advisory Parking Committee, the business managers of the downtown commercial establishments, citizens and organizations. Their invaluable assistance and cooperation have been instrumental in the development of this parking study.

On behalf of the project team, I hope that this comprehensive parking plan and the process that has led up to its compilation will guide the Village of Ridgewood in expanding and improving its parking system. We remain committed to our work and to developing a long-term relationship with the Village of Ridgewood. Additionally, we will endeavor to assist with issues that may arise from this report or with its implementation, wherever and whenever we can.

Sincerely,

Rich and Associates, Inc.



Richard A. Rich, Principal In Charge

SECTION 1

Section 1 – Parking Study Overview

1.1 - Background

This study, prepared for the Village of Ridgewood, serves to examine the Village's existing parking system, both from a qualitative and quantitative standpoint. The Village of Ridgewood contracted Rich and Associates, Vincentsen and Associates and Boswell Engineering to prepare a parking planning study which would coordinate the existing parking and make recommendations regarding the development of potential future parking. A number of issues were examined including operations, management, enforcement, current parking demand, development scenarios, and future parking needs.

For this study, we initiated the process with a field study, meetings and interviews. Data collected as background material was analyzed using proven methods that involve statistical analysis and feedback from user groups. The study drew on standards developed by the Institute of Transportation Engineers and the Urban Land Institute, which were modified according to the survey and analysis results from Ridgewood in order to suit the unique circumstances present in the Central Business District (CBD). Some considerations relevant to this study included development and redevelopment plans, the presence of numerous restaurants, specialty retail stores and Ridgewood's overall dense commercial sector. Additional provisions in this study, examined the feasibility of alternative parking strategies and the needs and concerns of a broad spectrum of Ridgewood's citizenry.

1.2 - Purpose

The Ridgewood CBD parking study was undertaken to analyze the parking needs unique to the Village and the activities that have created those needs. By examining existing parking operations, current situations and quantifying future needs, we have prepared a set of recommendations that will translate into a successful parking plan. Overall, this parking planning study answers many vital questions about the condition and adequacy of downtown parking in Ridgewood, such as:

- What is the nature and magnitude of the present parking situation throughout the downtown?
- Are there parking areas with sufficient capacities to satisfy peak and seasonal parking needs?
- Is it possible to manage the existing parking supply in Ridgewood more effectively?
- What affects, if any, would additional privately or publicly developed parking have on the economics of the parking system and the vitality of the downtown?
- What parking-improvements best suit Ridgewood's needs?
- How can any parking improvements be financed and when should such improvements be implemented?

1.3 - Study Area

The study area as determined by the Village of Ridgewood is illustrated in Map #1, "Village of Ridgewood - Study Area Map" located on page 3. The dashed line represents the boundary of the study area. Rich and Associates evaluated the parking conditions of the 28-block "primary" study area. Areas outside of the study were examined for supply analysis and potential impacts only. The study area contains a mixture of land uses, which include predominantly commercial structures, many restaurants, Police Department, Theatre, railroad terminal (NJT), various public and private parking areas and some residential units.

A brief overview of the characteristics and considerations of the central business district are as follows:

- The CBD Study area has historically been oriented towards a mix of commercial, retail and service businesses typical of a village or town.
- Gradually Ridgewood has become a commuter Village that serves as a suburb to the Greater New York Megalopolis.
- Although considered a typical suburban center, Ridgewood has a respectably sized commercial district that caters to the residents of the Village and surrounding communities.

Work w/: Ho-Ho-Kus
Glen Rock
Waldwick

CBD STUDY AREA

HEIGHTS ROAD
WEST RIDGEWOOD AVENUE
CORSA TERRACE
LIBRARY PL.
GARBER SQUARE
WILSEY SQUARE
N.Y. TRANSIT RAILROAD
NORTH BROAD STREET
CHESTNUT STREET
OAK STREET
NORTH WALNUT STREET
FRANKLIN AVENUE
COTTAGE PLACE
MAPLE AVENUE
NORTH MAPLE AVENUE
WASHINGTON PLACE
GODWIN AVENUE
EAST RIDGEWOOD AVENUE
HUDSON STREET
PASSAIC STREET
SOUTH BROAD STREET
PROSPECT STREET
VAN NESTE SQUARE
SOUTH WALNUT ST.
UNION STREET
DAYTON STREET
WALTON STREET
SOUTH MAPLE AVENUE

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23
A B C D E F G

PARKING STUDY FOR THE VILLAGE OF RIDGEWOOD

RIDGEWOOD, NEW JERSEY

VILLAGE of RIDGEWOOD
INCORPORATED 1892
NEW JERSEY

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Maitland, Florida
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E-Mail: parking@RichAssoc.com

DWG. TITLE:

DOWNTOWN STUDY AREA BASE MAP

LEGEND

(#) BLOCK NO.

STUDY AREA BOUNDARY

DATE: 06-10-01
DRAWN BY: PJD
FILE: 0140- RIDGEWOOD
PAGE: 3

NORTH

SCALE: N.T.S

1.4 - Scope of Services

The scope of services performed by Rich and Associates for the Village of Ridgewood is listed below. Services included the fieldwork that was conducted in order to develop answers and recommendations to the parking questions and issues listed previously in the purpose section.

- Turnover and occupancy studies were performed to evaluate the utilization of the on-street and off-street parking areas in each of the areas.
- A block-by-block evaluation of the land use type for the downtown core area was completed. A portion of the information, in terms of building area, was based on GIS map data provided by the Village of Ridgewood.
- Existing enforcement policies and procedures were reviewed along with the staffing and routing of enforcement personnel.
- Site analysis and parking solutions.

1.5 - Methodologies

The parking study methodologies developed by Rich and Associates are effective and accurate tools for quantifying current and future parking characteristics exclusive to Ridgewood's CBD. This methodology involves computer modeling of parking demand based on land-use. Specifically, an inventory of buildings and their uses is compiled and a demand factor is assigned to each land use category. Drawing on research by the Institute of Transportation Engineers and the Urban Land Institute, a model for Ridgewood was developed. Modifications to the demand factors are based on experience with past municipal projects of similar scope and scale to that of Ridgewood. It has been Rich and Associates experience that parking characteristics unique to a Village can be best determined by collecting and analyzing data specific to that study area.

Once the block-by-block demand has been calculated for both current and future circumstances, a comparison with the existing supply of parking is made. The resulting figures are parking surplus and deficit estimates for each block. The methodologies applied by Rich and Associates include an analysis and examination of the previously mentioned parking space and land use inventories, as well as a parking utilization analysis.

The demand factors for each land-use type include an estimate for employees and patrons to that particular land use. In cases where a land use may have a commuter component, a portion of that demand factor is an estimate that is included to account for those users. The overall effect is that each type of downtown visitor, whether an employee, business owner, resident, or commuter is accounted for in the demand model for Ridgewood.

On page 9, the figure entitled "Figure 1: Interrelationship of Parking Study Methodologies" graphically illustrates the interrelationships among the various parking methodologies employed to evaluate Ridgewood's parking system. The Methodology and Survey results section of this report offers an assessment of the results of the on-street and off-street parking space inventories and the on-street and off-street turnover and occupancy studies. The results of the studies, surveys and inventories are important to the determination of the Village's current and future parking needs.

1.5.1 - Definitions

SUBJECT TO CURRENT $'s

- *Turnover* - Turnover is the number of vehicles that occupied a parking space in a particular period. For example, if a parking lot has 100 spaces and during the course of the day 250 different vehicles occupied the lot, then the turnover is two and a half times (2.5).
- *Occupancy* - the length of time a parking space is occupied by a vehicle.
- *Circuit* - A circuit refers to the two-hour time period between observances of any one particular parking space. For the turnover and occupancy study, a defined route was developed for each survey vehicle. One circuit of the route took approximately 2 hours to complete and each space was observed once during that circuit.
- *Block Face* - A number was assigned to each block within the study area. Each block is then referenced by its block number and by a letter (A, B, C or D). The letter refers to the cardinal face of the block; with (A) being the north face, (B) the east face, (C) the south face and (D) the west face. Therefore, a block designated as 1A would refer to the north face of block 1.

1.6 - Parking Demand and Zone Analyses

Analyses were performed to determine the current and future parking demands and needs for the study area. The data collected and compiled by the firm to calculate the parking demand included:

- An inventory of the study area's on and off-street parking supplies.
- Turnover and occupancy studies for public and private on and off-street parking areas.
- Block-by-block analysis of the square footage and use of every building in the study area.

The Parking Demand and Zone Analyses sections of the report contain two levels of parking analyses to determine the number of parking spaces **demanded** and **needed** in the study area. The number of parking spaces demanded for each block assumes that there are no parking limitations in the study area such as availability, use, location and price. Therefore, the number of parking spaces demanded for each block are unadjusted and derived by baseline assumptions (i.e. all parking is free and uncontrolled). For each block, the firm calculated parking demand to derive a surplus or deficit of parking spaces.

The parking demand calculation is not adjusted for completely realistic market conditions and parking location preferences. To adjust for the effects of parking availability, use, location and price, a more detailed parking zone analysis was performed to determine the number of parking spaces needed. One zone, which is a contiguous geographic area, was formed to analyze all alternative parking-areas within a reasonable walking distance (300 ft.) from several demand generators (i.e. group of buildings). The number of parking spaces needed for the zone is less than the number of parking spaces demanded since employees and customers of the study area are affected by realistic parking limitations, pricing and alternative parking supplies.

WALKING ZONES BETWEEN BUILDINGS

Needed parking is a more site-specific concept, as a potential parking source will generally only serve a specific area based on location, walking distance, etc.. Therefore, the needs assessment for each solution is examined on a case-by-case basis and is offered in the recommendations section of this report.

1.6.1 - Methodology

Parking demand was calculated for the current and future time periods. The current and future parking demands were calculated by applying a parking generation factor per 1,000 square feet of gross floor area as categorized by land use.

Rich and Associates has calculated the parking needs using demand characteristics resulting from the downtown analysis and standards developed by the Institute of Transportation Engineers and the Urban Land Institute. The parking demand parameters, which are listed below, were important to the development of the parking generation factors and to the zone analysis of the CBD. Zone analysis is a more detailed method of calculating the number of parking spaces needed.

1.6.2 - Parking Demand Parameters

- Building size, purpose and special use conditions.
- Socioeconomic characteristics of the downtown population and visitors of the downtown.
- Alternative modes of transportation, which includes availability, use attractiveness and policy impacts.
- Proportion of the downtown trips that are multiple use or linked.
- Traffic accessibility.
- Cost of parking.
- Location, quality and congestion of parking areas.
- Parking enforcement policies.
- Pedestrian traffic patterns and way finding.
- Origin and destination data.

Table 1A "Parking Demand Generation Rates Comparison", provides a listing of the parking generation rates (per 1,000 square feet of gross floor area) by land use type. The Rich and Associates' calculated demand generation rates for Ridgewood (the Ridgewood Model) were derived from the fieldwork conducted during the study and from examination of similar scenarios from past studies, demand generation rates developed by the Institute of Transportation Engineers and shared use principals developed by the Urban Land Institute.

Table 1A: Parking Demand Generation Rates Comparison

Land Use	(1) Ridgewood Model	(2) Ridgewood Zoning B1, B2, C (Districts)	(3) Institute of Transportation Engineers
Office	**2.64**	3.33, 5.00, 4.00	2.79
Retail	**3.30**	3.33, 5.00, 4.00	3.97
Service	**3.58**	3.33, 5.00, 4.00	4.17
Medical/Dental	**4.11**	3.33, 5.00, 4.00	4.11
Restaurant (daytime)	**9.00**	3.33, 5.00, 4.00	12.49
Restaurant (nighttime)	**10.80**	3.33, 5.00, 4.00	12.49
Residential (per unit)	**1.39**	— 1.50 —	1.21
Mixed	**3.21**	3.33, 5.00, 4.00	3.25
Special 1 – Community etc.	**0.60**	3.33, 5.00, 4.00	0.43
Special 2 – Light Industry	**0.40**	3.33, 5.00, 4.00	N/a

(Note: per 1000 s.f. of gross floor area)

(1) Source: Rich and Associates Fieldwork, Summer 2001
(2) Source: Land Use and Development – Chapter 190, Village of Ridgewood, August 2000
(3) Source: Institute of Transportation Engineers Parking Generation Manual, 1987

Model rates were multiplied by the total amount of gross square footage for each land use category to derive the number of parking spaces demanded for each block. The demand factor is a ratio of parking spaces needed per 1000 square feet of gross floor area. The tables within the appendix provides a listing of the block by block gross square-footage and the calculated parking demand for the current and future scenario.

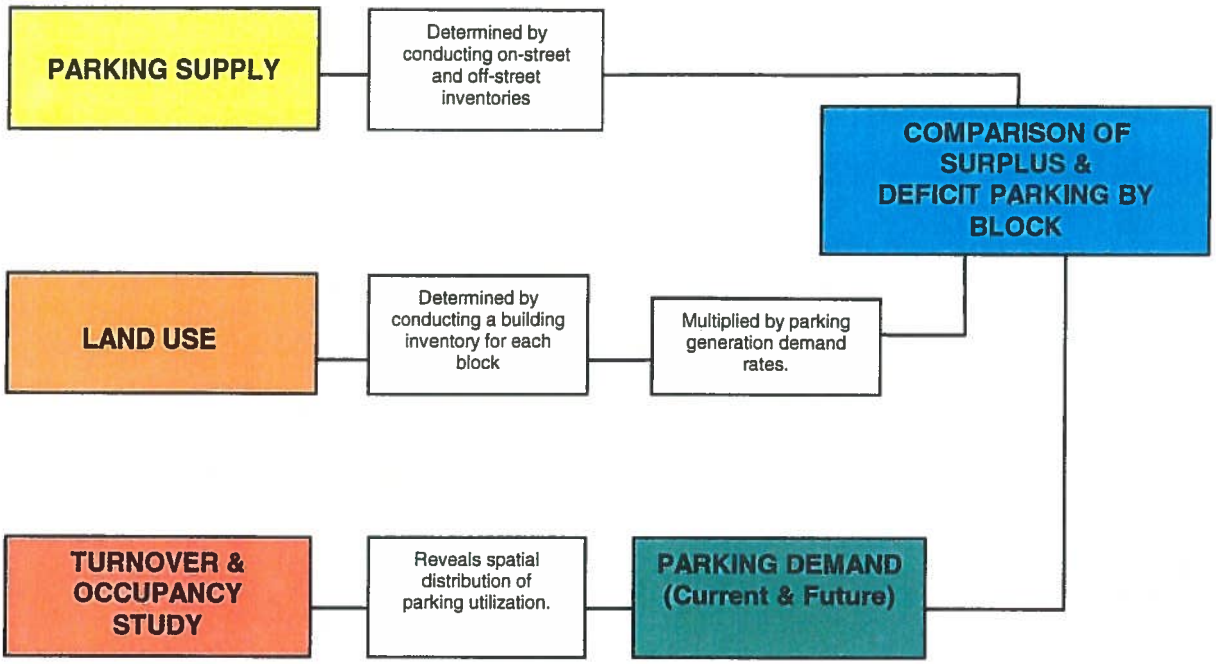
1.6.3 - Parking Demand Analysis Assumptions

Assumption 1: It was assumed that parking demand per block was dependent on the gross floor area contained in the block. Parking demand computed for one block was not affected by the amount of gross floor area available on surrounding blocks. Therefore, a block with surplus parking supply was unavailable to a block with a deficit parking supply.

Assumption 2: The parking demand calculations were derived under the assumption that currently occupied properties would remain occupied at existing, or higher than existing levels, into the future.

Assumption 3: Parking demand is not affected by parking availability, use, location and price.

Figure 1: Interrelationship of Parking Study Methodologies



----Data Gathering Techniques & Survey Results---- *----Parking Demand Analysis---*

SECTION 2

Section 2 – CBD Study Area

The CBD Study area has been the subject of a previous parking study from 1971. Overall, the impact of the proliferation of Ridgewood's restaurant sector has dramatically impacted the parking dynamics of the downtown area. The generalized affects of the growth in Ridgewood's restaurant sector include more customers and more employees.

A second important concern in Ridgewood is the market area that the Village serves. Ridgewood's market area demographics impact the peak daytime parking in that both commercial uses and retail uses have high daytime parking needs. This particular point is demonstrated in the fact that both long and short term parking in Ridgewood experience peak occupancies between 11:00 am and 5:00 pm. and again in the evening after 6:00 p.m.

Fieldwork for the CBD Study area was undertaken from April 30 through May 5, 2001 and included Thursday, Friday and Saturday turnover and occupancy studies.

2.1 - Study Assessment

An assessment of the results of the on-street and off-street parking space inventories and the on-street and off-street turnover and occupancy studies for the CBD Study area are offered in this section of the report. The results of the studies, surveys and inventories are important to the determination of the current and future parking needs and to determine the user groups. Assessments of future development scenarios and potential redevelopment opportunities were also examined for parking impact.

As outlined in Section One of this report, a two-part analysis takes place. The first part of the analysis is the net parking demand based on a building inventory and parking ratios per 1,000 square feet of gross floor space. This demand is netted from the available parking supply and the resulting surplus or deficit is revealed on a block-by-block basis. The second part of the analysis involves comparing the parking surplus and deficit patterns to the turnover and occupancy data. This comparison offers a benchmark by which the surplus and deficit data is compared and contrasted.

A point to consider regarding parking supply and demand is that motorists in general perceive off-street and on-street spaces with occupancies greater than 85% to be at capacity. The greater the capacity, the less this perception is valid. When 85% occupancy occurs, motorists will begin to re-circulate to seek more parking, adding to downtown traffic congestion, and parkers' perception that there is no parking available in the downtown.

2.2 - Parking Inventory

Table 2A summarizes existing parking in the CBD Study area. There are a total of 3,475 parking spaces available in this area. These parking spaces consist of 556 on-street spaces and 2,919 off-street spaces. While the on-street parking is considered to be public the off-street parking is both public and private. Including the train station parking, 632 spaces (22%) of the off-street spaces were public (50% or greater public off-street parking is desirable). Therefore Ridgewood is relatively poor in terms of being able to control and make decisive adjustments to the parking system.

The parking is summarized below and further refined in the appendix according to duration and user group (public, loading zone, handicap or barrier free, private, etc.). In most cases, the parking spaces were well demarcated with stall lines. In cases where the parking stalls were not marked, the numbers of spaces were estimated.

The parking supply is also indicated on the corresponding parking supply map (page 12) and is accurate as of the date of fieldwork (May 3, 2001).

Table 2A:
Parking Supply Summary

	On-Street	Off-Street	Summary
Public	556	632	1,188
Private	0	2,287	2,287
Total	556	2,919	3,475

Source: Rich and Associates Fieldwork, Spring 2001

PARKING SUPPLY

PARKING STUDY FOR THE VILLAGE OF RIDGEWOOD

RIDGEWOOD, NEW JERSEY

VILLAGE of RIDGEWOOD
INCORPORATED 1894
NEW JERSEY

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Maitland, Florida
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E-MAIL: parking@RichAssoc.com

DWG. TITLE:

DOWNTOWN STUDY AREA PARKING SUPPLY

LEGEND

- HANDICAPPED (B/F)
- PRIVATE LOTS
- PUBLIC LOTS
- UNMETERED SPACES
- RESERVED SPACES
- 15 MIN. UNMETERED SPACES
- # BLOCK NO.
- STUDY AREA BOUNDARY

METERED SPACES	QNTY.
1 HR. METER	11
2 HR. METER	525
3 HR. METER	132
8 HR. METER	12
12 HR. METER	348

DATE: 06-10-01

DRAWN BY: PJD

FILE: 0140- RIDGEWOOD

PAGE: 12

NORTH

SCALE: N.T.S

2.3 – Short-Term Parking Turnover and Occupancy Study

A turnover and occupancy study was undertaken for the CBD Study area from May 3 to 5, 2001. The intent of this analysis was to determine the number of times on and off-street time-limited spaces were "turning over", or being used by different vehicles, and the occupancy of these spaces by time of day and by day of the week. While this is only a "snap-shot" of actuality, it gives us an indication of utilization to benchmark. The results summary of the turnover and occupancy can be found below.

Short-Term parking is all of the on-street parking and the two-hour metered parking found in off-street lots.

2.3.1 – Short-Term Parking Study Summary

- The daytime activity in the CBD Study area peaked on Thursday between the hours of 11:00 a.m. and 1:00 p.m., as would be expected in a typical downtown.
- Thursday's peak was exceeded by 11:00am on Friday, which had a midday peak from 11:00 a.m. until 5:00 p.m. and an evening peak reoccurrence by 7:00 p.m.
- Saturday was consistently high (and virtually 100% occupied) from 9:00 a.m. onward.
- Overall, the short-term parking facilities in Ridgewood peak with restaurant hours and again with shopping hours on Saturday. An observation that can be stated here is that the short-term parking is being used by local residents, employees, customers and visitors.
- Friday and Saturday average occupancies consistently exceeded the 85% perception barrier.
- Field staff noted only 12 vehicles in violation of overtime parking (both on and off-street), with 2 ticketed (note that more tickets may have been written, but offending vehicle left).
- Our analysis revealed that 88 (8%) of the 1,098 vehicles analyzed were being moved every two-hours (both on and off-street – short term parking). This practice, known as the "two hour shuffle", is intended to avoid a fine for overtime parking. The terms in which to consider this particular statistic, is that 88 parking stalls out of 348 studied (25%) were being occupied by vehicles that should have been in long-term parking spaces.
- Overall, turnover is averaging almost three (2.96). The typical turnover range for two-hour spaces should be between three and four. This indicates that those vehicles parked within the CBD Study area were generally remaining slightly longer than the posted duration.
- The key issue with on-street parking appears to lie with use by full and part-time employees, as well as some business owners who occupy these preferred stalls. Overall, close to 40% of the vehicles parked in the on-street and metered off-street stalls are long-term parkers. Ideally, these spaces are reserved exclusively for short-term parkers.

Table 2B:
CBD Study Overtime Parking Summary
Short-Term Parking (2-hour parking)

Violation Summary	(On-Street and Two Hour Off-Street)
Number of parking spaces in sample	348
Vehicles that remained less than 2 hours	1,010 (92%)
Vehicles that remained between 2 and 4 hours	5 (5.3%)
Vehicles that remained between 4 and 6 hours	29 (2.6%)
Vehicles that remained between 6 and 8 hours	5 (0.5%)
Total number of vehicles analyzed	1,098
Number of Vehicles In Violation	319
Number of Vehicles Shuffling	88 (8%)

Source: Rich and Associates Fieldwork, Spring 2001

2.4 – Long-Term Parking Turnover and Occupancy Study

The highest occupancies in the CBD Study area shifted as one user group departed and another arrived. Fundamentally there are two separate user groups. The first is the commuters that use the NJT rail line for traveling to and from work. Their needs peak during the business day and are steady until mid-afternoon when they return.

The second user group encompasses the remainder of the individuals that require parking in downtown Ridgewood. These user groups are downtown customers or visitors and the employers and employees of downtown businesses. As demonstrated in the short-term parking section, the peak needs that occur for the customer/visitor correspond with meal times and peak shopping times. Unfortunately, the downtown employers and employee parking needs also correspond to these times and there is some competition for parking within this user group for short-term parking.

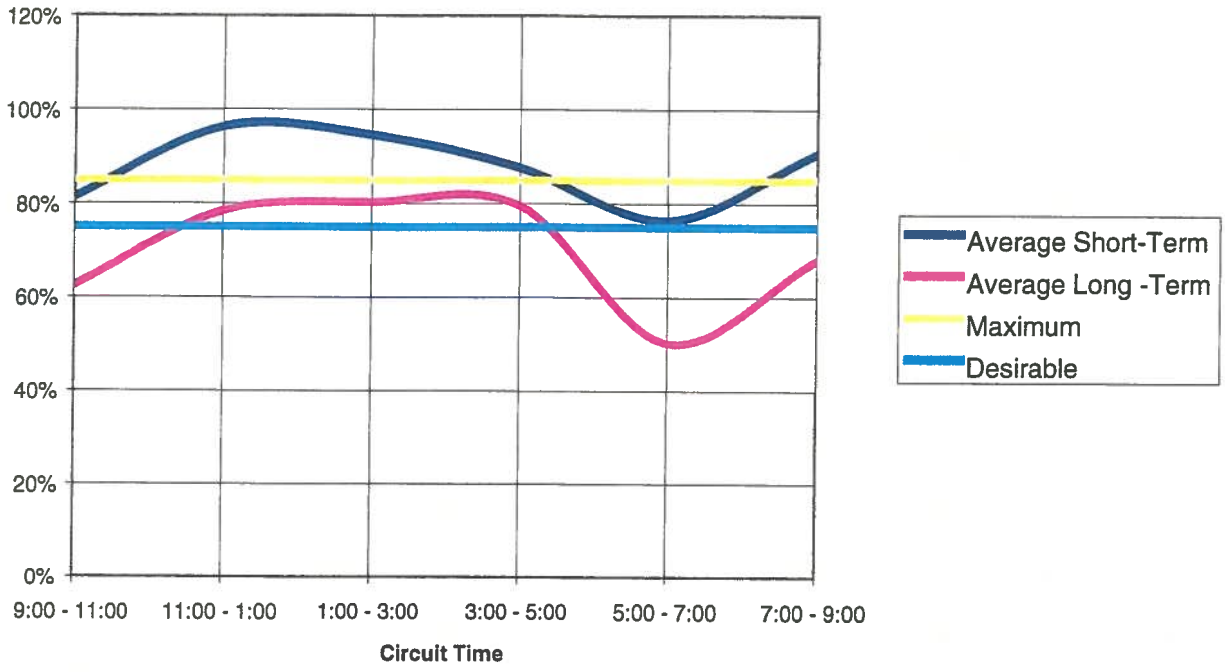
Long-Term parking is all of the off-street parking other than the two-hour metered stalls.

2.4.1 – Long-Term Parking Study Summary

- The daytime activity in the study area peaked between the hours of 11:00 a.m. to 5:00 p.m. for the long-term stalls. A number of the off-street stalls are intended for short-term parking and in these particular areas the occupancy mirrored the on-street occupancy in that a peak was observed between 11:00 am and 1:00 pm.
- Most lots experienced very high occupancies consistently throughout the day.
- Private lots in general experienced lower occupancies than the public lots.

Figure 2: Occupancy Summary - Short and Long Term Parking

(Aggregate Of Thursday, Friday and Saturday)



- Figure 2 represents the average occupancies of Ridgewood's available parking.
- The maximum line represents the theoretical full point where motorists perceive parking as fully occupied.
- The Desirable line indicates a proposed target where the parking is largely used but still comfortable for Ridgewood.
- Overall, the importance of this diagram lies in the use of this data for assisting in analyzing the overall parking need and firmly demonstrates the need for additional parking in Ridgewood.
- The lines also indicate that the peak demand time for parking in Ridgewood is typically between the hours of 11:00 am and 5:00 pm., edging upward again after 6:00 p.m. Additionally, the short-term line and long-term line are similar in shape. This factor verifies that downtown employees and employers are using the short-term parking.

AVERAGE OCCUPANCY

THURSDAY MAY 03, 2001 9:00 AM - 5:00 PM

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DWG. TITLE:

DOWNTOWN STUDY AREA AVERAGE OCCUPANCY

THURSDAY

LEGEND

- 85% - 100%
- 70% - 85%
- 50% - 70%
- 0 - 50%
- (#) BLOCK NO.
- STUDY AREA BOUNDARY

DATE: 06-10-01

DRAWN BY: PJD

FILE: 0140- RIDGEWOOD

PAGE: 16

NORTH

SCALE: N.T.S

AVERAGE OCCUPANCY

FRIDAY MAY 04, 2001 9:00 AM - 9:00 PM

HEIGHTS ROAD
WEST RIDGEWOOD AVENUE
CORSA TERRACE
LIBRARY PL.
GARBER SQUARE
LOT
TRANSIT RAILROAD
NORTH BROAD STREET
CHESTNUT STREET
OAK STREET
FRANKLIN AVENUE
U/C
NORTH WALNUT STREET
COTTAGE PLACE
MAPLE AVENUE
WASHINGTON PLACE
WILSEY SQUARE
EAST RIDGEWOOD AVENUE
GODWIN AVENUE
HUDSON STREET
VAN NESTE SQUARE
SOUTH WALNUT ST.
SOUTH BROAD STREET
PASSAIC STREET
PROSPECT STREET
DAYTON STREET
UNION STREET
WALTON STREET
SOUTH MAPLE AVENUE
NORTH MAPLE AVENUE

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DWG. TITLE:

DOWNTOWN STUDY AREA AVERAGE OCCUPANCY

FRIDAY

LEGEND

- 85% - 100%
- 70% - 85%
- 50% - 70%
- 0 - 50%
- # BLOCK NO.
- STUDY AREA BOUNDARY

DATE: 06-10-01
DRAWN BY: PJD
FILE: 0140- RIDGEWOOD
PAGE: 17

NORTH

SCALE: N.T.S

AVERAGE OCCUPANCY

SATURDAY MAY 05, 2001 9:00 AM - 3:00 PM

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DWG. TITLE:

DOWNTOWN STUDY AREA AVERAGE OCCUPANCY

SATURDAY

LEGEND

- 85% - 100%
- 70% - 85%
- 50% - 70%
- 0 - 50%
- (#) BLOCK NO.
- STUDY AREA BOUNDARY

DATE: 06-10-01
DRAWN BY: PJD
FILE: 0140- RIDGEWOOD
PAGE: 18

NORTH

SCALE: N.T.S

2.5 - Comparison of Current and Future Parking Demands

Parking demand and parking need have entirely different meanings. The current and future parking demands represent the number of parkers who are and would be attracted to a given parking demand generator (i.e. single purpose building, multi-purpose building, group of buildings on a block or an outdoor amenity). Parking demand assumes that all parking is free, and no user restrictions, location factors or time limitations. Parking need represents the number of parkers who need to be accommodated in a given parking area after the uses of alternative parking, price, use, accessibility and location are considered. The parking demand and need definitions were obtained from the Urban Land Institute (1993).

Table 2C below, summarizes the current calculated number of parking spaces demanded using factors determined for Ridgewood.

Table 2C:
CBD Study Surplus/Deficit Summary

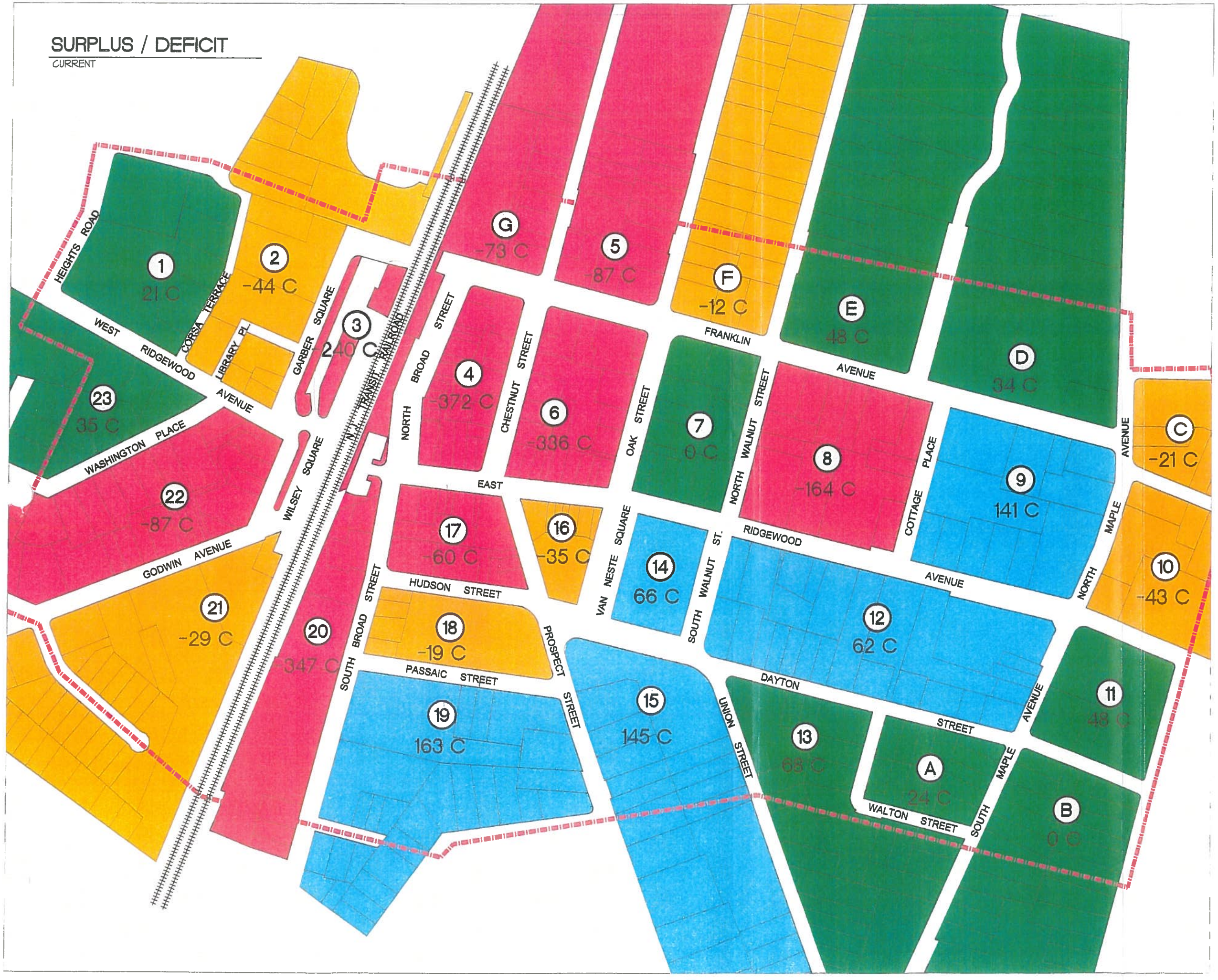
	"Calculated Parking Demand"
Time Period	**Current**
Supply	3,475 spaces
Demand	4,773 spaces
Surplus/Deficit	-1,298 spaces

Source: Rich and Associates Fieldwork, Spring 2001

The table summarizes the current calculated number of parking spaces demanded based on building square footages. These square footages are multiplied by a ratio or factor of needed parking stalls per 1,000 square feet of floor area. For example, if a particular building had 10,000 square feet of retail space then the needed parking for that building would be 40 stalls (retail ratio of 3.97 per 1,000 sq. ft. multiplied by 10,000 sq. ft.).

Once the square footage calculation is completed for each block within the downtown area, the available parking is netted out and the result is a surplus or deficit for each block. The calculation matrix chart is included in appendix C of this report.

Some important points to bear in mind when considering the shortfall calculation of 1,298 demanded parking spaces is the fact that we are able to accommodate a portion of this demand by simply using the existing parking more efficiently. Additionally, available sites for building new parking also offer their own constraints in that a new parking area or structure can only serve a finite area or service area.



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DWG. TITLE:

DOWNTOWN STUDY AREA SURPLUS / DEFICIT

- CALCULATED DEMAND BASED ON BUILDING INVENTORY

LEGEND

PARKING STALLS

- 50 - <
- 0 - 50
- 0 - -50
- -50 - <

- # BLOCK NO.
- STUDY AREA BOUNDARY
- # C CURRENT PARKING NEED

DATE: 06-10-01
DRAWN BY: PJD
FILE: 0140- RIDGEWOOD
PAGE: 20

NORTH

SCALE: N.T.S

SECTION 3

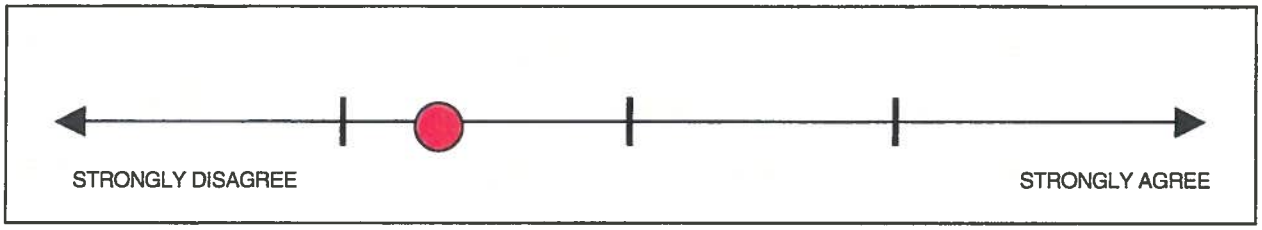
Section 3 – Survey Results

3.1 - Manager Surveys

Manager surveys were distributed via fax by the Ridgewood Chamber of Commerce to all member businesses. Data obtained from the manager surveys was one of the factors used in determining short and long-term parking supply and demand. Managers were asked the number of full and part-time employees employed at their business, the average number of customers or visitors that come into their business and the percentage of those customers or visitors who are downtown for other purposes (i.e., employed in the downtown). Below is a summary of the responses to the opinion questions from the 22 returned surveys.

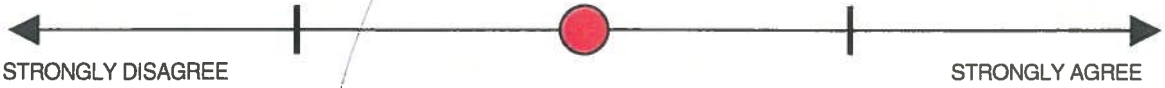
3.1.1 – Manager Survey Summary (Opinion Questions)

Scale Key: respondents were asked to indicate opinions using a scale of 1 to 5; 1 being strongly-disagree (left side), 3 being neutral (middle) and 5 being strongly-agree (right side). The red dot indicates the average response from the returned surveys.



A) It should be left to the private sector to provide parking downtown.

B) The cost for providing new parking downtown should be shared by the Village, private sector and users.



WHO IS PRIVATE SECTOR?

C) Only the Village should pay for parking improvements.

STRONGLY DISAGREE STRONGLY AGREE

D) I would support a special assessment to improve parking downtown.

STRONGLY DISAGREE STRONGLY AGREE

E) I would encourage my employees to park outside the downtown core and use a shuttle in order to provide more parking for customers/visitors.

STRONGLY DISAGREE STRONGLY AGREE

F) Ridgewood should maintain on-street meters to help increase on-street parking turnover. ∴ CUT TIME!

STRONGLY DISAGREE STRONGLY AGREE

?

G) Off-street parking for customers/visitors usage should be no more than $2.87 per day.

H) Meters should be no more than $0.32 per hour.

I) The monthly cost of parking for employees parking less than three blocks from work should be $29.07 per month.

J) The monthly cost of parking for employees parking more than three blocks from work should be $19.71 per month.

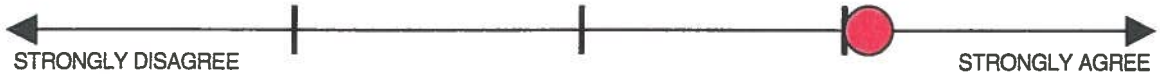
K) The fine for overtime parking should be $8.50.

3.2 - Employee Surveys

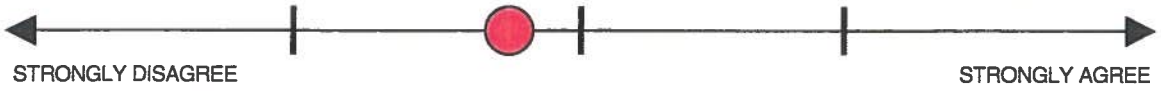
Along with the manger surveys, employee survey forms were also distributed. Of the surveys faxed to members of the Chamber, 39 were returned. Below are employee responses to the opinion questions on the survey.

3.2.1 – Employee Survey Findings

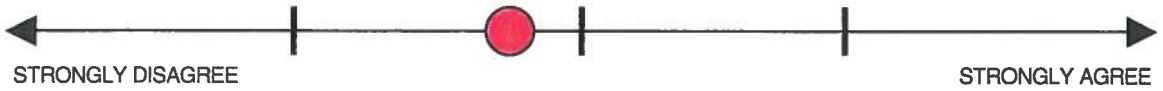
A) Only the Village should pay for parking improvements.



B) I would pay more money to park closer to work, verses less money to park further away.



C) I would be willing to pay more for parking if the revenues were used to improve the parking.



D) If free parking outside the central business district were provided and serviced by a convenient shuttle system, I would use it.

E) Meters rates should be no more than $0.28 per hour.

F) Daily parking rates in off-street lots or parking decks should cost no more than $4.08 per day.

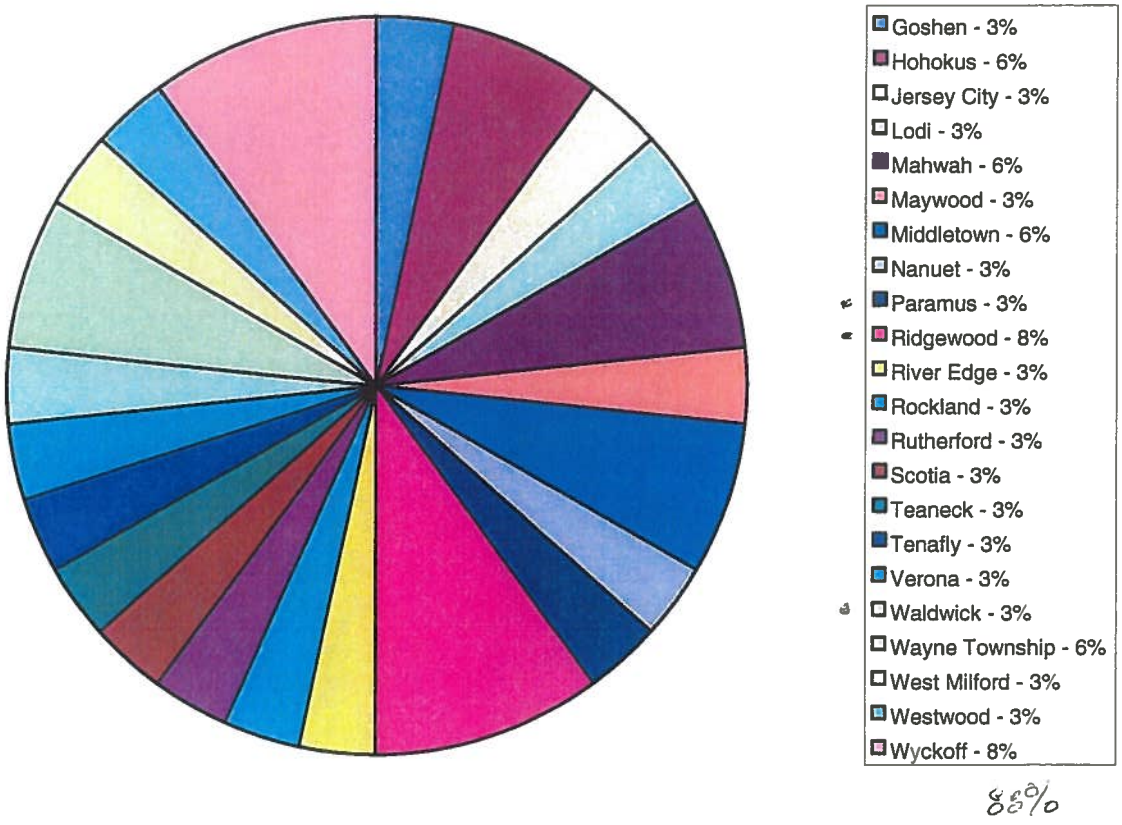
G) Monthly parking for employees working downtown should cost no more than $22.90 per month.

H) The fine for overtime parking should be $7.37.

3.2.2 – Employee Origin Data

Along with the employee surveys the question of origin was asked. Employees indicated their home or point of origin before coming into Ridgewood. The results are indicated below in Figure 4.

Figure 3: Employee Origin Chart



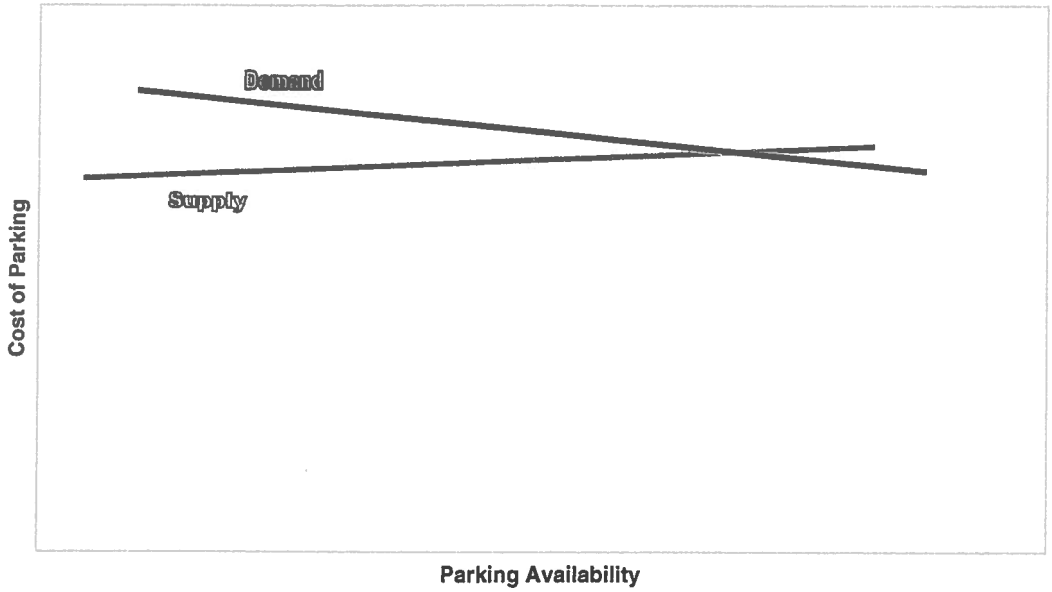
SECTION 4

Section 4 – Parking Economics

4.1 – Parking Economics

Typical to most urban areas, variations in parking rates and locations are concentric surrounding the core downtown area. The following chart demonstrates an example of how parking supply and demand economics behave (based on data from past studies).

Figure 4: Supply and Demand Chart (Theoretical)



The graph reveals that parking economics are very elastic with regard to both supply and demand. A summarization of the parking economics is as follows:

- As the price of parking increases marginally, the private sector may be willing to build more parking.
- Even small increases in parking rates cause parkers to seek alternate parking areas (generally further away and less expensive).
- Property value and demand are key factors in influencing parking rates and both are a function of surrounding development density.

The high initial construction costs and modest returns on investment for parking facilities are the key factors that prevent private interests from building parking. Municipalities however, may benefit from state and federal incentives, lower interest rates, the multiplier effect from benefiting local economics and tax-exempt parking revenue.

Figure 5: Demand Fluctuation Over Time As Price Increases (Theoretical)

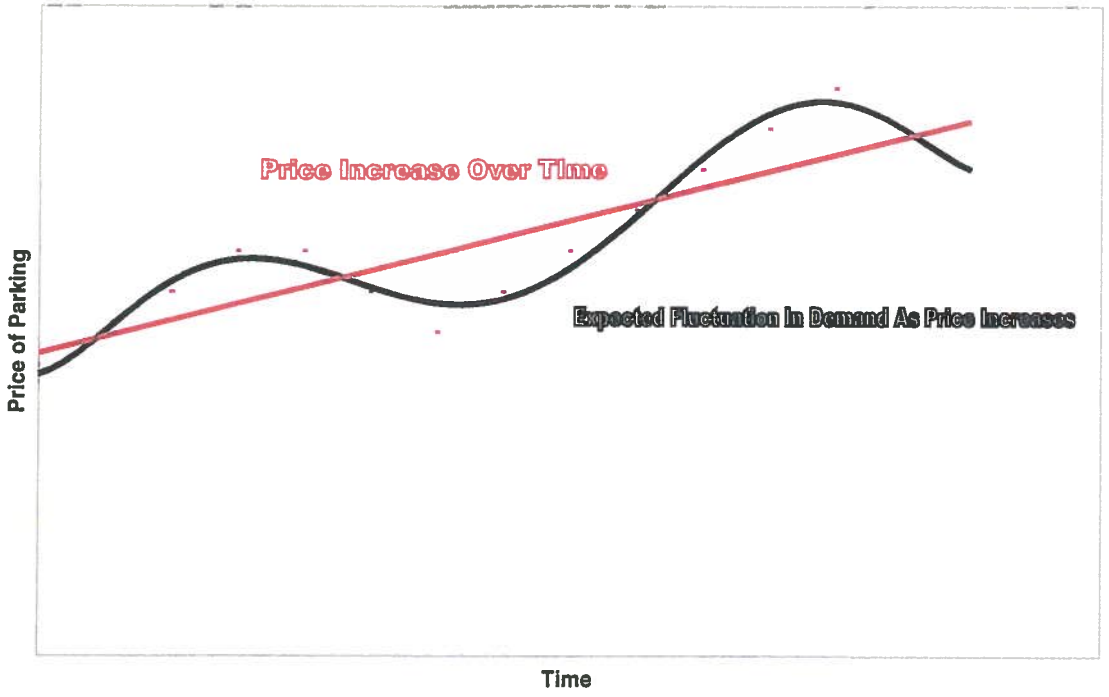


Figure 4 demonstrates the expected fluctuation in demand as the price of parking is gradually increased. The result is that the expected revenue stream for parking fluctuates as demand fluctuates and when the price of parking is increased there is an initial reduction in demand until the consumer adjusts to the new price. Drops in demand following price increases are typical for all parking, on-street and off-street.

- As the price of parking increases marginally, demand will temporarily decrease.
- After an adjustment period (generally six months) the demand will again ~~rise and then~~ increase.
- Adjustments in the price of parking (monthly daily and hourly) should occur in a linear fashion. If prices continuously fluctuate as demand fluctuates the consumer will become confused and a balance between price and demand will be difficult to achieve.

> $ CONTROLS PARKING, INCREASES VIRTUAL SUPPLY
> $ CONTROLS TURNOVER, THUS SUPPLY

SECTION 5

Section 5 – Operational Recommendations

Section 5 of the report contains parking recommendations that are intended to enhance the existing parking supply by increasing turnover and reallocating current parking areas and opportunities.

Recommendations are being suggested for several categories. Overviews of these are:

Parking Regulations:

- Transfer part-time parking enforcement officer to full-time status. @ Eve/Night
- Purchase computer ticket writers (handhelds) and software.
- Enhance graded fines to assist in fine collection.
- Enforce existing anti-shuffling and anti-meter feeding regulations.

Parking Permits:

- Consider changing long-term lots to a debit card system (pre-paid meter acceptable card) combined with meters (verses having to have a permit and pay at the meter). Cards would be sold to specific user (employees or commuters) and be assigned to off-street parking areas.

Parking Allocation:

- Replace old individual space meters with new multi-space meters that can accept a credit card, debit card or cash in off-street lots.
- Add additional parking in a new parking structure, which will change allocation in some surface lots. Increase visitor/customer spaces in lots and move employees and employers to long-term parking areas.
- Differentiate price of parking such that permits are less expensive than on-street meters and off-street meters are in between the two.
- Provide one loading zone stall on one end of the block (first or last parking stall on a given street face and consider mid-block stalls on longer block faces).

Zoning Regulations:

- Review zoning code and update zoning requirements according to use for the CBD as a replacement to the existing sub-area classification.
- Consider using Ridgewood model for zoning requirements for parking.

Valet Parking:

- Develop and adopt policies that regulate valet operations by designating outlying lots as valet lots in the evening on Thursday, Friday and Saturday.

Signage:

- Revise parking signage to include the following types, using a common logo and color scheme.
    - *Introduction* – creates driver awareness to parking logos.
    - *Direction* – identifies routes to parking and downtown sub-areas.
    - *Location* – identifies parking area entrances.
    - *Identification* – informs motorists of a name for the parking area the type of permitted parking (and cost) in that given parking area and the permitted duration.
    - *Way Finding* – provides individuals with a map by which to orient to the downtown when leaving a parking area.

Marketing:

- Initiate awareness campaigns and material co-publications with local Chamber and other merchants association that would be targeted at visitors, employees and customers informing them of parking programs, incentives or changes.
- Work with downtown businesses in taking advantage of Federal Income Tax incentive programs that help to offset the cost of parking and public transportation for downtown employees. *"Recent changes to Federal tax laws have made it possible for employees to pay for a portion of personal monthly parking and transit/vanpool expenses with pre-tax salary deductions. More specifically, the new legislation allows for up to $175 per month for parking and up to $65 per month for transit/vanpool expenses to be paid for by employees with dollars that are exempt from federal income taxes, as well as Social Security (FICA)." (Social Security Administration – Work Incentives Program)*

The Village of Ridgewood has many unique characteristics that present both challenges and opportunities in the development of an efficient and practical parking system. Some of the challenges present in Ridgewood include a strong restaurant component in the downtown area and the limited land available for additional parking.

While there are several open sites that could accommodate additional parking, they may not be available to the Village as they are privately owned. The option of developing an existing surface lot as structured parking would be the most economical option open to the Village, as little or no land acquisition costs will encumber a potential project.

The parking supply shortfall of Ridgewood's CBD may seem obvious, however the important facet in supplying additional parking is to understand the user groups that will be serviced by new parking and a reallocation of existing parking. Differentiating the price of parking will be an important component of encouraging the use of appropriate parking areas by targeted user group.

5.1 – Parking Regulations

Adequate and proper enforcement is one of the most important elements of a successful parking system. The Village's residents, employees, merchants and officials should know the objectives of the enforcement policies, and the level of enforcement should be fair and consistent. Review of Ridgewood's enforcement practices found that the enforcement personnel have a good understanding of policies and procedures for enforcing on-street and off-street parking regulations. The Village's police department is actively involved in utilizing a multi-faceted role for its parking enforcement personnel.

Two full-time and one part-time parking enforcement officers are assigned to the CBD and use motorized vehicles to assist in patrolling. The enforcement staff is responsible for overtime and expired parking meters, in addition to their standard duties of assisting police officers and other related duties. The number of tickets written by the officers (50 to 60 per day, per officer) is higher than average for similar communities with efficient enforcement. (The typical range for parking ticket issuance by an officer is a low of 10 to a high of 60 tickets per day with the average being 35).

One recommended improvement is to increase the ability of the officers to track and enforce shuffling activities by the use of computerized ticket writers. These devices track license plate numbers and can in the matter of a few seconds indicate to the enforcement officer the parking activity of the vehicle. If there has been a violation the electronic writer issues a ticket and keeps track of fines pending for accounting purposes. These devices quickly pay for themselves through increased enforcement efficiency and accurate record keeping.

Our recommendation for this aspect of enforcement is that the CBD on-street and off-street parking continue to be enforced from 8:00 am until 8:00 pm, Monday through Saturday. The key reasons for this recommendation is that an efficient turnover into the early evening needs to be maintained and a number of the CBD businesses including restaurants conduct their business into the evening hours. Additionally, to ensure that afternoon shift employees that park on-street within this time period do not overstay the two-hour spaces because enforcement ends, negatively impacting customer parking in the evening.

Fine collection represents a major hurdle in parking enforcement. Ridgewood currently has policies in place to deal with fine collection in the form of a graded fine system and anti-meter feeding and shuffling ordinances. Rich and Associates recommendation is that these ordinances need to be enforced more stringently and consideration given to their revision.

Ideally, a graded fine system gives an incentive for early payment (i.e. a $15 fine becomes $10 if paid within 24 hours). Additionally, there are penalties for late payment ($15 fine becomes $20 if not paid within 10 days) and for multiple infractions ($15 fine for the first ticket, $20 for the second, $25 for the third within 30 calendar days).

Anti shuffling and meter feeding ordinances are more difficult to enforce unless the enforcement officer remembers a vehicle having previously parked. In order to effectively enact this existing ordinance, it will be necessary to consider the electronic ticket writers previously covered.

ALSO, MORE EFFICIENT

Summary of Recommendations:

- **Provide A Third Full-Time Parking Enforcement Officer**

  Action Time: Immediate.

  Financial Impact: Budget an additional $25,000 annually; anticipated fine revenue gain of $35,000 annually.

  Responsibility: Police Department.

- **Purchase Computerized Ticket Writers**

  Action Time: Immediate.

  Financial Impact: Budget $4,000 per unit, plus $10,000 for software.

  Responsibility: Police Department.

- **Enhance Graded Fines To Assist In Fine Collection**

  Action Time: Immediate.

  Financial Impact: Anticipated collection increase of $25,000 annually.

  Responsibility: Village Council.

- **Enact Anti-Shuffling And Anti-Meter Feeding Regulations**

  Action Time: Immediate

  Financial Impact: Anticipated collection increase of $25,000 annually.

  Responsibility: Village Council.

5.2 – Parking Permits

YES, BUT PAID AUTOMATICALLY A LA EZ PASS

Ridgewood's off-street public parking areas are confusing with regard to combining permits and metered parking. Rich and Associates recommend that the permit parking be paid for through the purchase of an access or meter debit card. The cards would be assigned to off-street lots, differentiated between commuters and employees and paid for at the Village hall prior to use. The card would be allocated a given number of hours of parking and each time the card is used the appropriate amount would be deducted.

REVIEW

The cards would be discounted when compared to the meter rate and provide a convenient method of paying for the user. Only the parking needed would be deducted with each use and if the card runs out the parker has the option of simply putting money in the meter. In order to assist in keeping non-resident parkers out of the Ridgewood parking areas the cards could be combined with a window sticker or hang-tag to identify permitted parkers.

Summary of Recommendations:

- **Make Long-Term Lots Permit Parking Or Metered**

  Action Time: Mid-term (in conjunction with pricing revisions).

  Financial Impact: Please see pricing model and pro-forma in section 6.

  Responsibility: Village Council.

5.3 – Parking Allocation

Rich would recommend that in addition to re-allocating the existing parking (assigning metered and permit areas), the Village consider replacing the existing individual space parking meters with multi-space units. These parking meters can accept debit cards, cash, or credit cards and would be ideal for any of the off-street metered lots that the Village already has. Part of this initiative would be to provide a method for part-time employees to have accessible parking close to their place of work and through the debit card, a convenient means of purchasing parking. Other benefits of these meters include quick and easy monitoring by parking enforcement personnel and the large number of parking stalls that can be accommodated (usually up to 99).

Summary of Recommendation:

- **Replace Existing Meters With Multi-Space Meters**

  Action Time: Mid-Term

  Financial Impact: Budget $5,000 - $10,000 per unit.

  Responsibility: Village.

Additionally, with regard to allocation we would recommend that the Village build new parking in order to reallocate the overall supply of parking. New parking would provide the needed additional stalls into the CBD area and allow more on-street and convenient off-street stalls to be dedicated to downtown patrons and short-term users. The concepts and details for new parking recommendations are covered in section six of this report.

Overall pricing of parking should be differentiated such that the most expensive parking is on street, followed by off-street metered and finally by permit parking (can be sold monthly, quarterly, semi-annually or annually – preferably semi-annually). This price differentiation will be a strong incentive for long-term parkers to use the off-street lots and free up the convenient parking for short-term parkers. (Please see the Appendix D – Recommended Pricing Model)

Finally, In order to make the existing parking as convenient as possible for parkers and to eliminate individual requests for loading zone parking stalls, designate the end parking stall (or first stall) on each of the core downtown blocks as a loading zone. These spaces could be used by commercial vehicles or by passenger vehicles for up to fifteen metered minutes.

Summary of Recommendations:

- **Add New Parking Into Ridgewood's Downtown**

  Action Time: Mid Range.

  Financial Impact: Please see pricing model and pro-forma in section 6.

  Responsibility: Village Council

- **Revise The Parking Pricing Model For Ridgewood's Parking**

  Action Time: Mid Range.

  Financial Impact: Anticipated annual revenue increase of $490,000.

  Responsibility: Village Council

- **Provide Shared Loading Zone Stalls On Each Block**

  Action Time: Immediate.

  Financial Impact: No impact.

  Responsibility: Village Council

5.4 – Zoning Regulations

In order to undertake this parking study, it was first necessary to determine how much parking was needed for individual land-use types in Ridgewood. Through the process of field studies and data dissemination, parking ratios for different land uses were derived. These ratios (Ridgewood Model) were compared to the Village Zoning Code requirements for parking and nationally accepted standards (Institute of Transportation Engineers Parking Standards) on page 7 (restaurant is identified below). For the most part, standards developed for the Ridgewood Model varied only slightly from the Zoning Requirements. However, the ratio for restaurants varied significantly and is one of the targets of the recommendation made here.

Table 4A: Parking Demand Rates (Recommended Revision)

Land Use	Ridgewood Model	Ridgewood Zoning	Institute of Transportation Engineers
Restaurant	***9.00***	***3.33 - 4.00***	***12.49***

We are recommending revised zoning requirements for parking to reflect uses rather than specific locations. In particular the restaurant category needs to be updated in order to reflect actual parking requirements. These particular categories have higher (or lower) parking requirements outlined in the Ridgewood Zoning Code than what is typical to Ridgewood.

Summary of Recommendations:

- **Revise Zoning Ordinance For Parking**

  Action Time: Immediate.

  Financial Impact: No impact.

  Responsibility: Village Council.

- **Consider Using The Ridgewood Model For Parking Requirements**

  Action Time: Immediate.

  Financial Impact: No impact.

  Responsibility: Village Council

5.5 – Valet Operations

Valet parking is an increasingly popular option that many upscale restaurants have used in the past. More recently valet parking is being offered at airports, upscale shopping malls, clubs and even in downtown settings. The limits to valet operations are really only set by the users and their willingness to trust a stranger with their automobile and pay the premium for curbside convenience.

The existing operation in Ridgewood is not a full valet service, but rather a stacked parking lot operation where a private service provider pays the City a fee to park cars on public property. The operators staff are able to stack or tandem park vehicles according to how long a person anticipates being parked. The process allows for many more vehicles to be parked in a given area than would normally be parked using a self-parking approach.

A true valet operation takes place when a person pulls up in front of their destination and leaves their vehicle for an attendant to park in a lot. The vehicle is then retrieved from the lot on demand for the individual. The benefits to these types of arrangements are that a remote or off-site lot can be used, vehicles can be stacked and the vehicle owner has the convenience of curbside service.

Valet operations are usually undertaken by individual businesses as a value-added service that they can provide to their clients. This type of operation is usually best undertaken in this manner, where the City's only involvement is to lease parking to the valet operator and prescribe some regulations for operators to abide by (fee, acceptable parking areas and hours of operation).

In Ridgewood's case, we would recommend that the Village anticipate and encourage valet parking operations. The Village would need to establish a set of regulations (see Appendix D) that parking operators would abide by, develop a fee or revenue sharing system and designate lots for these operations. Two potential lots that could be used by valet operators are the Hudson Street or Walnut Street parking lots. The valet operations would be restricted to Thursday, Friday and Saturday evenings and attempt to utilize commuter and other long-term, remote-parking areas.

Summary of Recommendations:

- **Designate Long-Term Lots as After Hours Valet Usable**

  Action Time: Immediate.

  Financial Impact: Expected revenue of $10,000 per year.

  Responsibility: Village Council.

- **Develop Standard Fees and Regulations For Valet Operators**

  Action Time: Immediate.

  Financial Impact: Included above.

  Responsibility: Village Council.

5.6 – Signage

The parking signage in Ridgewood is limited to several different parking signs scattered throughout the study area. Ridgewood has installed direction, location and identification sign types, which guide parkers to parking areas. These signs are however, difficult to follow because they are distinctly different in logo design and color scheme. Secondly, the color used on some of the signs makes it difficult to distinguish from its surroundings. This second factor also makes the signs that are posted in good locations (to the right of the roadway, at a standard sign height) somewhat inconspicuous to a motorist.

There are five types of parking signage that increases drivers' way finding experience. These include:

Introduction: Introduction parking signage alerts drivers approaching the downtown of the locations of the publicly owned, off-street parking lots. This type of signage is distinctive in color and size, and it can be characterized by unique logos. The signs display the names of the off-street parking lots and the names of their streets. The signs are located on the street, and are mounted on poles of standard heights.

Directional: Directional-parking signage is distinct in color, size and logo and directs drivers to off-street parking areas. The signs are mounted on poles at standard heights, on the streets.

Location: Parking location signage complements the directional parking signage. The signs have arrows pointing to the off-street lots. The signs are mounted on poles at standard heights and located on-street.

Identification: Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available at the parking area is listed on the signage. The identification signage is distinctive in color and size, and it is located on a pole at a lower height.

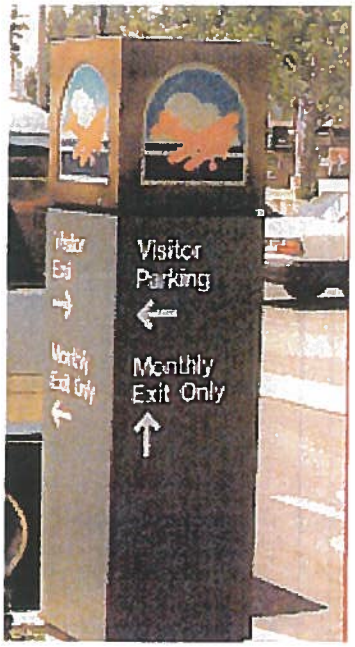
Way Finding: Way finding signs are placed at the points of pedestrian entry/exit to parking lots and structures. The sign is a map illustrating the downtown area that points out the various shops or attractions that can be found. These types of signs are placed at locations easily found by a pedestrian and are intended to help that person orient themselves to the downtown area such that they can locate their destination and then be able to return to where they parked.

Figure 6: Parking Sign Type Examples

Introduction Sign

A fundamental type of sign is missing in the downtown corridor. This sign, introduction, is an important element in alerting motorists to off-street parking sites. Additionally, identification signage is inadequate for most lots. The signage that is found in the downtown varies by color, language, size and positioning as it relates to a drivers point of view. Overall, the CBD signage needs to be standardized and completed.

The following signs are a type that should be considered by Ridgewood. The signs are distinctive in color, easily identifiable by parking logo and positioned well for a motorist to observe while driving. All of the desirable characteristics of good parking signs can be found in these examples.



Location Sign

Identification Sign

Direction Sign

Way Finding Sign

The qualities of good signage include the following aspects:

- Use of common logos and colors.
- Placement at or near eye level.
- Use of reflective, durable material.
- All five types used in conjunction to guide motorist and pedestrian activity.
- All entrances to the downtown need to have introduction signage.
- All parking areas need to have identification signage.
- All routes through the downtown need to have directional and location signage.
- All pedestrian routes to and from parking areas need to have way finding signs.
- The signs need to convey parking rates, hours of operation, maximum durations, and validation availability.

Ridgewood's current signage has some desirable characteristics, however it will be necessary to revise the existing signage to include all of the elements listed above.

Summary of Recommendations:

- **Develop a New Signage Package**

  Action Time: Immediate.

  Financial Impact: Budget $50,000.

  Responsibility: Village Council.

5.7 – Marketing of Parking

Marketing of parking most often involves perception changes. It is imperative for the downtown merchants and businesses owners to understand the role that convenient parking plays in the minds of their customers. For Commercial Enterprises, service does not begin when their customer or client walks in the door, but begins with someone being able to park in close proximity to their destination. The problem is trying to keep downtown employees (or even the business owners) out of these convenient, on-street spaces.

The marketing of the Village's parking system is important to the economic vitality of the downtown. Marketing may consist of the development of maps and coupons to be placed in business and tourism brochures and magazines. There are many benefits to coordinating the marketing efforts with the local Chamber of Commerce. Marketing programs are important not only for increasing parking in off-street lots but also for increasing shopping at downtown stores.

Encouraging as many people (both employees and visitors) as possible to use long-term off-street parking will be critical for Ridgewood. Giving parkers a "heads-up" on what they can expect with regard to parking changes before those changes take place, such as stricter enforcement, operational or allocation modifications, makes a great deal of sense.

Summary of Recommendations:

- **Develop a Marketing Program for Businesses and On-Street Parking**

  Businesses and their employees need to be informed of the impact of employees parking on-street. First, the businesses in general must buy into the concept. This may involve public meetings with local merchant and possibly media reports in print. The effect on business revenue, employee productivity (lost time spent moving their cars) and on the image of the downtown needs to be championed. This awareness campaign must be on going. Late spring, early fall and winter will be key times. In conjunction with other public relation efforts, a monthly or quarterly flyer/newsletter circulated to all businesses may be considered.

  Action Time: Immediate

  Financial Impact: Budget $5,000.

  Responsibility: Chamber of Commerce.

- **Develop a Marketing Pieces for Visitors/Customers**

  Information regarding the Village's parking system can be provided in Village and Chamber of Commerce tourism brochures. The Village may also want to advertise in the local newspaper for special holiday or event parking. Also, informational brochures and parking maps can be distributed to downtown businesses for their customers or employees.

  Action Time: Immediate

  Financial Impact: Budget $5,000 to $10,000 annually

  Responsibility: To be determined.

5.8 – Traffic Flow

Boswell Engineering examined the level of service of all the major intersections in Ridgewood's downtown core. As part of their mandate, recommendations for on-street turning lane improvements for the parking structure concepts were also devised. These suggested improvements are included on the drawings for the respective new parking structures.

The data collected as part of Boswell's traffic study is included in Appendix E (Table 1: 2001 Existing Traffic Volumes) and Appendix F (Table 5: Existing Peak Hour Level of Service Summary). Boswell's recommendations regarding traffic flow improvements for the two new potential parking structure sites are as follows:

Off-Site Improvement Recommendations
Village of Ridgewood Parking Study
Village of Ridgewood
Bergen County, New Jersey

As part of considering the off-site improvements that may be needed to support the construction of parking structure(s), we have performed existing conditions and proposed conditions capacity analysis based on the schemes developed within this report. Based on the locations being considered for the parking structures, we offer the following recommendations:

A. Ken Smith Lincoln-Mercury Site @ Franklin/North Broad Street:

1. Signal timing/phasing improvements to the intersection of Franklin Avenue with Oak Street
2. Reconstruct the existing signal at Franklin Avenue and North Broad Street.
3. Widening of Chestnut Street from Franklin Avenue to the parking garage entrance.
4. Striping improvements to Franklin Avenue from Chestnut Street to North Broad Street including a partial widening for a bus turnout.
5. Remove on-street parking as needed to provide for a left turn bay from Franklin Avenue eastbound onto Chestnut Street.

B. Walnut Street Parking Structure

1. Perform a warrant study for the installation of a signal at the following intersections:
   a. Franklin Avenue and Chestnut Street
   b. East Ridgewood Avenue and Chestnut Street
2. Retime/rephase the traffic signal at Franklin Avenue and Oak Street
3. Remove on-street parking on Chestnut Street (west side) to allow for possible left turn bay into parking structure.

5.9 – Parking Pricing Model

A review of Ridgewood's parking pricing structure and a comparison with other local communities revealed that parking in Ridgewood is priced below the market for the area. This was particularly true when compared to other communities hosting a rail commuter station. Additionally, a review of Ridgewood's financial projections demonstrated that the existing revenue from the parking system was balanced with needs. In other words there is no budget surplus available to support additional parking expansion without using the Village's general funds.

As such, Rich and Associates, the Citizen Advisory Parking Committee and Village Staff worked together in reviewing and recommending a new pricing structure that will bring Ridgewood into line with the local market. The important benefit of increasing the parking rates is that there will be a revenue surplus available to expand and improve the Village's parking system.

A second point worth mentioning is that even with relatively modest proposed price increases and some re-orientation of parking allocation and operating methods, the proposed new pricing system will produce a revenue stream great enough to accommodate the costs associated with the anticipated parking improvements. Therefore the Village will be placed in the desirable position of being able to provide the proposed new and improved parking to the local citizens, downtown customers and employees through user fees, without drawing on other financial resources.

On the following page is a map indicating the proposed new pricing and allocation for Ridgewood's parking system. The map also includes proposed pricing and allocation for the potential new parking structures. Further examination of the recommendation for new parking is provided in Section Six of this report along with a complete financial and economic pro-forma analysis demonstrating the anticipated revenues and expenses for the proposed new parking system in Ridgewood.

ARE THESE PRICING RECS, IN PLACE?

PARKING STUDY FOR THE VILLAGE OF RIDGEWOOD

RIDGEWOOD, NEW JERSEY

RICH AND ASSOCIATES

Parking Consultants
Architects · Engineers
Planners

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DWG. TITLE:

DOWNTOWN STUDY AREA PROPOSED PRICING AND ALLOCATION MODEL

LEGEND

ON STREET PARKING

- $0.25 / 1/2 HR. (2 HR. MAX.)
- $0.35 / 1 HR. (2 HR. MAX.)
- $0.35 / 1 HR. (4 HR. MAX.)
- $0.35 / 1 HR. (12 HR. MAX.)
- PROPOSED LOADING ZONE

OFF STREET PARKING

- E PERMIT (EMPLOYEE) ($0.25 / HR.)
- PAY AND DISPLAY ($0.35 / HR.) (4 HR. MAX.)
- PAY AND DISPLAY ($0.50 / HR.) (4 HR. MAX.)
- PAY AND DISPLAY ($0.25 / 1/2 HR.) (3 HR. MAX.)
- C PERMIT
- PAY AND DISPLAY ($0.25 / 1/2HR.) (3 HR. MAX.)

DATE: 05-08-02

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PAGE: 42

NORTH

SCALE: N.T.S

OPTION B: KEN SMITH DECK
MULTI SPACE:
METERED - 46 SPACES - $0.50 / HR. (12 HR. MAX)
C OR E PERMIT - 381 SPACES - $0.75 / HR.
TOTAL - 427 SPACES

OPTION A: WALNUT STREET DECK
MULTI SPACE:
METERED - 104 SPACES - $0.35 / HR. (4 HR. MAX)
C OR E PERMIT - 236 SPACES - $0.50 / HR.
TOTAL - 340 SPACES

C PERMIT
110 (± 135 POSSIBLE) SPACES - $0.75 / HR.

POTENTIAL DEVELOPMENT PROPERTY

PROPOSED NEW BUS TRANSFER STATION

NOTES: PLEASE SEE PAGE 44

SECTION 6

Section 6 – New Parking Recommendations

A great deal of thought and effort on the part of the Citizen's Advisory Parking Committee went into the overall work of this report and in determining the best course of action for the parking system. Each individual recommendation was reviewed and scrutinized by the Committee members to ensure that the ultimate goal of recommending to Village Council a carefully planned and well thought out parking system suitable to Ridgewood's needs was met.

The process started with the analysis of the quantifiable need for parking as described in Sections One through Three of this report. Then the consultants reviewed options and opportunities for developing a modern and efficient parking system with the Committee members. The Committee was ultimately charged with the selection of the best locations for new parking in the Village, based on the findings presented and the recommendations provided by the consultant team.

Following the analysis stage the consultants, Committee and Village staff began the process of identifying the most feasible locations for new parking in the Village. A number of criteria were used first in selecting the sites and then in narrowing the choices to the best site or sites for new parking. The criteria used in analyzing the sites for new parking included; traffic flow considerations, pedestrian activity, public safety, ability to serve various user groups including commuters, employees and customers, cohesion with adjacent and surrounding uses and buildings, minimal property acquisition, efficiency of the site dimensions for laying out a parking structure, minimizing impacts on rights-of-way and minimizing of impact on Ridgewood's residential areas.

Notwithstanding the various aspects outlined above for examining the potential new parking sites, the Committee was charged with considering the long-term needs of the community. Parking is by nature an important element in economic development that can positively impact even the value of residential property at the outskirts of a community. However, parking does require an investment of the Village's resources in terms of land and money. The Citizen's Advisory Parking Committee viewed the recommendations of the parking report in this light and carefully considered the greater good of Ridgewood's needs, both now and for the long-term.

6.1 – Options For Additional Parking

Our preliminary analysis has demonstrated that overall there is a shortfall in the supply of parking in downtown Ridgewood. This analysis has also revealed that the largest shortfall occurs in a central location near the intersection of Ridgewood Avenue East and North Broad Street.

According to our site analysis we determined that an additional +/-650 stalls (added to the existing supply) constructed either centrally or distributed in multiple locations would meet the current and future needs for downtown parking. Our goal, in order to build on the operational recommendations, is to shift long-term parkers to off-street locations, thereby freeing up prime on-street parking for downtown customers.

In addressing the demand needs of the downtown area, we encounter some important issues. Site availability is limited throughout the downtown and in the area of peak demand to three potential sites. Two of the sites are existing parking lots, while the third is located near the NJT Rail Line on privately owned property. Overall, the amount of parking needed in a relatively concentrated area makes a surface lot solution impractical.

In light of the current and future parking demands and the development constraints present in the downtown, the consultants, CAPC and Village Staff developed four alternative solutions. On the next page is a map illustrating the potential new parking locations.

6.2 – New Parking Options

A. *Build new parking on Ken Smith Property*

- Two design options are being proposed for this site. One option involves a basic parking structure with an express ramp and three supported levels. The second alternative involves the construction of a two-module ramp that would concentrate parking near the rail line. Either scheme would link to the podium level (walkway) of the rail line for convenient commuter access.

- The important advantage to building on this site is that the key downtown parking demands are relieved while the downtown commuters are being served. Additionally, this site integrates well with the commuter rail station in providing a multi-modal transit node.

B. *Build new parking on Hudson Street Lots*

- Design options for this site would require the acquisition of two buildings and their properties in order to construct. Additionally this site is limited by Traffic considerations. — ?

- Overall, the Hudson Street site is well located to suit demand but may be prohibitive to develop as structured parking.

C. *Build new parking on Walnut Street Lot*

- The third and final site initially selected for a parking structure is the existing Walnut Street lot. This site would also require the acquisition of an abutting piece of property and building, but presents a superior site with regard to traffic flow and access.

- The drawback to this site is its overall distance from the Rail Station and core downtown demand area for commercial parking.

D. *Do Nothing.*

- This option has no long-term financial benefits, as by doing nothing parking demand in the downtown area will gradually increase, eventually forcing the Village to provide a solution. By addressing the parking needs of the downtown, the inflationary costs of delaying construction are nullified.

- How about Cottage Place?

6.3 – New Parking Recommendation

Following a thorough review of the potential development options available to the Village and review of the supporting data the Ken Smith site was selected as the best option. This assessment was based on the applicability of constructing parking that would also serve in developing the NJT rail station as a multi-modal transit point and in using this property for the highest and best use with all of the community in mind. A comparison of the site options is included on the next page in Figure 7.

Figure 7 is simple comparison of the various aspects of the two sites compared to each other. A third column is included to demonstrate the combined benefits of considering a third scenario where both structures are built in a staged implementation approach (i.e. Ken Smith is built first, followed by the Walnut Street Site in five years pending a 2007 parking demand review by a parking consultant).

Ultimately, the Ken Smith site makes the most sense for the community. It scores higher in our comparison and presents an opportunity to utilize a piece of property that is penalized as a development site by its proximity to the NJT rail line. The most important aspect of this site is the ability to combine pedestrian access via the west platform to the commuter rail station, creating a true multi-modal facility at this busy NJT station.

As previously covered we have a demonstrated need for at least 600 to 650 new parking stalls that when combined with the recommended pricing and management strategy, we would expect to be able to cover the Villages short and long-term parking needs. In order to build this many parking stalls the Village will need to either consider adding to the Ken Smith Site parking structure concept or consider building both parking structures.

Figure 7: New Parking Site Comparison

	Walnut Street Site (Option A)	Ken Smith Site (Option B)	Combined (Option C)
Site Capacity Suitable To Overall Community Need	-	-	+
Multi-Modal Capacity	-	+	+
Pedestrian Access To Main Downtown	+	-	+
Pedestrian Access To Rail Station	-	+	+
Traffic Flow – Ingress	+	-	+
Traffic Flow – Egress	-	+	+
Service To Commuters	-	+	+
Service To Employees	+	-	+
Service To Downtown Customer/Visitor	+	-	+
Visual Impact On Downtown	-	+	+/-
Minimal Loss Of Parking During Construction	-	+	+
Use For Valet Operations	+	+	+
Serves East and West Ridgewood	-	+	+
Overall Cost To Develop	+	-	+
Overall Score (+):	6	8	13

6.4 – New Parking Economics

The following pages illustrate the structure concepts and demonstrate the expected revenues and expenses associated with the development of either Option A (Walnut Street) or Option B (Ken Smith Site). The first sheet is a breakdown of the assumptions used for the new parking system. Being able to finance new parking in Ridgewood depends on the overall revenue potential of the entire parking system. As previously discussed, the report is proposing that the parking rates for all of Ridgewood be revised to be in-line with the local market. The Assumptions worksheet demonstrates the proposed pricing for the parking.

The pro-forma sheets for each option outline the expected annual revenues and expenses for each year until the debt for each parking structure project is retired. The debt or annual payments on bonds issued to pay for a new parking structure is referred to as debt service. Bond debt for public capital improvements, such as parking, are typically issued incrementally for a given number of years. In our scenarios we assumed twenty-year obligations.

Project cost and finance sheets demonstrate the preliminary cost estimates for each site broken out into the hard costs (actual construction and land) and soft costs (design, financing, bond issuance legal fees, etc.). Before the Village moves ahead with plans for development, a more accurate cost estimate will need to be prepared with the assistance of a local pre-cast contractor. Additional costs that could impact the development of new parking are legal and other miscellaneous costs associated with the acquisition of the necessary property for development.

Parking Assumptions Worksheet
For Ridgewood

Existing Parking

On Street (Day and Evening)

Hourly Parking Rate	Parking Description	Average Stay	Number of Stalls	Turnover	Days Per Year	Annual Revenue
$0.50	$0.25 per half hour, 2 hour max	1.75	271	6.50	260	$400,741.25
$0.35	2 hour max	2.00	210	5.50	260	$210,210.00
$0.35	3 hour max	2.50	78	4.00	260	$70,980.00
$0.35	12 hour max	9.00	123	1.00	260	$100,737.00
					Sum	**$782,668.25**

Off Street (Daytime)

Hourly Parking Rate		Average Stay	Number of Stalls	Turnover	Days Per Year	Annual Revenue
$0.35	Cottage Place, Employee (10 hr max)	9.00	110	1.00	260	$90,090.00
$0.35	Cottage Place, Transient (3 hr max)	2.00	30	5.50	260	$30,030.00
$0.50	Wilsey Square, Transient (3 hr max)	2.00	11	5.50	260	$15,730.00
$0.50	North Broad, Transient (3 hr max)	2.00	33	5.50	260	$47,190.00
$0.50	Chestnut, Transient (3 hr max)	2.00	20	5.50	260	$28,600.00
$0.35	Chestnut, Employee (10 hr max)	9.00	49	1.00	260	$40,131.00
$0.35	Hudson Street, Transient (3 hr max)	2.00	18	5.50	260	$18,018.00
$0.35	Hudson Street, Employee (10 hr max)	9.00	58	1.00	260	$47,502.00
$0.35	Van Neste Square, Employee (10 hr max)	9.00	59	1.00	260	$48,321.00
$0.75	Garber Square, Commuter (unlimited)	10.00	110	1.00	260	$214,500.00
					Sum	**$365,612.00**

Off Street (Evening)

Hourly Parking Rate		Average Stay	Number of Stalls	Turnover	Days Per Year	Annual Revenue
$0.35	Cottage Place	2.00	55	1.00	156	$6,006.00
$0.35	Cottage Place	2.00	15	1.00	156	$1,638.00
$0.35	Wilsey Square	2.00	6	1.00	156	$600.60
$0.35	North Broad	2.00	17	1.00	156	$1,801.80
$0.35	Chestnut	2.00	10	1.00	156	$1,092.00
$0.35	Chestnut	2.00	25	1.00	156	$2,675.40
$0.35	Hudson Street	2.00	9	1.00	156	$982.80
$0.35	Hudson Street	2.00	29	1.00	156	$3,166.80
$0.35	Van Neste Square	2.00	30	1.00	156	$3,221.40
$0.35	Garber Square	0.00	55	1.00	156	$0.00
					Sum	**$21,184.80**

Misc. Temporary Parking Income

Hourly Parking Rate		Average Stay	Number of Stalls	Turnover	Days Per Year	Annual Revenue
$0.35	Walnut Street, Employee	9.00	49	1.00	260	$40,131.00
$0.35	Walnut Street, Transient	2.00	40	4.50	260	$32,760.00
					Sum	**$72,891.00**

New Parking Options

Option A - Walnut Street

Hourly Parking Rate		Average Stay	Number of Stalls	Turnover	Days Per Year	Annual Revenue
$0.50	Commuter / Employee	10.00	236	1.00	230	$271,400.00
$0.35	Transient / P.T. Employee	4.00	104	2.00	230	$66,976.00
$0.35	Saturday Transient / P.T. Emp.	2.00	340	1.00	52	$12,376.00
					Sum	**$350,752.00**

Option B - Ken Smith

Hourly Parking Rate		Average Stay	Number of Stalls	Turnover	Days Per Year	Annual Revenue
$0.75	Commuter / Employee	10.00	381	1.00	230	$657,225.00
$0.50	Transient / P.T. Employee	4.00	46	2.00	230	$42,320.00
$0.35	Saturday Transient / P.T. Emp.	2.00	427	1.00	52	$15,542.80
					Sum	**$715,087.80**

Revenue Summary

Existing Parking	On Street	$782,668.25	
	Off Street	$386,796.80	
	Walnut Street	$72,891.00	(temp.)
New Parking	Walnut Street	$350,752.00	
	Ken Smith	$715,087.80	

Option A - Walnut Street (Adjusted For Lower Initial Occupancy - For Financing Purposes)

	Adjusted Turnover	Rate	Stay	Stalls	Days	Annual Revenue
Year One						
Commuter / Employee	0.75	$0.50	10.00	236	230	$203,550.00
Transient / P.T. Employee	1.50	$0.35	4.00	104	230	$50,232.00
aturday Transient / P.T. Emp	1.00	$0.35	2.00	340	52	$12,376.00
Year Two						
Commuter / Employee	0.85	$0.50	10.00	236	230	$230,690.00
Transient / P.T. Employee	1.75	$0.35	4.00	104	230	$58,604.00
aturday Transient / P.T. Emp	1.00	$0.35	2.00	340	52	$12,376.00
Year Three						
Commuter / Employee	1.00	$0.50	10.00	236	230	$271,400.00
Transient / P.T. Employee	2.00	$0.35	4.00	104	230	$66,976.00
aturday Transient / P.T. Emp	1.00	$0.35	2.00	340	52	$12,376.00

Option B - Ken Smith Site Is Expected To Experience High Occupancy In The Initial Years Of Operation

Village of Ridgewood
Project and Finance Worksheet - Walnut Street Site
(340 spaces)

1	Construction Cost	$4,283,200
2	Professional Fees (Architectural/Engineering & Reimbursed)	$257,000
3	Geotech and Survey	$20,000
4	Legal	$25,000
5	Land Costs	$903,000
6	Environmental Contingency	$100,000
7	Equity	$0

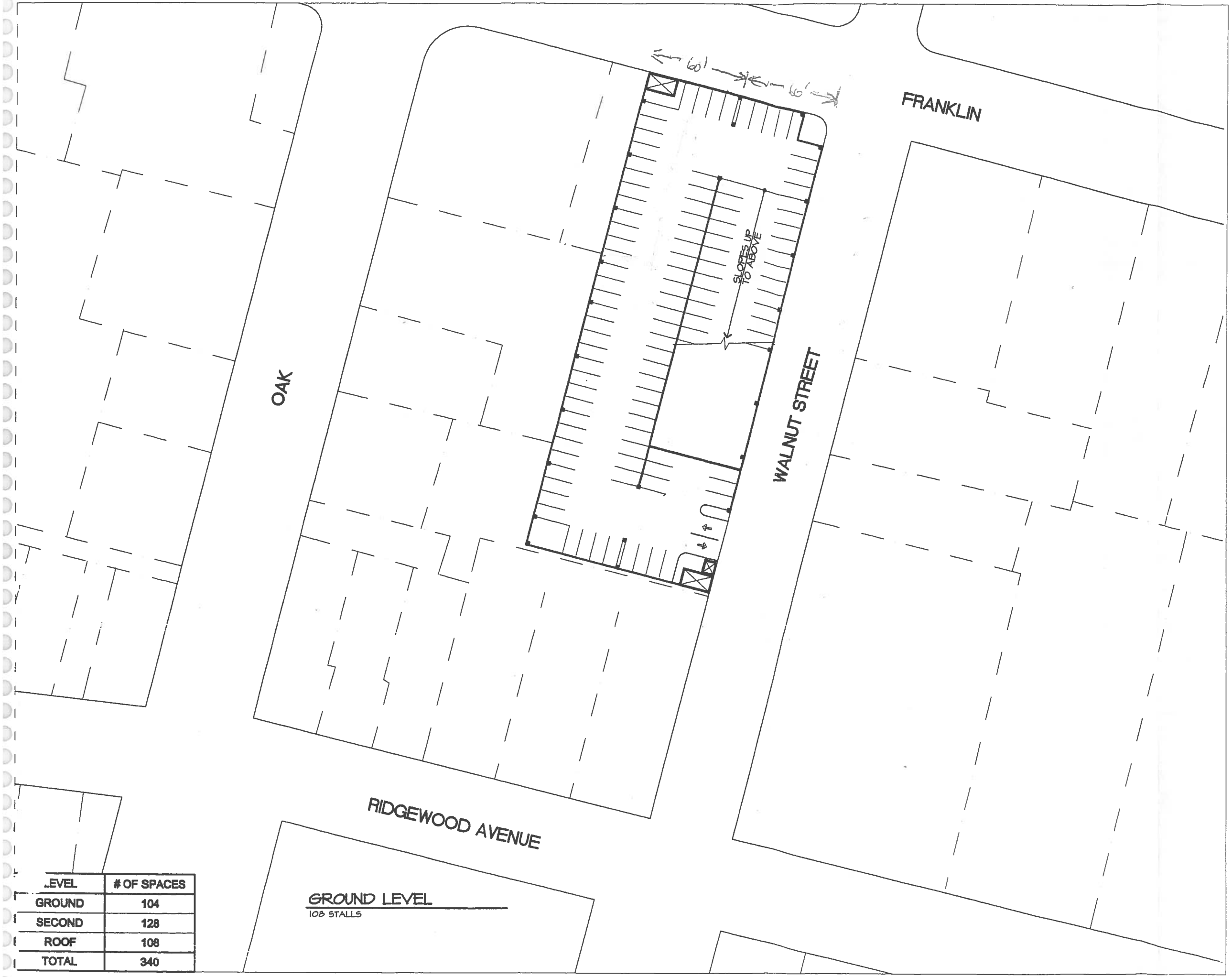
8	Project Cost to be Financed	$5,588,200

9	Financing Term	20 Years
10	Interest Rate	5 %
11	Term of Construction	12 Months

Financing Costs

12	Interest During Construction		$300,000
13	Interest Income	40% @ 4%	($96,000)
14	Legal & Accounting Fees	@ 1.00%	$60,000
15	Debt Service Reserve		None
16	Financing Fees (Points)	@ 2.00%	$120,000
17	Cost of Issuance	@ 0.50%	$30,000
18	Repair and Replacement	@ 0.00%	None

19	*Total Financing Costs*	$414,000
20	+ Project Cost to Be Financed	$5,588,200
21	Total Amount of Bonds	$6,002,200
22	Debt Service	$482,000



LEVEL	# OF SPACES
GROUND	104
SECOND	128
ROOF	108
TOTAL	340

PARKING STUDY FOR THE VILLAGE OF RIDGEWOOD

RIDGEWOOD, NEW JERSEY

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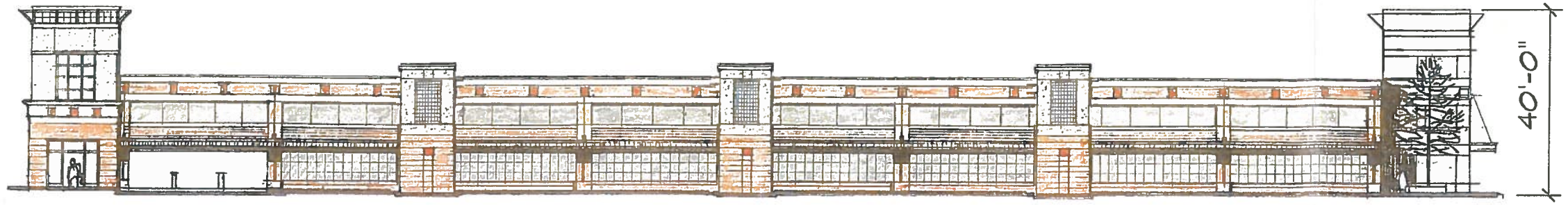
N.J. CERTIFICATE OF AUTHORIZATION No. GA 276740

DWG. TITLE:

PROPOSED PARKING STRUCTURE - WALNUT STREET SITE

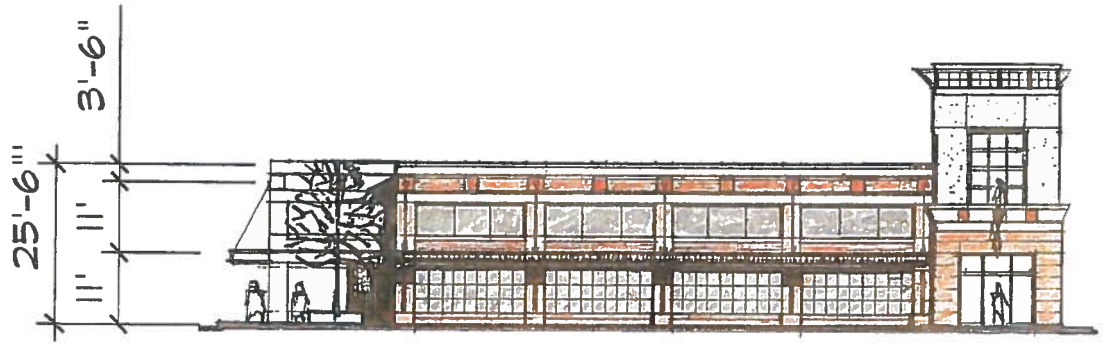
DATE: 02-28-02	NORTH
DRAWN BY: MMS	
FILE: 0140_walnut street.dwg	
SHEET: #51	SCALE: 1" = 60'-0"



PROPOSED WALNUT ST. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'



PROPOSED FRANKLIN AVE. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'

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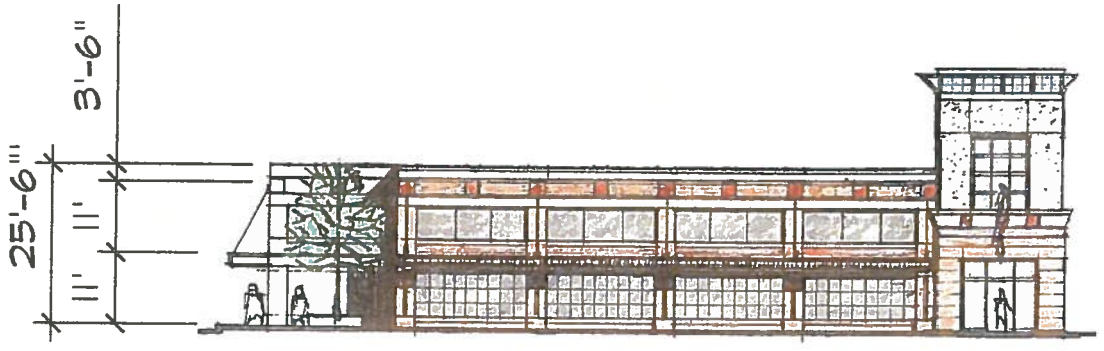
PARKING STUDY FOR
THE VILLAGE OF RIDGEWOOD

WALNUT STREET SITE
SCHEME 1
(TWO SUPPORTED LEVELS OF PARKING)

PROPOSED WALNUT ST. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'



PROPOSED FRANKLIN AVE. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'

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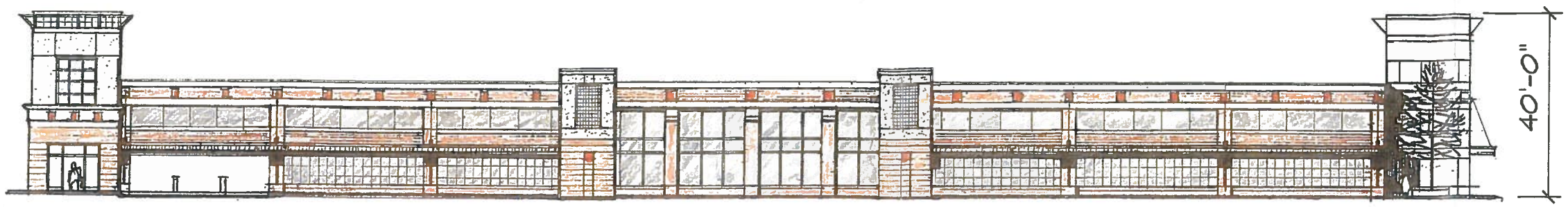
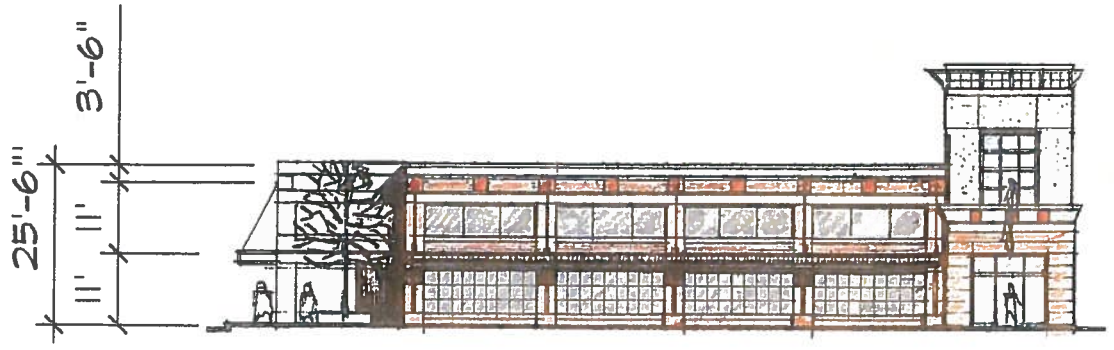


PROPOSED WALNUT ST. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'



PROPOSED FRANKLIN AVE. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'

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PARKING STUDY FOR
THE VILLAGE OF RIDGEWOOD

WALNUT STREET SITE
SCHEME 3
(TWO SUPPORTED LEVELS OF PARKING)

Village of Ridgewood

Walnut Street Parking Structure (Option A)

	FY 2002	FY 2003*	FY 2004	FY 2005	FY 2006	FY 2007*	FY 2008	FY 2009	FY 2010	FY 2011*	FY 2012	FY 2013	FY 2014	FY 2015*	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020	FY 2021	FY 2022
Current Revenue (1):																					
1 On-Street	$395,049	$782,668	$782,668	$782,668	$782,668	$821,801	$860,935	$860,935	$860,935	$903,982	$947,028	$947,028	$947,028	$994,380	$1,041,731	$1,041,731	$1,041,731	$1,093,818	$1,145,904	$1,145,904	$1,145,904
2 Off-Street	$361,583	$386,796	$386,796	$386,796	$386,796	$406,136	$425,476	$425,476	$425,476	$446,749	$468,023	$468,023	$468,023	$491,424	$514,825	$514,825	$514,825	$540,567	$566,308	$566,308	$566,308
3 Attended	$43,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4 Misc. (park & ride 2002)	$54,000	$75,166	$75,166	$75,166	$75,166	$78,924	$82,683	$82,683	$82,683	$86,817	$90,951	$90,951	$90,951	$95,498	$100,046	$100,046	$100,046	$105,048	$110,051	$110,051	$110,051
5 Misc. Income & Valet	$10,000	$21,000	$21,000	$21,000	$21,000	$22,050	$23,100	$23,100	$23,100	$24,255	$25,410	$25,410	$25,410	$26,681	$27,951	$27,951	$27,951	$29,349	$30,746	$30,746	$30,746
6 **Total Revenue**	$863,632	$1,265,630	$1,265,630	$1,265,630	$1,265,630	$1,328,912	$1,392,193	$1,392,193	$1,392,193	$1,461,803	$1,531,412	$1,531,412	$1,531,412	$1,607,983	$1,684,554	$1,684,554	$1,684,554	$1,768,781	$1,853,009	$1,853,009	$1,853,009
7 **Current Expenses**	$750,000	$776,250	$803,419	$831,538	$860,642	$890,765	$921,941	$954,209	$987,607	$1,022,173	$1,057,949	$1,094,977	$1,133,301	$1,172,967	$1,214,021	$1,256,512	$1,300,490	$1,346,007	$1,393,117	$1,441,876	$1,492,342
8 **Net (Existing System)**	$113,632	$489,380	$462,211	$434,092	$404,988	$438,147	$470,252	$437,984	$404,586	$439,630	$473,463	$436,435	$398,111	$435,016	$470,533	$428,042	$384,064	$422,775	$459,892	$411,133	$360,667
Revenue (New Structure)																					
9 Transient (Weekday)	$0	$50,232	$58,604	$66,976	$66,976	$70,325	$73,674	$73,674	$73,674	$77,357	$81,041	$81,041	$81,041	$85,093	$89,145	$89,145	$89,145	$93,602	$98,060	$98,060	$98,060
10 Transient (Saturday)	$0	$12,376	$12,376	$12,376	$12,376	$12,995	$13,614	$13,614	$13,614	$14,294	$14,975	$14,975	$14,975	$15,724	$16,472	$16,472	$16,472	$17,296	$18,120	$18,120	$18,120
11 Monthly	$0	$203,550	$230,690	$271,400	$271,400	$284,970	$298,540	$298,540	$298,540	$313,467	$328,394	$328,394	$328,394	$344,814	$361,233	$361,233	$361,233	$379,295	$397,357	$397,357	$397,357
12 **Total Revenue**	$0	$266,158	$301,670	$350,752	$350,752	$368,290	$385,827	$385,827	$385,827	$405,119	$424,410	$424,410	$424,410	$445,630	$466,851	$466,851	$466,851	$490,193	$513,536	$513,536	$513,536
13 **Expenses**	$0	$68,000	$70,380	$72,843	$75,393	$78,032	$80,763	$83,589	$86,515	$89,543	$92,677	$95,921	$99,278	$102,753	$106,349	$110,071	$113,924	$117,911	$122,038	$126,309	$130,730
Total Net Revenue	$0	$198,158	$231,290	$277,909	$275,359	$290,258	$305,065	$302,238	$299,312	$315,576	$331,733	$328,489	$325,132	$342,878	$360,502	$356,780	$352,927	$372,282	$391,498	$387,227	$382,806
15 Total Net Revenue For D.S	$113,632	$687,538	$693,501	$712,000	$680,347	$728,405	$775,316	$740,221	$703,898	$755,205	$805,196	$764,924	$723,243	$777,894	$831,035	$784,822	$736,991	$795,057	$851,390	$798,360	$743,473
16 Debt Service	$0	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000	$482,000
17 Surplus/Deficit	**$113,632**	**$205,538**	**$211,501**	**$230,000**	**$198,347**	**$246,405**	**$293,316**	**$258,221**	**$221,898**	**$273,205**	**$323,196**	**$282,924**	**$241,243**	**$295,894**	**$349,035**	**$302,822**	**$254,991**	**$313,057**	**$369,390**	**$316,360**	**$261,473**
18 Repair and Replacement	$0	$47,304	$49,669	$52,153	$54,760	$57,498	$60,373	$63,392	$66,561	$69,890	$73,384	$77,053	$80,906	$84,951	$89,199	$93,659	$98,342	$103,259	$108,422	$113,843	$119,535
19 **Net Surplus/Deficit**	**$113,632**	**$158,234**	**$161,832**	**$177,848**	**$143,587**	**$188,906**	**$232,943**	**$194,830**	**$155,337**	**$203,316**	**$249,812**	**$205,871**	**$160,337**	**$210,942**	**$259,836**	**$209,163**	**$156,650**	**$209,798**	**$260,968**	**$202,517**	**$141,938**

* Proposed rate increases to match inflation.

(1) - Revenue Numbers From Existing System Are Estimated

New Parking Occupancy Is Projected At 75% Year One, 85% Year Two & 100% Year Three.

Village of Ridgewood
Project and Finance Worksheet - Ken Smith Site
(427 spaces)

1	Construction Cost	$6,053,640
2	Professional Fees (Architectural/Engineering & Reimbursed)	$363,000
3	Geotech and Survey	$20,000
4	Legal	$25,000
5	Land Costs	$3,934,000
6	Environmental Contingency	$200,000
7	Equity	$0

8	Project Cost to be Financed	$10,595,640

9	Financing Term	20 Years
10	Interest Rate	5 %
11	Term of Construction	12 Months

Financing Costs

12	Interest During Construction		$569,000
13	Interest Income	40% @ 4%	($182,000)
14	Legal & Accounting Fees	@ 1.00%	$114,000
15	Debt Service Reserve		None
16	Financing Fees (Points)	@ 2.00%	$228,000
17	Cost of Issuance	@ 0.50%	$57,000
18	Repair and Replacement	@ 0.00%	None

19	*Total Financing Costs*	$786,000
20	+ Project Cost to Be Financed	$10,595,640
21	Total Amount of Bonds	$11,381,640
22	Debt Service	$913,000

LEVEL	# OF SPACES
GROUND	136
SECOND	172
ROOF	148
TOTAL	456

GROUND LEVEL
SCALE: 1"=60'-0"

PARKING STUDY FOR THE VILLAGE OF RIDGEWOOD

RIDGEWOOD, NEW JERSEY

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330 PHILLIPS AVENUE • SOUTH HACKENSACK, N.J. 07606
N.J. CERTIFICATE OF AUTHORIZATION No. GA 276740

DWG. TITLE:

PROPOSED PARKING STRUCTURE - KEN SMITH SITE

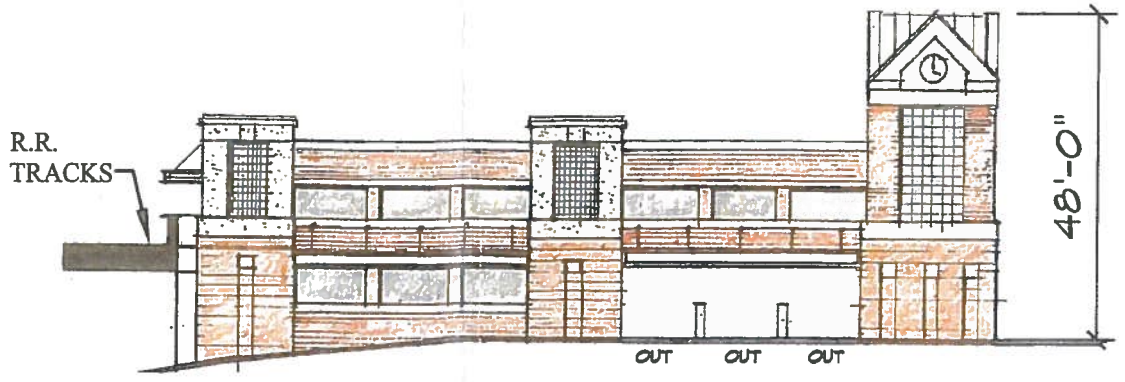
DATE: 02-28-02
DRAWN BY: MMS
FILE: 0140_ken smith opt2.dwg
SHEET: #57

NORTH
SCALE: 1" = 60'-0"

PROPOSED CHESTNUT AVE. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'



PROPOSED FRANKLIN AVE. ELEVATION

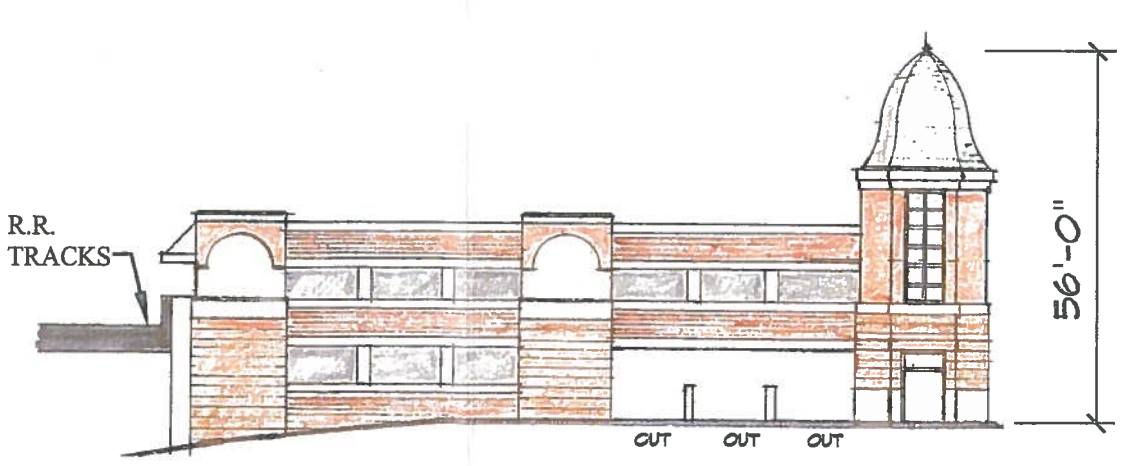
SCALE: 1"=30'

0 15' 30' 60'

PROPOSED CHESTNUT AVE. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'



PROPOSED FRANKLIN AVE. ELEVATION

SCALE: 1"=30'

0 15' 30' 60'

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PARKING STUDY FOR
THE VILLAGE OF RIDGEWOOD

KEN SMITH SITE : SCHEME 1
(TWO SUPPORTED LEVELS OF PARKING)

Village of Ridgewood

Ken Smith Site Parking Structure (Option B)

	FY 2002	FY 2003*	FY 2004	FY 2005	FY 2006	FY 2007*	FY 2008	FY 2009	FY 2010	FY 2011*	FY 2012	FY 2013	FY 2014	FY 2015*	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020	FY 2021	FY 2022
Current Revenue (1):																					
1 On-Street	$395,049	$782,668	$782,668	$782,668	$782,668	$821,801	$860,935	$860,935	$860,935	$903,982	$947,028	$947,028	$947,028	$994,380	$1,041,731	$1,041,731	$1,041,731	$1,093,818	$1,145,904	$1,145,904	$1,145,904
2 Off-Street	$361,583	$459,688	$459,688	$459,688	$459,688	$482,672	$505,657	$505,657	$505,657	$530,940	$556,222	$556,222	$556,222	$584,034	$611,845	$611,845	$611,845	$642,437	$673,029	$673,029	$673,029
3 Permit (attended 2002)	$43,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
4 Misc. (park & ride 2002)	$54,000	$75,166	$75,166	$75,166	$75,166	$78,924	$82,683	$82,683	$82,683	$86,817	$90,951	$90,951	$90,951	$100,046	$100,046	$100,046	$100,046	$105,048	$110,051	$110,051	$110,051
5 Misc. Income	$10,000	$21,000	$21,000	$21,000	$21,000	$22,050	$23,100	$23,100	$23,100	$24,255	$25,410	$25,410	$25,410	$26,681	$27,951	$27,951	$27,951	$29,349	$30,746	$30,746	$30,746
6 **Total Revenue**	$863,632	$1,338,522	$1,338,522	$1,338,522	$1,338,522	$1,405,448	$1,472,374	$1,472,374	$1,472,374	$1,545,993	$1,619,612	$1,619,612	$1,619,612	$1,705,140	$1,781,573	$1,781,573	$1,781,573	$1,870,651	$1,959,730	$1,959,730	$1,959,730
7 **Current Expenses**	$750,000	$776,250	$803,419	$831,538	$860,642	$890,765	$921,941	$954,209	$987,607	$1,022,173	$1,057,949	$1,094,977	$1,133,301	$1,172,967	$1,214,021	$1,256,512	$1,300,490	$1,346,007	$1,393,117	$1,441,876	$1,492,342
8 **Net (Existing System)**	$113,632	$562,272	$535,103	$506,984	$477,880	$514,683	$550,433	$518,165	$484,767	$523,820	$561,663	$524,634	$486,310	$532,173	$567,552	$525,061	$481,083	$524,645	$566,613	$517,854	$467,388
Revenue (New Structure)																					
9 Transient (Weekday)	$0	$42,320	$42,320	$42,320	$42,320	$44,436	$46,552	$46,552	$46,552	$48,880	$51,207	$51,207	$51,207	$53,768	$56,328	$56,328	$56,328	$59,144	$61,961	$61,961	$61,961
10 Transient (Saturday)	$0	$15,542	$15,542	$15,542	$15,542	$16,319	$17,096	$17,096	$17,096	$17,951	$18,806	$18,806	$18,806	$19,746	$20,686	$20,686	$20,686	$21,721	$22,755	$22,755	$22,755
11 Commuter	$0	$657,225	$657,225	$657,225	$657,225	$690,086	$722,948	$722,948	$722,948	$759,095	$795,242	$795,242	$795,242	$835,004	$874,766	$874,766	$874,766	$918,505	$962,243	$962,243	$962,243
12 **Total Revenue**	$0	$715,087	$715,087	$715,087	$715,087	$750,841	$786,596	$786,596	$786,596	$825,925	$865,255	$865,255	$865,255	$908,518	$951,781	$951,781	$951,781	$999,370	$1,046,959	$1,046,959	$1,046,959
13 **Expenses**	$0	$91,200	$94,392	$97,696	$101,115	$104,654	$108,317	$112,108	$116,032	$120,093	$124,296	$128,647	$133,149	$137,809	$142,633	$147,625	$152,792	$158,140	$163,674	$169,403	$175,332
14 **Total Net Revenue**	$0	$623,887	$620,695	$617,391	$613,972	$646,187	$678,279	$674,488	$670,564	$705,833	$740,959	$736,609	$732,106	$770,709	$809,148	$804,156	$798,989	$841,230	$883,284	$877,556	$871,627
15 Total Net Revenue For D.S.	$113,632	$1,186,159	$1,155,798	$1,124,375	$1,091,852	$1,160,871	$1,228,711	$1,192,652	$1,155,331	$1,229,652	$1,302,622	$1,261,243	$1,218,416	$1,302,881	$1,376,700	$1,329,217	$1,280,072	$1,365,875	$1,449,898	$1,395,410	$1,339,015
16 Debt Service	$0	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000	$913,000
17 Surplus/Deficit	**$113,632**	**$273,159**	**$242,798**	**$211,375**	**$178,852**	**$247,871**	**$315,711**	**$279,652**	**$242,331**	**$316,652**	**$389,622**	**$348,243**	**$305,416**	**$389,881**	**$463,700**	**$416,217**	**$367,072**	**$452,875**	**$536,898**	**$482,410**	**$426,015**
18 Repair and Replacement	$0	$82,046	$86,148	$90,456	$94,979	$99,727	$104,714	$109,949	$115,447	$121,219	$127,280	$133,644	$140,327	$147,343	$154,710	$162,445	$170,568	$179,096	$188,051	$197,453	$207,326
19 **Net Surplus/Deficit**	**$113,632**	**$191,113**	**$156,650**	**$120,919**	**$83,873**	**$148,143**	**$210,998**	**$169,703**	**$126,884**	**$195,433**	**$262,341**	**$214,599**	**$165,090**	**$242,538**	**$308,990**	**$253,772**	**$196,504**	**$273,779**	**$348,847**	**$284,956**	**$218,689**

* Proposed rate increases to match inflation.

(1) - Revenue Numbers From Existing System Are Estimated

(15) - Revenue Available For Debt Service.

New Parking Occupancy Is Projected At Or Near 100% From Initial Year Of Operation Onward.

SECTION 7

Ridgewood Parking Study

Parking Inventory																														
Block	**#1**	**#2**	**#3**	**#4**	**#5**	**#6**	**#7**	**#8**	**#9**	**#10**	**#11**	**#12**	**#13**	**#14**	**#15**	**#16**	**#17**	**#18**	**#19**	**#20**	**#21**	**#22**	**#23**	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**Summary**
on-street																															
reserved		9	10	4																		4									27
barrier free		1				1												1													3
fifteen minute - unmetered		4						2														4									10
unmetered																							15								15
one-hour metered																															0
two-hour metered	7	5	26	53	7	50	28	36	22			39		58	9	27	19	36		8		17	6								446
three-hour meters															1																1
twelve-hour meters	4						5		5					8	19		6				3	2	6								54
off-street																															
Public																															
barrier free						2	2									1	2		1												8
reserved			4			2																									6
loading zone																															0
one-hour meteres			11																												11
two-hour meteres							32		30										6												68
three-hour meters			51				22									59	36														168
eight-hour meters																			12												12
twelve-hour meters			110				33		110								37														290
valet						69																									69
Private																															
barrier free							3	3	3	3	4	1	5		2		1		1			1				3	4	4			38
general (private/reserved/customer/em	10	54		48		13	64	206	158	63	106	361	68		116		41	37	144	12	151	147	8	24		119	200	147			2287
Summary	21	73	212	105	7	137	186	244	325	63	106	400	68	66	145	87	141	74	163	20	154	174	35	24	0	119	200	147	0	0	3475

Ridgewood Parking Study

Turnover and Occupancy

May 3-5, 2001 CBD - On Street			Est.	Thursday 9:00 - 11:00		Thursday 11:00 - 1:00		Thursday 1:00 - 3:00		Thursday 3:00 - 5:00		Average		Friday 9:00 - 11:00		Friday 11:00 - 1:00		Friday 1:00 - 3:00		Friday 3:00 - 5:00		Friday 5:00 - 7:00		Friday 7:00 - 9:00		Average		Saturday 9:00 - 11:00		Saturday 11:00 - 1:00		Saturday 1:00 - 3:00		Average		Average
Block	Face	Description	Cap.	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Turnover
9	C	On-Street	10	5	50%	10	100%	8	80%	10	100%	8	83%	8	80%	10	100%	10	100%	9	90%	7	70%	8	80%	9	87%	6	60%	9	90%	11	110%	9	87%	3.30
8	C	On-Street	16	10	63%	15	94%	16	100%	16	100%	14	89%	13	81%	17	106%	17	106%	17	106%	14	88%	16	100%	16	98%	16	100%	16	100%	16	100%	16	100%	3.25
7	C	On-Street	7	1	14%	7	100%	6	86%	6	86%	5	71%	3	43%	5	71%	7	100%	6	86%	5	71%	7	100%	6	79%	6	86%	7	100%	7	100%	7	95%	2.71
6	C	On-Street	8	7	88%	7	88%	7	88%	5	63%	7	81%	6	75%	7	88%	8	100%	9	113%	9	113%	7	88%	8	96%	7	88%	10	125%	8	100%	8	104%	3.13
4	C	On-Street	4	3	75%	3	75%	3	75%	3	75%	3	75%	2	50%	3	75%	3	75%	3	75%	3	75%	3	75%	3	71%	1	25%	4	100%	4	100%	3	75%	3.00
4	D	On-Street	30	28	93%	25	83%	30	100%	21	70%	26	87%	24	80%	30	100%	30	100%	31	103%	30	100%	31	103%	29	98%	25	83%	30	100%	30	100%	28	94%	2.83
4	B	On-Street	17	13	76%	16	94%	16	94%	16	94%	15	90%	8	47%	17	100%	19	112%	17	100%	15	88%	17	100%	16	91%	12	71%	17	100%	17	100%	15	90%	3.38
6	D	On-Street	27	21	78%	27	100%	18	67%	26	96%	23	85%	12	44%	27	100%	27	100%	24	89%	26	96%	27	100%	24	88%	13	48%	27	100%	27	100%	22	83%	3.07
20	B	On-Street	8	3	38%	8	100%	7	88%	7	88%	6	78%	6	75%	8	100%	8	100%	6	75%	7	88%	8	100%	7	90%	3	38%	8	100%	8	100%	6	79%	2.38
19	A	On-Street	13											4	31%	11	85%	12	92%	11	85%	7	54%	13	100%	10	74%	11	85%	10	77%	7	54%	9	72%	N/A
18	C	On-Street	18	4	22%	10	56%	7	39%	18	100%	10	54%	5	28%	8	44%	16	89%	6	33%	7	39%	16	89%	10	54%	15	83%	14	78%	10	56%	13	72%	2.11
18	A	On-Street	13											3	23%	1	8%	13	100%	10	77%	7	54%	13	100%	8	60%	12	92%	11	85%	13	100%	12	92%	N/A
17	C	On-Street	10	2	20%	4	40%	3	30%	4	40%	3	33%	6	60%	8	80%	10	100%	8	80%	7	70%	10	100%	8	82%	10	100%	8	80%	10	100%	9	93%	3.25
3	B	On-Street	26	21	81%	23	88%	21	81%	24	92%	22	86%	9	35%	25	96%	26	100%	27	104%	23	88%	26	100%	23	87%	21	81%	26	100%	26	100%	24	94%	3.23
4	A	On-Street	4	1	25%	4	100%	3	75%	3	75%	3	69%	3	75%	4	100%	4	100%	3	75%	4	100%	4	100%	4	92%	2	50%	4	100%	4	100%	3	83%	2.50
6	A	On-Street	4	2	50%	4	100%	4	100%	3	75%	3	81%	4	100%	4	100%	7	175%	6	150%	4	100%	4	100%	5	121%	5	125%	4	100%	4	100%	4	108%	3.00
7	B	On-Street	10	5	50%	5	50%	3	30%	4	40%	4	43%	8	80%	7	70%	9	90%	9	90%	6	60%	11	110%	8	83%	10	100%	10	100%	10	100%	10	100%	2.80
7	D	On-Street	21	10	48%	20	95%	20	95%	19	90%	17	82%	9	43%	19	90%	20	95%	17	81%	21	100%	21	100%	18	85%	18	86%	21	100%	21	100%	20	95%	3.15
8	D	On-Street	10	5	50%	7	70%	6	60%	5	50%	6	58%	7	70%	8	80%	10	100%	5	50%	4	40%	10	100%	7	73%	10	100%	10	100%	10	100%	10	100%	2.88
6	B	On-Street	11	4	36%	11	100%	10	91%	8	73%	8	75%	10	91%	12	109%	12	109%	8	73%	11	100%	11	100%	11	97%	9	82%	11	100%	11	100%	10	94%	2.55
8	B	On-Street	12	11	92%	10	83%	11	92%	9	75%	10	85%	6	50%	10	83%	12	100%	10	83%	5	42%	11	92%	9	75%	9	75%	10	83%	12	100%	10	86%	3.42
9	D	On-Street	12											5	42%	10	83%	13	108%	8	67%	8	67%	9	75%	9	74%	9	75%	11	92%	12	100%	11	89%	N/A
9	A	On-Street	5											2	40%	2	40%	5	100%							3	60%									N/A
12	A	On-Street	22	22	100%	22	100%	21	95%	23	105%	22	100%	19	86%	23	105%	25	114%	24	109%	18	82%	20	91%	22	98%	23	105%	22	100%	22	100%	22	102%	3.61
14	A	On-Street	7	6	86%	7	100%	6	86%	7	100%	7	93%	3	43%	6	86%	7	100%	6	86%	7	100%	7	100%	6	86%	7	100%	7	100%	7	100%	7	100%	3.71
16	A	On-Street	8	7	88%	8	100%	7	88%	8	100%	8	94%	5	63%	8	100%	9	113%	8	100%	8	100%	8	100%	8	96%	8	100%	8	100%	8	100%	8	100%	2.88
17	A	On-Street	6	6	100%	6	100%	6	100%	6	100%	6	100%	6	100%	6	100%	6	100%	8	133%	5	83%	5	83%	6	100%	7	117%	6	100%	6	100%	6	106%	3.67
15	D	On-Street	9											2	22%	3	33%	5	56%	1	11%	0	0%	7	78%	3	33%	9	100%	9	100%	1	11%	6	70%	N/A
14	D	On-Street	18	5	28%	14	78%	16	89%	12	67%	12	65%			11	61%	19	106%	10	56%	4	22%	18	100%	12	69%	10	56%	18	100%	18	100%	15	85%	2.39
14	C	On-Street	13	1	8%	4	31%	4	31%	2	15%	3	21%	9	69%	13	100%	13	100%	14	108%	14	108%	13	100%	13	97%	13	100%	13	100%	13	100%	13	100%	1.80
16	B	On-Street	3	2	67%	3	100%	3	100%	2	67%	3	83%	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%	2.67
15	A	On-Street	20											19	95%	19	95%	19	95%	17	85%	9	45%	20	100%	17	86%	20	100%	20	100%	20	100%	20	100%	N/A
12	D	On-Street	17	15	88%	17	100%	16	94%	17	100%	16	96%	15	88%	14	82%	17	100%	17	100%	16	94%	17	100%	16	94%	16	94%	17	100%	17	100%	17	98%	3.71
14	B	On-Street	10	4	40%	10	100%	9	90%	10	100%	8	83%	9	90%	10	100%	10	100%	10	100%	9	90%	10	100%	10	97%	10	100%	10	100%	10	100%	10	100%	2.30
5	C	On-Street	7	5	71%	6	86%	5	71%	6	86%	6	79%	8	114%	5	71%	6	86%	7	100%	7	100%	7	100%	7	95%	7	100%	7	100%			7	100%	2.43
2	C	On-Street	3											4	133%	4	133%	3	100%	4	133%	4	133%	2	67%	4	117%	4	133%	4	133%	3	100%	4	122%	N/A
1	C	On-Street	11											10	91%	10	91%	10	91%	10	91%	6	55%	3	27%	8	74%	10	91%	10	91%	7	64%	9	82%	N/A
23	B	On-Street	15											16	107%	14	93%	12	80%	13	87%	12	80%	9	60%	13	84%	10	67%	15	100%	15	100%	13	89%	N/A
22	A	On-Street	4											3	75%	2	50%	2	50%	3	75%	4	100%	2	50%	3	67%	3	75%	4	100%	4	100%	4	92%	N/A
22	B	On-Street	5	5	100%	5	100%	5	100%	5	100%	5	100%	7	140%	6	120%	4	80%	7	140%	6	120%	4	80%	6	113%	4	80%	5	100%	5	100%	5	93%	3.60
22	C	On-Street	14	13	93%	12	86%	10	71%	14	100%	12	88%	14	100%	15	107%	12	86%	16	114%	13	93%	12	86%	14	98%	7	50%	13	93%	13	93%	11	79%	3.07
23	A	On-Street	13											11	85%	13	100%	9	69%	10	77%	8	62%	3	23%	9	69%	5	38%	13	100%	10	77%	9	72%	N/A
16	D	On-Street	7	6	86%	7	100%	7	100%	7	100%	7	96%							7	100%	6	86%	7	100%	7	95%	6	86%	7	100%	7	100%	7	95%	2.86
17	B	On-Street	9																	8	89%	6	67%	9	100%	8	85%	9	100%	9	100%	9	100%	9	100%	N/A
Route 1 Summary			517	253	49%	337	65%	314	61%	326	63%	308	59%	326	63%	438	85%	489	95%	453	88%	395	76%	469	91%	439	85%	421	81%	498	96%	476	92%	467	90%	2.96

May 3-5, 2001 CBD - Off Street			Est.	Thursday 9:00 - 11:00		Thursday 11:00 - 1:00		Thursday 1:00 - 3:00		Thursday 3:00 - 5:00		Average		Friday 9:00 - 11:00		Friday 11:00 - 1:00		Friday 1:00 - 3:00		Friday 3:00 - 5:00		Friday 5:00 - 7:00		Friday 7:00 - 9:00		Average		Saturday 9:00 - 11:00		Saturday 11:00 - 1:00		Saturday 1:00 - 3:00		Average		Average
Block	Face	Description	Cap.	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Occ.	%	Turnover
Valet		Off-Street	69	47	68%	85	123%	94	136%	76	110%	76	109%	58	84%	81	117%	91	132%	76	110%	69	100%	79	114%	76	110%	15	22%	59	86%	72	104%	49	71%	N/A
Hudson II		12 Hour	37	36	97%	36	97%	37	100%	34	92%	36	97%	34	92%	13	35%	37	100%	36	97%	23	62%	35	95%	30	80%	24	65%	34	92%	37	100%	32	86%	n/a
Hudson I		3 Hour	38	3	8%	25	66%	37	97%	29	76%	24	62%	10	26%	39	103%	38	100%	21	55%	26	68%	37	97%	29	75%	9	24%	34	89%	36	95%	26	69%	n/a
Walnut St		12 Hour	33	33	100%	33	100%	31	94%	30	91%	32	96%	4	12%	2	6%	3	9%	28	85%	24	73%	32	97%	16	47%	24	73%	30	91%	33	100%	29	88%	n/a
Walnut St		3 Hour	22	21	95%	22	100%	22	100%	29	132%	24	107%	12	55%	5	23%	22	100%	14	64%	10	45%	22	100%	14	64%	14	64%	21	95%	22	100%	19	86%	n/a
Walnut St		2 Hour	32	15	47%	28	88%	24	75%	19	59%	22	67%	19	59%	11	34%	32	100%	22	69%	15	47%	32	100%	22	68%	16	50%	33	103%	30	94%	26	82%	n/a
Cottage PL		2 Hour	30	29	97%	30	100%	26	87%	23	77%	27	90%	3	10%	30	100%	30	100%	30	100%	23	77%	28	93%	24	80%	10	33%	30	100%	30	100%	23	78%	n/a
Cottage PL		12 Hour	110	107	97%	108	98%	106	96%	99	90%	105	95%	41	37%	5	5%	110	100%	95	86%	42	38%	29	26%	54	49%	28	25%	104	95%	110	100%	81	73%	n/a
Ridgewood	B	3 Hour	33	20	61%	33	100%	24	73%	32	97%	27	83%	14	42%	18	55%	33	100%	32	97%	31	94%	33	100%	27	81%	9	27%	33	100%	33	100%	25	76%	N/A
Van Neste	E/W	Off-Street	25	4	16%	9	36%	23	92%	14	56%	13	50%	6	24%	11	44%	27	108%	14	56%	18	72%	27	108%	17	69%	12	48%	27	108%	27	108%	22	88%	2.00
Prospect Ln		Off-Street	59	23	39%	52	88%	55	93%	58	98%	47	80%	33	56%	14	24%	63	107%	46	78%	31	53%	60	102%	41	70%	54	92%	59	100%	56	95%	56	95%	n/a
Garber Str		Off-Street	110	109	99%	108	98%	109	99%	107	97%	108	98%	114	104%	114	104%	1	1%	109	99%	14	13%	60	55%	69	62%	39	35%	35	32%	41	37%	38	35%	n/a
Wilsey Sq		Off-Street	18											18	100%	18	100%	5	28%	18	100%	18	100%	18	100%	16	88%	6	33%	15	83%	16	89%	12	69%	n/a
Gas Station		Off-Street	50	30	60%	31	62%	27	54%	29	58%	29	59%	25	50%	28	56%	28	56%	32	64%	30	60%	21	42%	27	55%	5	10%					5	10%	n/a
Library		Off-Street	6											4	67%	6	100%	3	50%	4	67%	4	67%	4	67%	4	69%	5	83%	6	100%	2	33%	4	72%	n/a
Theatre		Off-Street	94											28	30%	30	32%			32	34%	7	7%	4	4%	20	21%	20	21%	21	22%	23	24%	21	23%	n/a
Route 1 Summary			766	477	62%	600	78%	615	80%	579	76%	568	74%	423	55%	425	55%	523	68%	609	80%	385	50%	521	68%	484	63%	290	38%	541	71%	568	74%	470	61%	N/A

Ridgewood Parking Study

Parking Demand Analysis Chart

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	Peak	Q	R	Surplus/	T	U	V*	W*
Block	**Office**	**Retail**	**Service**	**Restaurant** (daytime)	**Restaurant** (nighttime)	**Mixed**	**Residential**	**Medical**	**Special #1** (community, etc.)	**Special #2** (light Industry)	**Commuter** (rail station)	**Vacant**	**Demand** (current)	**Future** Adjust.	**5 yr.** Peak Demand	**10 yr.** Peak Demand	**Parking Supply**	**Surplus/ Deficit (current)**	**Surplus/** Deficit (5 years)	**Surplus/** Deficit (10 years)	**Surplus/ Deficit** (evening)	**Surplus/ Deficit** (Saturday)
Factors	**2.64**	**3.30**	**3.58**	**9.00**	**10.80**	**3.21**	**1.39**	**4.11**	**0.60**	**0.40**	**0.85**											
Block #1													0	0	0	0	21	**21**	21	21	**21**	**21**
Block #2	17,278	13,625					22,074						121	0	121	121	73	**-48**	-48	-48	**-3**	**-72**
Block #3											532		452	421	662	873	212	**-240**	-450	-661	**212**	**212**
Block #4	58,389	41,040		21,577	21,577		4,069						489	0	489	489	105	**-384**	-384	-384	**-269**	**-419**
Block #5		4,885	2,430	1,752	1,752	13,573	4,402	1,269					95	0	95	95	7	**-88**	-88	-88	**-34**	**-68**
Block #6	41,189	66,769	11,970	9,775	9,775	4,878	12,533					1,008	493	3	495	496	137	**-356**	-358	-359	**-206**	**-386**
Block #7	22,887	31,705	2,448	1,650	1,650		5,231						196	0	196	196	186	**-10**	-10	-10	**56**	**1**
Block #8	16,859	40,846	21,588	7,443	7,443		3,726	22,242					420	0	420	420	244	**-176**	-176	-176	**24**	**-142**
Block #9	33,706	19,337	10,312									51,667	190	166	273	356	325	**135**	52	-31	**261**	**205**
Block #10	30,847	8,040											108	0	108	108	63	**-45**	-45	-45	**36**	**31**
Block #11	9,105		8,831				1,576						58	0	58	58	106	**48**	48	48	**104**	**63**
Block #12	9,412	95,770							24,289	27,608			367	0	367	367	400	**33**	33	33	**-140**	**-207**
Block #13													0	0	0	0	68	**68**	68	68	**68**	**68**
Block #14													0	0	0	0	66	**66**	66	66	**66**	**66**
Block #15													0	0	0	0	145	**145**	145	145	**145**	**145**
Block #16	15,253	18,525					19,156						128	0	128	128	87	**-41**	-41	-41	**-1**	**-66**
Block #17	29,629	34,173					14,854						212	0	212	212	141	**-71**	-71	-71	**8**	**-57**
Block #18			14,676				4,711		56,184				93	0	93	93	74	**-19**	-19	-19	**-450**	**-523**
Block #19													0	0	0	0	163	**163**	163	163	**163**	**163**
Block #20		35,846	35,757	12,466	12,466		12,750		3,150				378	0	378	378	20	**-358**	-358	-358	**-280**	**-550**
Block #21	12,535	24,282	2,460	7,252	7,252		1,796						190	0	190	190	154	**-36**	-36	-36	**-7**	**-76**
Block #22	27,599	32,984	2,275	3,168	3,168		10,919	9,000					271	0	271	271	174	**-97**	-97	-97	**16**	**-63**
Block #23													0	0	0	0	35	**35**	35	35	**35**	**35**
Block - A													0	0	0	0	24	**24**	24	24	**24**	**24**
Block - B													0	0	0	0	0	**0**	0	0	**0**	**0**
Block - C	51,896								5,731				140	0	140	140	119	**-21**	-21	-21	**66**	**66**
Block - D		37,428					38,700					25,509	177	82	218	259	200	**23**	-18	-59	**23**	**-109**
Block - E		33,080											109	0	109	109	147	**38**	38	38	**38**	**15**
Block - F	4,574											2,920	12	9	17	21	0	**-12**	-17	-21	**0**	**0**
Block - G			20,134							3,069			73	0	73	73	0	**-73**	-73	-73	**0**	**-83**
Summary	381,158	538,335	132,881	65,083	65,083	18,451	156,497	32,511	89,354	30,677	532 (vehicles)	81,104	4,773 (stalls)	681 (stalls)	5,113 (stalls)	5,454 (stalls)	3,475 (stalls)	-1,298 **(stalls)**	-1,638 (stalls)	-1,979 (stalls)	-45 **(stalls)**	-1,725 **(stalls)**

Notes:

Special #1 contains the square footages of buildings such as churches, schools and other civic or community use buildings.

Special #2 contains the square footage of the Bell building.

Some medical uses appear in the mixed use category if they are in the same building as a retail or standard office usage.

The commuter parking demand number is based on data from the New Jersey Transit Authority.

Future increases for the commuter parking demand are based on the expected ridership increases resultant from the Secacus Transfer Station Project.

VALET PARKING AGREEMENT

THIS AGREEMENT is entered into this _____ day of _____, 199__ by and between the CITY OF ROYAL OAK, a Michigan Municipal Corporation, 211 Williams Street, Royal Oak, MI 48068 (hereinafter referred to as the "CITY"), and _____ (Business, Street Address) (hereinafter referred to as "BUSINESS").

PREMISES

WHEREAS, the CITY desires to allow valet parking services in and around the Central Business District (CBD) to pick up vehicles at one area designated by the CITY and park said vehicles at another area also designated by the CITY in order to alleviate parking congestion in the CBD; and

WHEREAS, BUSINESS desires to provide valet parking service to its customers; and

WHEREAS, the CITY and BUSINESS choose to enter into this Agreement to state the terms and conditions upon which BUSINESS will provide that parking service to its customers;

NOW, THEREFORE, in consideration of the mutual covenants and promises contained in this Agreement, the City and BUSINESS agree as follows:

1. **ANNUAL FEE.** BUSINESS shall pay a maximum initial fee of seven hundred fifty dollars ($750.00) and a maximum annual renewal fee of three hundred dollars ($300.00) every year thereafter.

2. **LOCATION OF SERVICE.** The CITY shall designate the location(s) for customers to deliver their vehicles for valet service, for the vehicles to be parked by the valet, and for the return of vehicles to customers by the valet. If the BUSINESS uses a public parking facility, the

BUSINESS shall purchase ____ parking passes/meters in structure/area during the term of this agreement for the parking of customers' vehicles at a cost of twenty-three dollars ($23.00)/twenty-four dollars ($24.00) each per month, payable upon execution of this Agreement. The CITY reserves the absolute right in its sole discretion to modify the number of passes/meters to be purchased by BUSINESS and/or the location(s) where customers' vehicles are delivered and parked.

3. **SERVICE GUIDELINES AND PROCEDURES.** The BUSINESS, in employing, contracting for or utilizing the services of a valet, shall ensure that the following procedures are employed by the valet service:

A. When a customer delivers a vehicle to the area designated by the CITY and requests valet parking services, the valet shall promptly and courteously greet the customer and present a valet parking ticket to the customer.

B. The valet shall deliver the customer's vehicle to the area designated by the CITY (area) and park the vehicle there.

C. The valet shall be responsible to ensure that all vehicle windows are closed and all doors locked.

D. During the time that customer's vehicle is in the valet's care, custody and control, the valet shall be responsible for the safekeeping of the keys to the automobile.

E. When the customer presents the valet with the previously issued parking ticket, the valet shall return the customer's vehicle and keys to the customer at the area designated by the CITY. In the event any customer requests the return of a

vehicle without presenting the original ticket, the valet shall take extra precautions to ensure the vehicle is being returned to the owner or a person who has the owner's permission to pick up the vehicle.

F. The pick up/drop off locations for valet parking services will consist of a location near (location). The exact location of the pick up/drop off location shall be determined in the sole and absolute discretion of the CITY. The addition or expansion of any other pick up/drop off location will require the advance written agreement of the CITY and BUSINESS. If the Royal Oak Police Department determines the use of any pick up/drop off location poses a potential threat to the public, the use of that location shall stop immediately.

G. The valet shall keep the pick up/drop off areas and the surrounding areas free from any litter or debris associated with the valet service.

H. Valet personnel shall be dressed in a standard and distinguishable uniform which shall be clean and pressed. Valet personnel shall also wear identification badges with their names prominently displayed.

I. All personnel furnished by BUSINESS or valet service contractor will be employees of BUSINESS, and BUSINESS will be solely responsible for the terms and conditions of their employment and compensation.

J. Each valet will at all times be in possession of a valid Michigan operator's license, which shall be produced upon demand by a Royal Oak Police Officer or other person designated by the CITY.

K. The CITY shall not be liable or responsible for and shall be indemnified and held harmless by BUSINESS from any and all claims and damages relating to the above matters.

L. Portable signs which designate that parking service hours of operation and name of establishment providing the service are allowed, if approved by the Chief of Police. Such approval shall include their placement and the placement of any other markers or cones. Signs shall be in place for a period not to exceed twelve (12) hours a day, shall not exceed four (4) square feet per side, and shall not be illuminated. no more than one (1) such portable sign shall be permitted in front of any one (1) establishment.

M. BUSINESS or BUSINESS' employee, agent or contractor shall maintain insurance in full force and effect during the term of this Agreement as follows: Additional Insured must read as follows: "City of Royal Oak, and including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and their board members, employees and volunteers."

1) Comprehensive general liability insurance in an amount not less than one million ($1,000,000) dollars per occurrence and/or aggregate, combined single limit for personal injury, bodily injury and property damage.

2) Comprehensive automobile liability insurance in an amount not less than one million ($1,000,000) dollars per occurrence and/or aggregate, combined single

limit for personal injury, bodily injury and property damage.

3) An Umbrella Liability Policy to apply in addition to the insurance coverage specified above. Such policy shall have a combined liability for bodily injury and property damage of not less than two million ($2,000,000) dollars per occurrence.

4) The above requirements should not be interpreted to limit the liability of BUSINESS under this Agreement. BUSINESS shall be solely liable for all damages occasioned in any way by its act or neglect or that of its contractors, agents, employees, workers or any person or persons in or about the work embraced by the Agreement.

5) Additional Insured must read as follows: "City of Royal Oak, and including all elected and appointed officials, all employees and volunteers, all boards, commissions and/or authorities and their board members, employees and volunteers".

6) Cancellation Notice must read as follows: "Should any of the above described policies be cancelled before the expiration date thereof, the issuing company will mail thirty (30) days written notice to the Certificate Holder."

4. **TERM**. This Agreement shall commence on the May 1, 1999, and shall continue in full force and effect until April 30, 2000, unless sooner terminated by the CITY or BUSINESS. This Agreement may be terminated by the CITY for any reason upon twenty-four (24) hours written

notice to BUSINESS.

5. **HOURS OF PERFORMANCE**. BUSINESS agrees to provide valet parking services number (#) days per week, number (#) hours per day.

6. **COMPENSATION**. In consideration for providing valet parking services, BUSINESS shall charge each customer the sum of _____ ($____) Dollars for each vehicle parked. The valet will be allowed to retain all tips and gratuities received from customers.

7. **HOLD HARMLESS & INDEMNIFICATION**. To the fullest extent permitted by law, BUSINESS agrees to defend, pay in behalf of, indemnify, and hold harmless the CITY, its elected and appointed officials, employees and volunteers and others working in behalf of the CITY against any and all claims, demands, suits, or loss, including all costs connected therewith, including attorney fees, and for any damages which may be asserted, claimed or recovered against or from the CITY, its elected and appointed officials, employees, volunteers or others working in behalf of the CITY, by reason of personal injury, including bodily injury or death and/or property damage, including loss of use thereof, which arises out of or is in any way connected or associated with this Agreement.

8. **NO BUSINESS RELATIONSHIP**. Nothing in the Agreement shall be interpreted or construed as creating or establishing any type of business relationship between the CITY and the BUSINESS or between the CITY and the BUSINESS' contractor, agents, or employees. It is specifically acknowledged that if the BUSINESS hires or employs the service of any person, entity or enterprise to provide valet service, that such relationship exists solely as between the BUSINESS and that person, entity or enterprise.

9. **COMPLIANCE**. In performing or providing a valet parking services, BUSINESS shall comply with all applicable federal and state laws and regulations, with all CITY ordinances and regulations, the Service Guidelines and Procedures as outlined in Paragraph 3, and with all other terms of this Agreement.

A. The failure to comply with any applicable federal or state law or regulation, with any CITY ordinance or regulation or with any term of this Agreement shall result in the following penalties:

1. For a first violation, a fine of $100.00.
2. For a second violation, a fine of $250.00.
3. For a third violation: the immediate termination of this Agreement.

The failure to pay any fine levied for any violation within ten (10) BUSINESS days of notice of a violation shall also be grounds for immediate termination of the Agreement.

B. The Chief of Police or his designee shall have the sole and absolute authority to make all final determinations regarding compliance with all alleged violations of applicable Federal or State law or regulation, with any City ordinance or regulation or with any term of this Agreement.

10. **BOND**. During the term of this Agreement, BUSINESS shall post a three hundred fifty dollar ($350.00) cash performance bond with the CITY to assure full compliance with the terms of the Agreement. The bond may be applied to any outstanding fines or charges, and shall be refunded at the written request of BUSINESS upon termination of this Agreement, provided

that there is no action pending against the bond.

11. **NOTICE**. Any notice required hereunder shall be sufficient if given in writing and sent by first class mail, postage prepaid.

12. **ASSIGNMENT**. This Agreement shall not be assigned by BUSINESS without the prior written consent of the CITY. Any assignment without prior written consent shall be null and void.

13. **SEVERABILITY**. If any section, subsection, clause, phrase, or portion of this Agreement is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent portion of this Agreement, and such holding shall not affect the validity of the remaining portion of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first written above.

WITNESSES:

_____

_____

_____

CITY OF ROYAL OAK

_____
Dennis Cowan, Mayor

_____
Mary Ellen Graver, City Clerk

BUSINESS

_____
Name:
Its:

Approved as to form:

_____
Charles Semchena
City Attorney

F:\Attorney\Agreements\Valet Parking Agreement

Village of Ridgewood - City Comparison Chart

	City	Westfield, NJ	Summit, NJ	Glen Rock, NJ	Hackensack, NJ
1	Who administers the parking system?	Town/Police	Parking Services Agency	Town/Police	Police, Trafic Division
2	Is and part of the system administered by a private contractor?	no	no	no	no
3	Does the City have a parking committee (eiter formal or informal)?	no	yes	yes	no
3a	Do you have a parking authority?	no	no	no	no
4	Number of municipal parking stalls -	1,772	2,743	1,018	2,364
	Parking structures - (number of strucutres, total number of stalls)	0	2 - 912	0 - 0	1- 430
	Parking lots - (number of lots, total number of stalls)	8 - 1,437	11 - 1,031	9 - 942	10 - 1432
	On street parking - (number of stalls)	335	800	76	502
5	Types of parking control:				
	Parking structures -	n/a	multi-space meters	n/a	assigned - monthly
	Parking lots -	meters	free/multi-space meters	meters & permits	assigned & meters
	On street parking -	meters	meters	time limited	meters
6	Fines:				
	Overtime parking -	$13	$12-graded	$15	$13
	Illegal parking -	$13	$25 ($10 no permit)	$15	$24
	Handicap spaces -	n/a	n/a	$15	$57
6a	Which department oversees enforcement:	Police Department	Parking Services Agency	Police Department	Police, Trafic Division
6b	Number of enforcement officers:	1 meter maid + all constables	3	1 (part-time)	9
6c	Are they motorized or on foot?	motorized	combination	on-foot	motorized
6d	Do you use computerized ticket writers?	no	no	no	no
7	Parking rates:				
	Parking structures -	n/a	$3 day/$60 month	n/a	$75 / month
	Parking lots -	$0.50/hour	$3 day/$60 month	$4/day	$55 / month
	On street parking -	$0.50/hour	$0.35/hr.	free	$0.25 / hr (2 hour max)
8	Is there a parking validation system in the downtown?	no	no	no	no
9	Number of staff and hourly rates of pay:				
	Supervisory - (number of staff - pay rate)	n/a	n/a	0 - $0	n/a
	Cashier - (number of staff - pay rate)	n/a	n/a	0 - $0	n/a
	Maintenance - (number of staff - pay rate)	n/a	2 - $42,000/yr.	0 - $0	n/a
	Enforcement - (number of staff - pay rate)	n/a	3 - $38,000/yr	1 - $14.43/hr	3 (enf.), 6 (officers)
	Other - (number of staff - pay rate)	n/a	Director - $75,000/yr.	n/a	1 (Cap.) 1 (Lieu.) 1 (Serg.)
10	Annual Budget -	$392,497	$1,437,630	included in police budget	n/a
	Labor positions -	n/a	$315,655	n/a	n/a
	Maintenance/supplies -	n/a	$329,000	$400/yr.	n/a
	Debt service:	n/a	$668,951	n/a	n/a
11	Has the city financed parking improvements	no	yes	yes	n/a
11a	in the last 5 years? If so how?	n/a	bonds	captial budget	n/a
12	Do you have a special assessment district for parking?	no	no	no	no
12a	Who contributes to the assessment district?	n/a	n/a	n/a	n/a
13	Who recieves the parking fines (I.e. general fund, const. Etc.)?	general fund	general fund	general fund	municipal court

Table 1: 2001 Existing Traffic Volumes

INTERSECTION		EAST BOUND			WEST BOUND			NORTH BOUND			SOUTH BOUND			SIGNAL			
PHF	FRANKLIN &	L	T	R	L	T	R	L	T	R	L	T	R	TIMINGS			
	CHESTNUT																
0.95	Week Night	91	654	26	84	564	74	8	3	121	21	10	102				
0.97	Weekend Afternoon	52	576	15	54	544	42	13	8	78	24	8	72				
0.92	Weekend Night	70	373	20	28	378	73	8	7	49	23	10	54				
	OAK														E/W	N/S	C/T
0.92	Week Night	38	469	49	122	488	84	68	95	241	62	95	63		44	33	90
0.95	Weekend Afternoon	46	414	50	91	510	47	74	77	189	55	60	94		5	4	
0.92	Weekend Night	23	279	10	88	306	59	21	46	129	52	40	41		0	4	
	WALNUT																
0.93	Week Night	64	487	66	79	462	31	39	29	116	8	33	53				
	Weekend Afternoon																
0.94	Weekend Night	54	474	58	58	441	38	29	15	83	20	23	55				
	COTTAGE																
0.91	Week Night	63	537	57	32	442	26	50	16	84	31	8	69				
	Weekend Afternoon																
	Weekend Night																
	NORTH BROAD													W	E/W	N/S	C/T
0.95	Week Night	1	475	361	111	692	2	413	0	112	4	5	3	8	45	28	90
0.95	Weekend Afternoon	2	581	416	134	689	12	355	3	172	8	3	2		4	5	
0.97	Weekend Night	0	387	342	71	452	0	304	3	165	2	0	0		0	0	
PHF	RIDGEWOOD &	L	T	R	L	T	R	L	T	R	L	T	R	TIMINGS			
	BROAD																
0.92	Week Night	12	13	16	179	19	316	6	215	95	294	156	18				
0.92	Weekend Afternoon	18	25	14	145	19	296	11	175	109	272	151	27				
0.97	Weekend Night	18	25	23	155	18	317	14	139	132	271	142	28				
	VAN NESTE																
0.96	Week Night	68	277	55	94	294	31	62	65	72	30	34	60				
0.99	Weekend Afternoon	96	321	66	91	384	82	36	63	61	31	26	72				
0.91	Weekend Night	69	266	41	77	293	38	38	50	65	16	26	45				
	WALNUT																
0.97	Week Night	39	397	46	64	358	27	34	20	68	9	26	71				
	Weekend Afternoon																
	Weekend Night																
PHF	HUDSON &	L	T	R	L	T	R	L	T	R	L	T	R	TIMINGS			
	VAN NESTE																
0.89	Week Night	69	111			149	52				62		127				
0.92	Weekend Afternoon	52	111			138	91				56		139				
0.81	Weekend Night	59	61			94	15				26		93				
	SOUTH BROAD																
0.95	Week Night				134		228		160			312					
0.93	Weekend Afternoon				156		246		135			346					
0.77	Weekend Night				113		186		116			254					

Table 5: Existing Peak Hour Level of Service Summary						
STREET/TIME	**EAST BOUND**	**WEST BOUND**	**NORTH BOUND**	**SOUTH BOUND**	**INTERSECTION**	
Intersection	Delay(s) LOS	Delay(s) LOS	Delay(s) LOS	Delay(s) LOS	Delay(s)	LOS
Franklin & Chestnut						
Week Night	10.0 B	9.7 A	**69.9 F**	**335.9 F**		
Weekend Afternoon	9.0 A	9.0 A	31.6 D	50.0 F		
Weekend Night	9.0 A	8.4 A	20.0 C	31.6 C		
Franklin & Oak						
Week Night	17.8 B	26.0 C	23.4 C	25.2 C	22.9 C	
Weekend Afternoon	16.6 B	23.0 C	22.2 C	24.6 C	21.1 C	
Weekend Night	2.7 A	3.4 A	**308.3 F**	**517.4 F**	**120.4 F**	
Franklin & Walnut						
Week Night	8.7 A	9.0 A	**150.9 F**	**53.2 F**		
Weekend Afternoon						
Weekend Night	8.7 A	9.0 A	**57.4 F**	48.8 E		
Franklin & Cottage						
Week Night	8.9 A	9.1 A	**148.6 F**	**76.7 F**		
Weekend Afternoon						
Weekend Night						
Franklin & North Broad						
Week Night	16.7 B	14.6 B	**68.1 E**	21.6 C	28.2 C	
Weekend Afternoon	18.6 B	15.0 B	42.9 D	21.6 C	22.7 C	
Weekend Night	15.5 B	10.8 B	33.5 C	21.4 C	19.0 B	
Ridgewood & Broad						
Week Night	**311.2 F**	**1810.8 F**	7.7 A	10.7 B		
Weekend Afternoon	**485.7 F**	**1477.7 F**	7.7 A	10.7 B		
Weekend Night	**352.8 F**	**1662.0 F**	7.7 A	10.6 B		
Ridgewood & Van Nest						
Week Night	8.9 A	9.7 A	**517.7 F**	**440.4 F**		
Weekend Afternoon	10.9 B	10.8 B	**1017.0 F**	*** F**		
Weekend Night	10.6 B	10.5 B	**579.1 F**	*** F**		
Ridgewood & Walnut						
Week Night	8.8 A	9.0 A	**84.4 F**	35.0 D		
Weekend Afternoon						
Weekend Night						
Hudson & Van Neste						
Week Night	7.9 A			13.7 B		
Weekend Afternoon	8.0 A		14.2 B	14.1 B		
Weekend Night	7.8 A		12.8 B	11.5 B		
Hudson & South Broad						
Week Night		13.3 B				
Weekend Afternoon		13.2 B		7.6 A		
Weekend Night		13.1 B		7.6 A		