



DEVELOPMENT PLAN

Village of Suffern, New York

Background Studies,
Proposed Plan and Effectuation

Adopted May, 1974

VILLAGE PLANNING BOARD

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ABSTRACT: The report examines the existing development factors affecting the Village of Suffern. It describes proposed development goals and presents principles and criteria for residential, commercial and industrial development. It is recommended that population increase be kept to moderate levels. The plan proposes that the emphasis in residential development be in the conservation of older existing neighborhoods and the development of single-family homes and apartments consistent with the present character and setting of the Village.

Provision is made for multiple residences at medium-density levels. The largest new apartment developments--the Bon Aire and Stonegate apartments--were committed before the commencement of the plan. Commercial development in the plan is focused in the central business district where revitalization improvements are proposed that would result in better access, more parking and the provision of shopping amenities. To prevent over-commercialization

ABSTRACT:

of the main access road, professional office uses are extended. Large areas of the village are identified as sites of future industrial growth and expansion and provision is made for relocation of existing industries that might be adversely affected by new highway construction.

The traffic circulation and transportation objectives are examined and a functional classification for roads along with improvements (including a major new highway bypass) are designed to improve traffic flow in and around the village. An analysis of Suffern's need for a transportation center is made. The plan also reports on the need for park space and proposes the acquisition of additional land and developing existing park sites.

Other recommended public improvements include a new Village Hall, Village Garage and major improvements to the drainage, water supply and sewer treatment facilities. A revised zoning ordinance, subdivision regulations, Official Map and Capital Improvement Program are proposed to effectuate the plan proposals.

DEVELOPMENT PLAN
VILLAGE OF
SUFFERN, NEW YORK
MAY, 1974

BACKGROUND STUDIES, PROPOSED PLAN
AND EFFECTUATION

Village of Suffern Planning Board
Consultant--Rockland County Planning Board

Adopted May, 1974

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INTRODUCTION

The Rockland County area, including the Village of Suffern, has been growing rapidly with respect to population and economy. Many new dwellings, roads, business buildings and public facilities have been and are being constructed to meet the needs of the area's growing population. Faced with a number of major physical, social and fiscal problems caused by this large and unprecedented growth in relation to drainage, road construction, water supply, sewage disposal, school plant expansion needs, and other new or expanded needs for public services, the Village of Suffern decided to undertake a comprehensive study program in 1969 leading to the preparation of a plan to guide its future development.

The comprehensive planning program has been accomplished by the Village Planning Board with the County Planning Board staff serving in the capacity of planning consultant. A close working relationship has been maintained throughout the program between the Village Planning Board, the Village Board and other Village officials.

The purposes of this report are to present and discuss the technical background studies undertaken during the course of the planning program and to evaluate their implications for the future development of the Village.

When we consider the future of Suffern, we must bear in mind that the relatively long and colorful history of Rockland County has normally been closely related to that of the New York Metropolitan Region--from sparsely settled Colonial and Revolutionary times to the present era of vast and intensive suburban development featuring expressways and parkways, shopping centers and industrial parks, and large-scale housing developments. Development decisions throughout the Region have had, and will continue to have, a decided impact on the County and on the Village of Suffern. In future years, the expected rise in population, with its attendant increase in development, will undoubtedly result in a filling in of all of the vacant lands within the Village and County and, in some cases, an intensification of existing development patterns.

It is now that the Village must plan to guide and control development in order to preserve and enhance the natural and man-made features which are essential to the well-being and beauty of the Village. At the same time the Village must plan to correct the problems of the past. The first major step in developing such plans is to understand the historical and physical phenomenon called the Village of Suffern and the forces now acting upon it. The second step is the development of the plans and programs needed to guide and direct the Village's future development in a predetermined manner, relating the best of the past and the present to the realities of the future.

SUFFERN PLAN SUMMARY

Existing Conditions

The Village of Suffern developed initially as a market and shipping area for mining and manufacturing in the western part (Torne Valley area) of the Town of Ramapo. Later, manufacturing developed on its own accord in Suffern, and residential and commercial patterns became established. Today, the main industry is represented by a pharmaceutical and a cosmetics firm with smaller metals and apparel firms, along with a stone quarrying operation. The Village is also an important wholesale trade center and serves as a major retail trade center for the western Ramapo area, although it has been overshadowed by other new retail shopping areas.

The population in Suffern has increased steadily over the last few years, partly as a result of land annexations in the eastern area of the community. The total 1970 population (according to the U.S. Census) was 8,273, an increase of over 38% from the 1960 population of 5,094. Two large apartment-single family developments (Bon Aire and Stonegate) which were initiated in the 1960's, provided a substantial portion of the new growth. As of 1969, the amount of vacant land was 432 acres, or about one-third of the total amount.

Housing in the Village varies from single family to high-rise apartment and includes both old and new units. The central portion of the community has an old but established housing stock that has been well-maintained. For the most part, the community does not have a serious housing blight problem. A major housing renewal program by the Village is not needed as long as these private housing maintenance efforts are continued. The main problem in housing is the lack of housing at reasonable prices for families in lower and middle-income levels.

A major concern is that of the central business district which has many of the same types of establishments and services as in the newer shopping centers, but is lacking in convenient parking, and is subject to periodic traffic congestion. There has been a certain amount of physical deterioration in some of the buildings with some vacant lots resulting. Housing deterioration in the CBD is also a problem. Since there is little remaining vacant land in the business area and some of the structures are aging, a certain amount of redevelopment (privately sponsored) is to be expected. Also, the competition for available space in the business area will probably become somewhat more intense in the future.

The Purpose of the Plan is to project a desirable land use and zoning pattern of the Village (including a pattern for the central business district) and to prepare a capital improvements list.

The Goals and Objectives of the Plan include that of maintaining a moderate population increase, preserving stable residential areas, upgrading obsolescent areas and providing diversities of residential use. Commercial goals include the upgrading of the business district and prevention of a commercial "strip" effect along highways through an expansion of office space. Industrial development should be promoted as a source of employment. Governmental and public works improvements should be made. Recreational and park facilities should be maintained, upgraded and expanded where necessary. Better design and landscaping should be promoted to improve upon the Village's locational setting and aesthetic image.

Plan Proposals

1. Residential Development

The Plan specifies four different categories of residential development. Low-Density Residential (1-5 dwelling units per acre) which pertains to single-family development, Medium-Density Residential (5-10 units per acre) covering single and two-family dwellings, Medium-High Density Residential (10-20 units per acre) pertaining mainly to garden apartments and townhouses and High-Density Residential (above 20 units per acre) which is reserved for high-rise structures. The core of the density is specified for the area around the main business area. The Plan expresses the aim that procedures can be developed for dealing with increasing housing cost including better use of building techniques, more use of condominium-type financing and discussion with County and town officials, local builders and real estate personnel on ways of alleviating cost spirals. The proposed maximum population under the Plan is 13,200 persons. Much of this population growth will result from already committed residential developments such as Bon Aire and Stonegate.

2. Commercial Development

The Plan calls for revitalization of the Central Business District through a redesigned traffic circulation pattern. The key element is the proposed east-west Route 59 bypass to pass slightly to the north of the main business section, with direct connections to two north-south arteries in the Village. One of the arteries would be an upgraded Route 202. Other CBD improvements include expanded parking, a landscaped walkway and a new

Village Hall. A new transportation center to include bus and rail terminals and expanded parking is proposed for the western edge of the CBD. If the proposed jetport at Stewart Air Base eventually becomes developed, the transportation center would be of greater importance.

Another part of proposed commercial development lies in development of professional office use on the area along the eastern end of Lafayette Avenue in place of ordinary highway commercial activity.

3. Industry

The Plan proposes expansion of industry on a large tract of land north of the Erie Railroad and east of the Mahwah River. The two largest industries--Gaigy Chemicals and Avon Products--along with a rock quarry are in existence there. A proposed light industrial park is designated for an area off Montebello Road, north of the New York Thruway.

4. Public Works Improvements and Public Utilities

To provide an expanded and improved water supply, one new well is proposed, along with better pumping facilities, with one new well already in operation. Sewage treatment is expected to be upgraded with new pumping stations and lines. Drainage and flood control improvements are anticipated along the Ramapo and Mahwah Rivers.

Regarding other public facilities, a new village hall, new police and fire stations and expansion of public school facilities are proposed. There will also be new additions to the Good Samaritan Hospital.

5. Recreation and Parks

The Plan recommends development of a large park for Village residents on the Mahwah River near Boulevard and Washington Avenue. Existing parks such as the Memorial Park and Foxwood Lane Park would undergo improvements. Additional land along the Ramapo River would be added to the Athletic Field although it is possible that part of the field might be used for expansion of public works facilities or a transportation center.

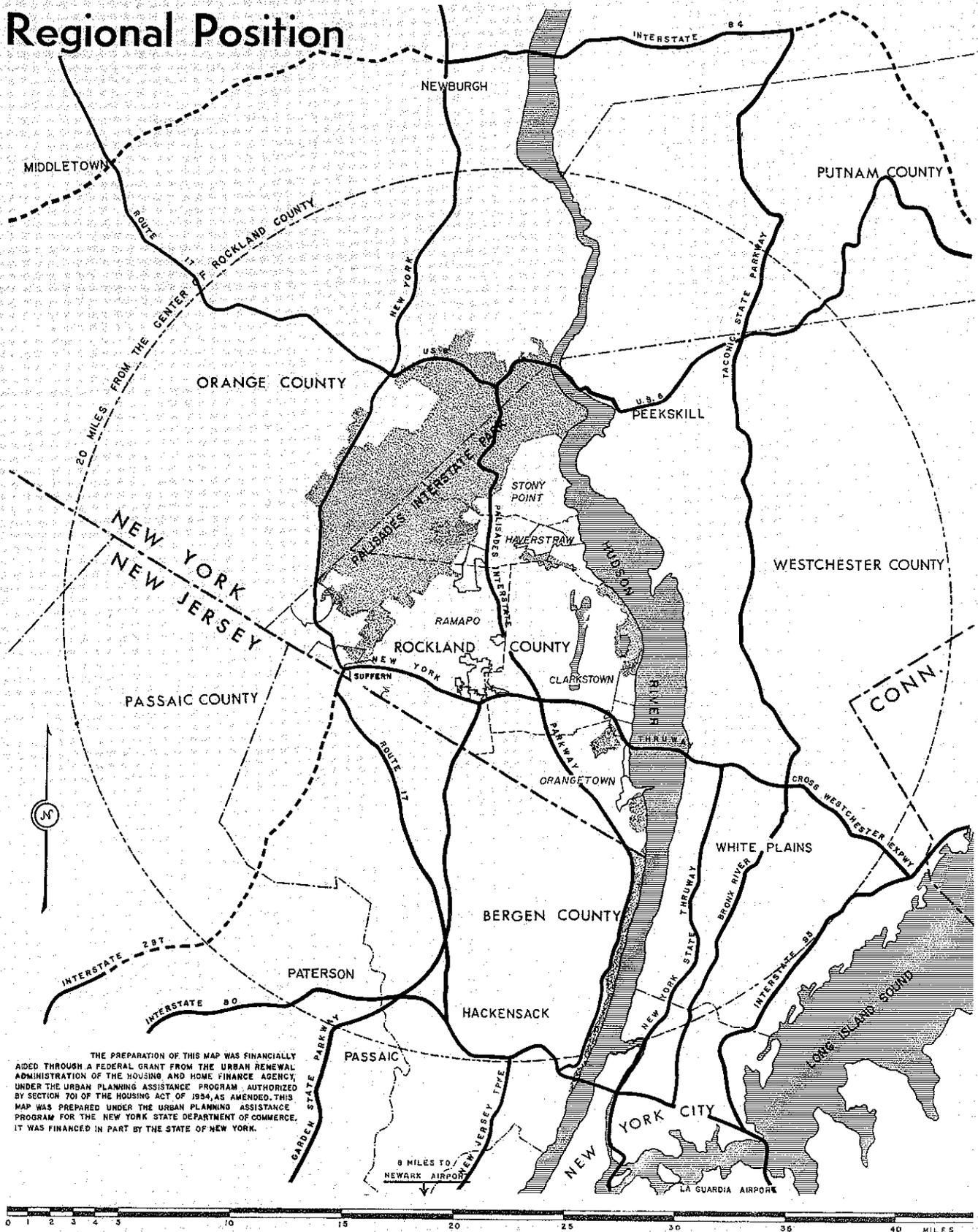
Effectuation

As methods towards effectuating the Plan proposals, the following elements are included:

- A revised zoning ordinance map and bulk and use tables with changes made to bring the zoning map and Plan map into close harmony.
- Revised subdivision regulations.
- A proposed basis for the official map which identifies (subject to engineering study) the major road system and parks.
- A proposed capital improvement program that identifies costs and methods of financing that would apply to the projects identified in the Plan.

SUFFERN DEVELOPMENT PLAN

Regional Position

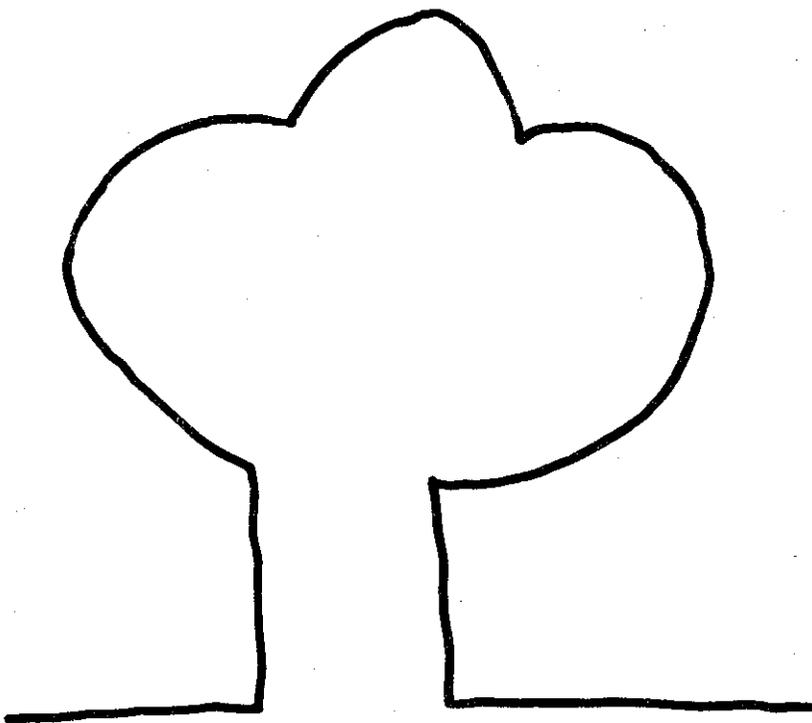


THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM, AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED. THIS MAP WAS PREPARED UNDER THE URBAN PLANNING ASSISTANCE PROGRAM FOR THE NEW YORK STATE DEPARTMENT OF COMMERCE. IT WAS FINANCED IN PART BY THE STATE OF NEW YORK.

PLANNING BOARD — VILLAGE OF SUFFERN

CONSULTANT — ROCKLAND COUNTY PLANNING BOARD

Part I
Background
Studies



SUFFERN BACKGROUND ANALYSIS

I. REGIONAL POSITION

The Village is in the southwest part of Rockland County, adjacent to New Jersey and part of the Town of Ramapo. It shares a common boundary on the west with the Village of Hillburn. Palisades State Park (undeveloped) is on the north and west.

Suffern is 29 miles from New York City to the south and east via Route 17. Orange County and points in upstate New York State to the north and west can be reached via the New York State Thruway and Route 17. Westchester County and points in eastern Rockland can be reached via Route 59 and the New York State Thruway. Route 202, which passes through the main area of the Village, provides connections into New Jersey.

Suffern is primarily a "gateway". All traffic going to and from points in northern, central and eastern Rockland and points in western Rockland or Orange County must pass through Suffern. The Village serves as one terminal of Route 59, the major east-west corridor in the County.

The existence of Routes 59, 202, 17 and the New York State Thruway passing through the Village provides good access to other major destinations, but it also adds to local traffic congestion at certain key interchanges and intersection points. The characteristics of these main regional highways vary from the six-lane limited access toll road represented by the New York Thruway to the unlimited access, two-lane arteries of such streets as Routes 202, 59 and Washington Avenue, which also handle street parking.

Rail and bus connections enhance Suffern's regional status. The Erie-Lackawanna Main Line provides service to Hoboken, New Jersey (with connections to New York City via the PATH line) as well as to upstate points. This service may become increasingly more important if any new regional public facilities locate close to or along the rail route. At present, the route is an important carrier of passengers and freight to and from New York. An eastern branch of this line (the Piermont Branch) operates as a minor freight route to central and eastern Rockland County. Bus service originating in Suffern provides direct linkage to the Port Authority Terminal in mid-town Manhattan.

The relatively close and easy access between Suffern and New Jersey (most specifically Mahwah, New Jersey) is of important regional significance to the Village. Not only roads and highways but drainage channels provide a direct link. The land use development pattern "spills over" from one community to the other and the state line is not marked by a major natural or man-made barriers. This close proximity will take on increased importance if new types of residential, commercial and industrial development occur in the future, as expected.

The inclusion of annexed areas on the northern and eastern edge of the Village has brought Suffern into closer proximity with development trends in the Town. This additional land has provided the Village with the room for expansion.

2. PHYSICAL FEATURES

Two river plains which merge into one system in northern New Jersey pass through Suffern. The Ramapo River on the western edge forms part of the boundary between Suffern and Hillburn. Its full extent is 22 miles in length, with six miles in Rockland County. The Mahwah River, in the eastern part of the Village, runs for 11 miles in the County and includes 91 lakes and ponds. Both rivers form part of the Passaic Valley drainage basin. There are only a few minor wetlands or swamps present.

The Ramapo Mountains are located north and west of the Village. Elevations in this mountain range vary from 400 feet to 1,000 feet and higher. In Suffern, the highest elevation exceeds 800 feet. A pass between the mountains provides the only place for the transportation corridor that links western Rockland to Orange County and other upstate points. The Ramapos extend northward and eastward to Bear Mountain and beyond.

The central and eastern parts of the Village are generally level except for a ridge extending from Union Hill south across Route 59, and east of the Mahwah River to the State line. There is another hilly area in the northwestern section of Suffern, and between Montebello Road and Route 59 along Hemion Road. In general, topographic conditions have not been a major barrier to development.

Geologically speaking, Suffern is divided into two major patterns of bedrock. In the western part of the Village (west of the railroad tracks), Precambrian rocks represent the major type, characterized by gray and pink granite. Ground water can be found in this type of rock, mainly in openings along joints and faults. The eastern part of the Village is part of the Newark group of rock--predominately composed of red and brown sandstone. The Newark group is the principal aquifer (water-bearing strata) of the County. Also, in Suffern is a small area of limestone diabase (Union Hill) which is being mined today as a rock quarry. As will be noted later in the history of Suffern, the presence of mines and quarries in and around the Suffern-western Ramapo area was important in the early growth of western Rockland County as well as the establishment of Suffern as an important center of commerce.

A recently completed soil survey of the County has revealed additional information about Suffern's physical features. There are two major soil association types in the community. The Wethersfield-Swartswood association (contained in the eastern area) consists of deep, well-drained soils with a firm layer

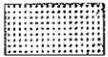
from two-to-four feet below the surface and on nearly level to steep landscapes. The Hollis-Charlton association is also marked by nearly level to steep landscapes but ranges from shallow to deep and its soils are underlaid by granite bedrock. Most of the ground in Suffern has only slight to moderate building and use limitations, but there are exceptions. An area in the eastern part of the Village has extremely stony soil consistency that requires caution in building. Another area, on the Mahwah River, in the central part of the Village is of silt loam consistency and, without safeguards, is subject to flooding. Also, the Ramapo mountain range which enters the northwestern area of the community is obviously rocky in character and difficult to build upon. Some of the land in Suffern is of a cut and fill consistency--that is, soil that was collected from other areas and deposited to form an artificial surface. In particular, land along sections of both the Ramapo and Mahwah Rivers is marked by such soil characteristics.

PHYSICAL FEATURES

MAJOR DRAINAGE BASINS

- MA MAHWAH RIVER
- RA RAMAPO RIVER

WATER BODIES



SWAMPS

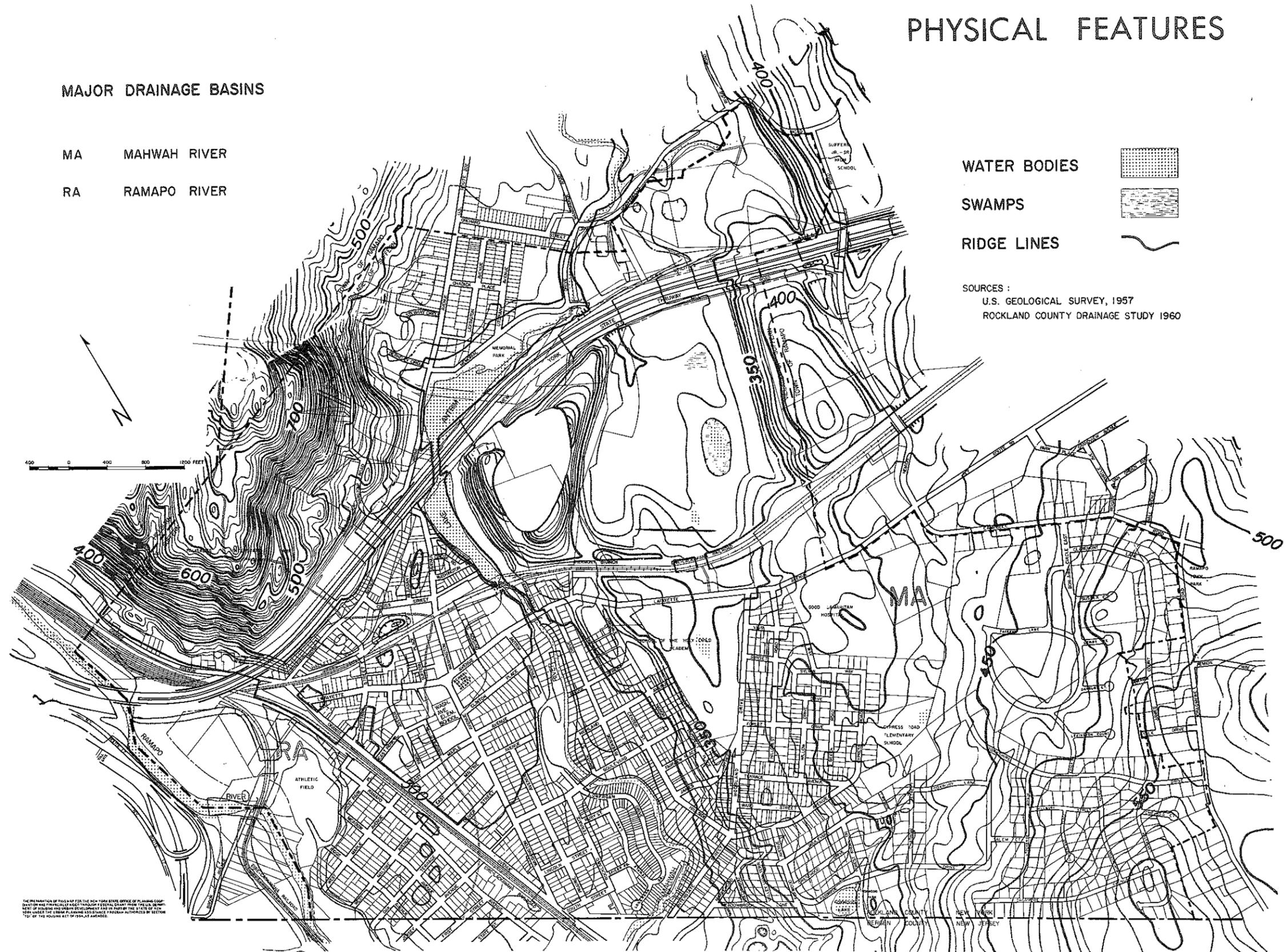


RIDGE LINES



SOURCES:

- U.S. GEOLOGICAL SURVEY, 1957
- ROCKLAND COUNTY DRAINAGE STUDY 1960



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION AND FINANCIAL AID THROUGH A SPECIAL GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT IS MADE BY THE STATE OF NEW YORK UNDER THE GRANT PROGRAM ASSISTANCE PROGRAM AUTHORIZED BY SECTION 107 OF THE HOUSING ACT OF 1954, AS AMENDED.

SUFFERN DEVELOPMENT PLAN PROGRAM — PLANNING BOARD—VILLAGE OF SUFFERN, N.Y.

CONSULTANT — ROCKLAND COUNTY PLANNING BOARD

3. HISTORY.

Early settlement and development of Suffern was based on the Village's advantageous location at the base of the pass between the Ramapo Mountains. The first settlement at Suffern was made because of a military need to control the Ramapo pass. Later, iron and steel mills erected in the Ramapo-Sloatsburg mining area needed transportation links to the Hudson River where commerce flowed up and downstream. Suffern was the logical western terminus of the Nyack Turnpike which allowed the transport of raw materials and finished goods across the County. Suffern was a necessary station or transfer point for this type of commerce.

Suffern became a manufacturing center of its own in time, first with the production of hats and apparel and products related to the iron and steel industries. Gradually, these activities diminished and the Village entered the modern era with such industries as Avon Products. Geigy Chemicals has erected a large plant in the east end of the Village and the Avon-Geigy plants today account for over 80% of all manufacturing employment in the Village. Mining and quarrying activity, also at one time of main importance, is still active but confined to the local stone crushing and extraction operation at Union Hill.

The location of Suffern on the Nyack Turnpike made it a logical commercial center for the western part of Ramapo and to a certain extent, this role exists today. Smaller communities like Hillburn, Sloatsburg and Tuxedo still depend on goods and services that can be purchased in Suffern. But the Suffern market area, which once included large portions of western Ramapo and northern New Jersey, has lost its pre-eminence due to the development of new highway shopping centers in Airmont, Mahwah and Ramsey. Also, traffic for upstate resorts that used to pass through the central business area has since been diverted to Route 17 which now bypasses the Village.

The largest amount of growth has occurred in the residential land use sector where new single-family and garden apartment construction has caused the population to rise rapidly during the past ten years. This new construction has resulted from the overall building boom that has enveloped Rockland County as a whole. Suffern's good transportation links with northern New Jersey and New York, as well as the rest of Rockland County, has spurred development throughout the Village, particularly in newly annexed areas in the eastern sector where level, buildable land has been readily available.

Incorporation for the Village dates from 1896. This followed by slightly over 100 years the incorporation of the Town of Ramapo. Suffern was the eighth community to become a village in Rockland County.

4. POPULATION

(Reference: Tables P-1 through P-6)

A study of the Village's population trends is a vital element of the Village Comprehensive Development Plan. People are attracted to a certain area for a variety of reasons but mainly because of the attractiveness of the location, because of its accessibility to their place of work or because of the housing opportunities it offers. Industries choose a certain location for other reasons, mainly the availability of facilities, such as raw materials, transportation, utilities, housing and labor market. The purpose of a population analysis is to develop an understanding of the dynamics which have shaped the community in the past and have bearing on its future.

Regional and County Trends

In 1960, there were 136,803 people in all of Rockland County. In 1970, the number was 229,903, an increase of 68.1%. Statewide, only Putnam County (79%) had a larger overall ten-year growth rate. Thus, Rockland ranked 2nd in growth among the 62 New York counties in the ten-year period. Of the neighboring New York counties, Westchester gained 10% and Orange increased by 20%. The State, as a whole, had an 8% growth between 1960 and 1970.

The recent population growth of the County has been principally due to the influx of new suburban home-owners and apartment-dwellers. In 1950, the County had a population of 89,276 and vast areas of land in the outlying towns were undeveloped. The villages were still considered the leading centers of commerce, industry and population. But the opening of the New York State Thruway in 1955 and the Palisades Interstate Parkway in 1958 accelerated a development push that changed Rockland from a semi-rural, quiet country locale to an urbanized concentration of new housing tracts and highway shopping centers. Residents of New York City, Westchester and New Jersey flocked to Rockland to take advantage of the country-like atmosphere, convenient travel to work, amount of open space available on relatively large-size lots and, initially, the lower cost of the homes. Many of these people retained their jobs in the City and joined the ranks of daily rush hour commuters. This surge of development carried over into the decade of the 1960's when new apartment construction (predominately in and around the villages) began to appear in abundance with continuing new residential subdivision activity. As witnessed by the Census statistics, Rockland's annual growth rate approached 7% during the decade.

Although there is still a fast pace of development evident in the County, the rate of growth has begun to taper off somewhat. Between 1966 and 1970, for example, the rate of growth was 5% a year, as compared to 7% for the 1960-66 period. Part of the reason for the slowed growth pace was the decreasing amount of vacant land. In 1968, for instance, only about 30% of the total land area was still vacant, with some of that unbuildable or committed to other than residential land development. Another factor in the slowed growth was Rockland's lessening in attractiveness in terms of housing costs, traffic congestion, higher taxes, and a more crowded environment. To cite one change, the median value or price of a home rose from \$18,600 in 1960 to \$34,200 in 1970.

Suffern Growth Trends

The 1970 Suffern population was 8,273, an increase of 62% over the 1960 total of 5,094. This increase was more than double the increase between 1950 and 1960--27%. More significantly is the breakdown of the 1960-1970 decade. From 1960 to 1966, the Village grew at 20% or at 3% a year. From 1966 to 1970, the growth increase was 35% or 9% per year. Thus, Suffern's growth rate was a fairly level 3% per year from 1950 to the mid-1960's. During the latter half of the decade, the growth rate tripled.

The Town of Ramapo, like Rockland County, underwent a strong development pattern reflective of the urbanization process. The growth rate was 70% in the 1950-1960 decade (7% per year). From 1960 to 1966, the increase was even greater--67% or 11% per year. However, from 1966 to 1970, the rate of growth declined to 31% or 8% per year.

It would be an oversimplification to say that Suffern's population is on the increase, while the Town of Ramapo and Rockland County's population are both beginning to taper off. As is to be noted in the land use section, Suffern's amount of vacant land is beginning to become depleted and there is obviously less land available for growth than either in the Town or the County. Most of the population increase in Suffern (as is the case with the Town and County) has been due to the in-migration of new residents. Between 1963 and 1966, 68% of the population rise was due to net-migration into the Village and only 32% was due to natural increase (excess of births over deaths). Many of the new residents have settled in the new single-family homes and apartments that have been constructed in the newly-annexed areas in the eastern part of the Village. When these annexed areas reach the limit in terms of development capacity, there will not be any major undeveloped residential tracts in the community.

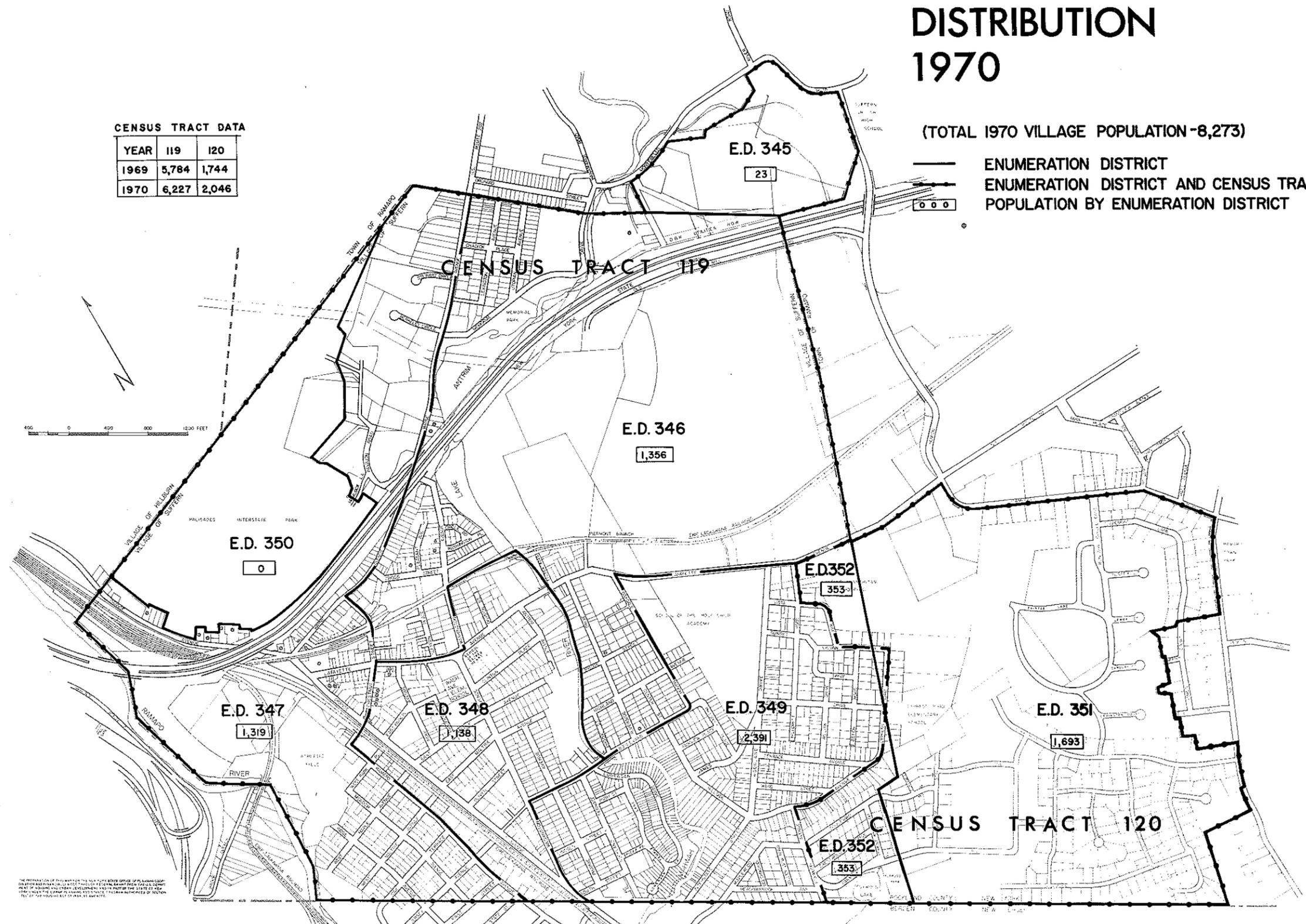
POPULATION DISTRIBUTION 1970

CENSUS TRACT DATA

YEAR	119	120
1969	5,784	1,744
1970	6,227	2,046

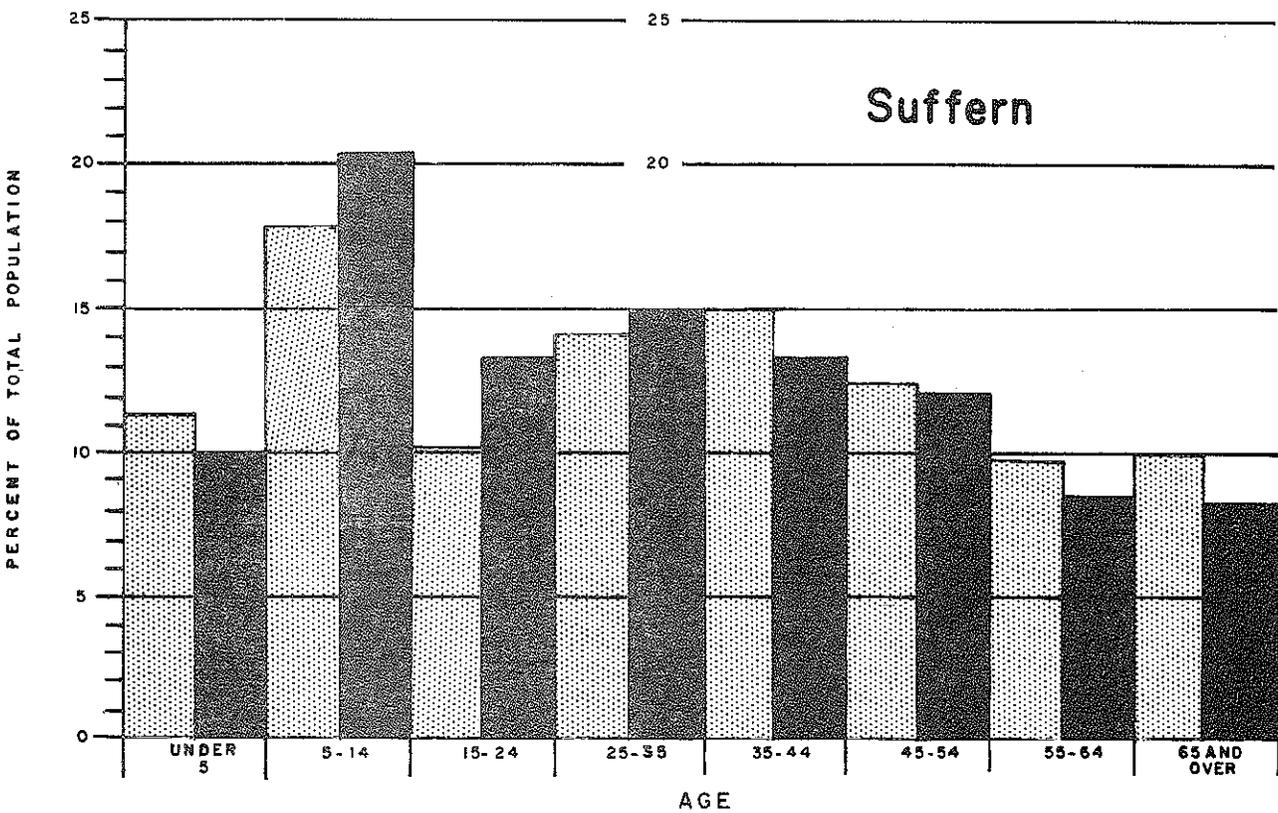
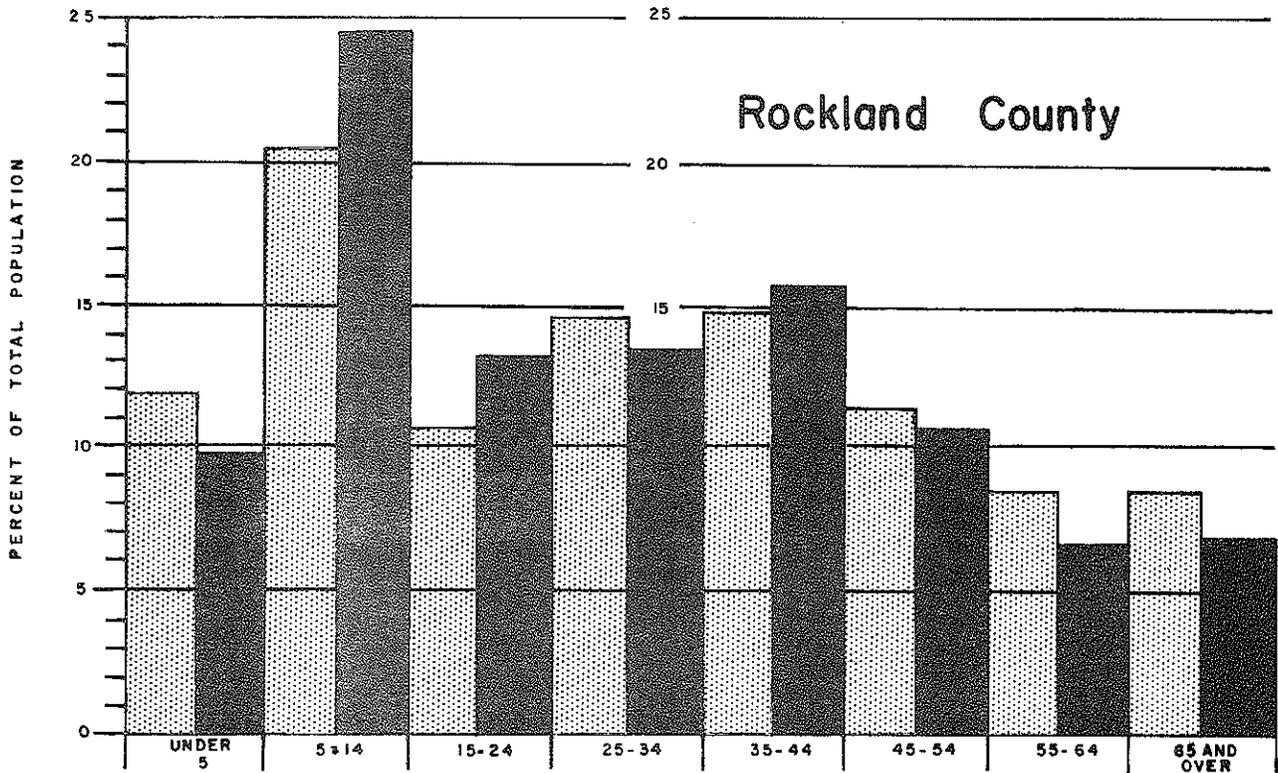
(TOTAL 1970 VILLAGE POPULATION - 8,273)

- ENUMERATION DISTRICT
- ENUMERATION DISTRICT AND CENSUS TRACT
- 000 POPULATION BY ENUMERATION DISTRICT



THE PREPARATION OF THIS MAP WAS MADE POSSIBLE BY THE GENEROUS CONTRIBUTION OF THE VILLAGE OF SUFFERN, N.Y. TO THE ROCKLAND COUNTY PLANNING BOARD. THE BOARD IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY APPEAR HEREIN.

Age Distribution Trends



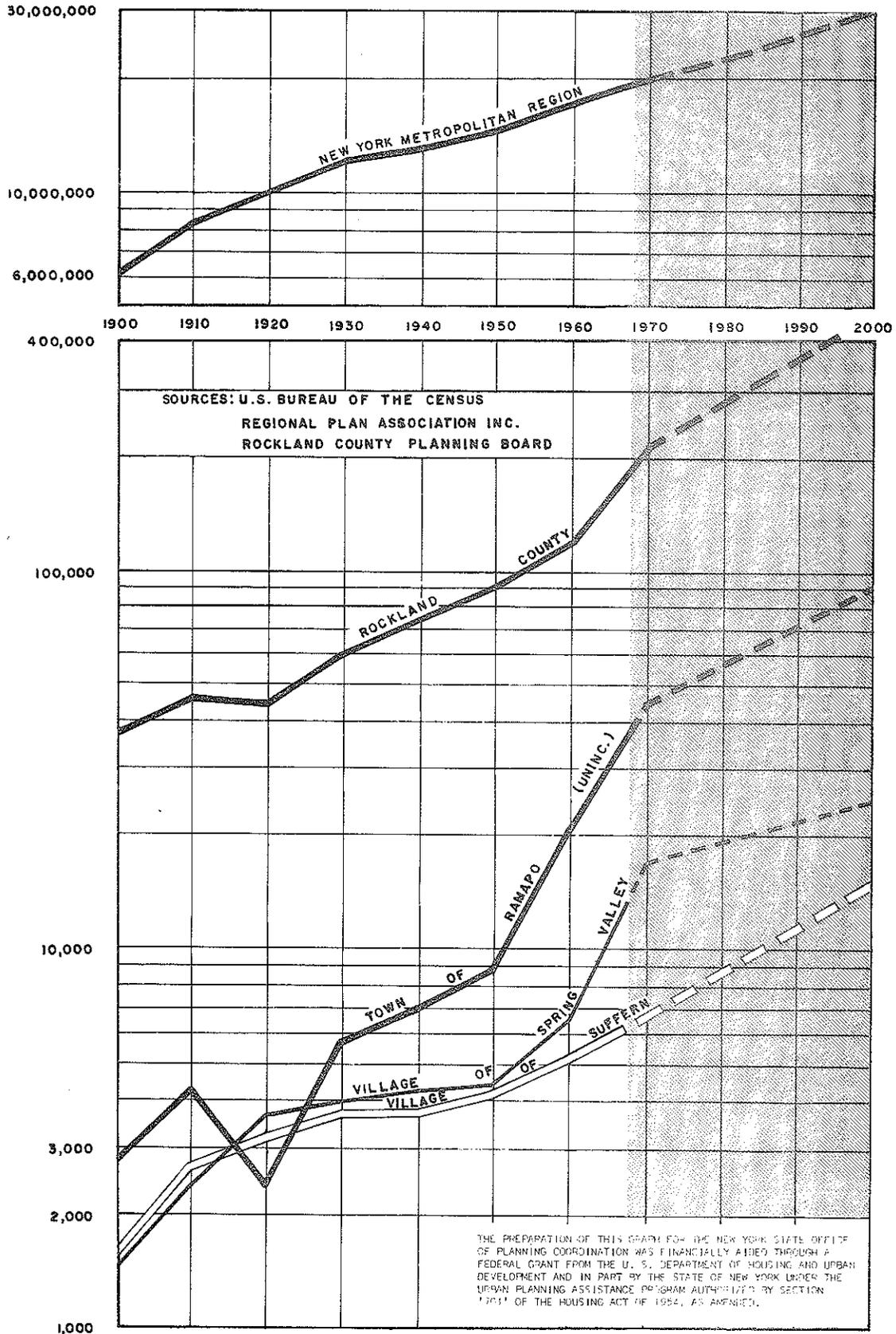
1960  1969 

SOURCE: U.S. BUREAU OF THE CENSUS

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Suffern Development Plan Program - Planning Board Village Of Suffern, N.Y.
CONSULTANT - ROCKLAND COUNTY PLANNING BOARD

Population Growth and Projection—1900–2000 Suffern, Rockland County, Metropolitan Region



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Suffern's population growth has resulted in it being ranked third behind Spring Valley and West Haverstraw. The recent 1970 Census placed Suffern ahead of the Village of Haverstraw for the first time. All of these three villages have gained population through the construction of new apartment houses, town houses, and, to a smaller extent, single-family homes. Both Spring Valley and Suffern have made significant gains based on annexation of new land, predominately vacant at the time of the annexation. Because of the rapid development trends in the surrounding towns, it is unlikely that further annexations will occur in the future.

Population Distribution, Density, Characteristics

The recent 1970 census divided Suffern into two census tracts. The larger of the two tracts, (#119) covering the central and western parts of the Village (including the central business district) had 6,227 persons. The other tract (#120), which includes most of the newly-annexed areas of the Village, had 2,046. A special Census of the County taken in 1969, indicated totals of 5,784 and 1,744 respectively. Tract 119 had the larger numerical gain (between the two Censuses) of 443 persons, but the gain in tract 120 was larger from a percentage viewpoint (17% vs. 8% in 119).

The overall density (5.6 persons per acre) of Suffern is relatively close to the density of all villages in Rockland (5.2 persons per acre). This density is higher than that for Rockland County as a whole (2.6) and the Town of Ramapo (1.6). Within the Village itself, the density varies from 1-3 dwelling units per acre for the single family area, to 16 units per acre for the garden apartment developments.

The age breakdowns show a significant increase in 5-14 age group--a rise of almost 1,000 between 1950 and 1969 and a change in the proportionate share of the total from 13% to 20%. Also, the median age declined from 33.5 in 1960 to 29.5 in 1969. These population traits are typical of communities where young families are attracted to an area as a place to raise their children.

The racial composition of Suffern is predominantly white--99% (7,455 of 7,528) of the 1969 population. This is a slightly higher ratio than that for the County which registers 95% white. The number of Negroes in Suffern is even smaller than the number of non-whites--43 or less than 1% of the total. The nearest large concentration of non-whites is in Hillburn--587 out of 1,047.

Future Population Projections

A. County

During the next 20-30 years, Rockland County will continue to grow, but not as fast as other areas of the Region. It is also likely that initial land capacity will be reached (that is, buildable vacant land will be depleted) and that a certain amount of regrowth or land re-use will occur.

The present (1970) population of about 230,000 in the County will probably continue its development pattern and a 1975 population of 275,000 is possible. By 1985, the present land saturation capacity of 320,000 will probably be surpassed and a total population of 350,000 is feasible. A population of 400,000 by 2000 is also likely. The total populations of 350,000 and 400,000 presume additional growth beyond land capacity--the re-use of some land for higher densities based on a desire to reach greater economic returns and an ever-increasing demand for housing. Specifically, the development of new non-residential clusters of activity, such as the Blue Hill Office Park and the Bamberger's-Sear's shopping center will likely act as a catalyst in spurring the second wave of growth in the County beyond 1985. The housing type of the future is more likely to be multiple-dwelling apartment houses rather than single-family homes, due to an increasing shortage of buildable land and higher building costs.

Rockland's position in the New York Region will be overshadowed somewhat by other more outlying areas that, because of more land availability and lower development costs, will show larger increases in population. Orange County to the north and west of Rockland, with a total of slightly over 200,000 in 1970 is expected to surpass Rockland and increase to 415,000 by 1985. With a total land area of 829 square miles compared to Rockland's 178, the growth potential of Orange is far beyond that of Rockland County. Bergen County, in New Jersey, has a land area only slightly larger than Rockland's (233), but its more intense density pattern will probably result in a total population of more than 1,000,000 by 1980. The future will probably show a closer relationship between Rockland, Orange and Bergen as more of the land corridor encompassing the three counties becomes developed with new subdivision tracts and apartment complexes. The same types of building pressures will probably affect all three counties.

Neighboring Westchester County, with a 1970 population of over 890,000 will likely approach and surpass the 1,000,000

mark in population during the next 20 years with most of it occurring in the northern areas, spilling over into neighboring Putnam County.

B. Village Population Projection

Suffern with a 1970 population of 8,273 has a total zoned capacity population of 12,500. (This means that the capacity population would be reached if all the land were to be developed in accordance with existing zoning patterns). Since much of this additional population represents continuing development of land in the annexed portions of the Village which has already been committed for development, it is not unreasonable to project a population of 12,000 by 1975. Further increases (beyond the land capacity) to 14,000 by 1985 and 16,000 by 2000 are possible. However it is difficult to make projections beyond the land capacity total, due to the uncertainty of the amount of re-growth or re-renewal of land that will occur in the central business area. Certainly, there is significant potential for the removal of old residential and commercial buildings that no longer have physical or economic potential and replacement with newer structures with probable higher density. It seems likely that once the annexed land in the eastern part of the Village is totally committed, the main focus of attention will be the central business district where the possibility of major road improvements along with better rail service and other capital facilities improvements will strengthen development pressures and activities.

5. ECONOMIC FACTORS

(Reference: Tables E-1 through E-8)

The economy of the Village rests on the resident population that is employed locally, in plants and firms outside the Village, town or county, on the local industrial base which consists of two large and several small plants and on the retail-wholesale commercial trade base hinging on activity in the central business district.

Statistics from the Census show that over 52% of all workers in 1960 were in "white collar" jobs--i.e., professional and technical-workers, managers and proprietors, clerical and sales personnel. At that time, the County as a whole showed white collar workers as representing 48% of the total work force. Other villages in Ramapo, Spring Valley (43%), Sloatsburg (34%), and Hillburn (21%) had even a smaller proportion of white collar workers. The excellent commutation--transportation links from Suffern to New York and other major job centers probably is a major factor in explaining the proportion of white collar workers. It is very likely that the number of white collar workers has increased since 1960 due to the development of Bon Aire, Stonegate and other residential areas.

In addition to travelling to New York by bus or train, Suffern residents have jobs in New Jersey--at the Ford Mahwah Plant, and at the ABEX Corporation, also in Mahwah. Suffern residents also are within close commutation of firms in Rockland, such as the International Paper Company in Airmont. There are no recent statistics on commutation patterns, but the fact that Suffern attracts commuters from within and outside the Village is evidenced by the hundreds of cars that use parking areas near or close to the rail station and bus stop.

Family income follows the trend of a higher number of white collar workers. In 1960, the median family income of Suffern was \$7,690, slightly ahead of the County (\$7,472) and well ahead of Sloatsburg (\$6,956), Spring Valley (\$5,919) and Hillburn (\$5,760). Suffern has generally been a middle class established community with a financially stable population and a smaller incidence of poverty, in contrast to other villages such as Nyack, Haverstraw and Spring Valley. In 1960, families under \$3,000 income numbered 131 in Suffern as compared with 174 in Haverstraw, 263 in Nyack and 309 in Spring Valley. An estimate of 1968 median family income placed the income of Suffern at \$12,430, the County at \$12,080, Sloatsburg at \$10,910, Spring Valley at \$8,590 and Hillburn at \$8,360. There are no new statistics on the number of families living in so-called poverty levels but it is suspected that the proportion of low income families in Suffern as a proportion of the total number of families is declining.

Industries in Suffern

The main industries in Suffern are Avon Products, a major cosmetics firm located on Washington Avenue, which employs in excess of 1,000 persons, and Geigy Chemical Corporation, a producer of pharmaceuticals located on Hemion Road, which employs more than 300. These two major manufacturing firms are important for the Village not only for the number of jobs that are provided and the amount of tax revenues contributed, but also in terms of the general support given to the local economy. Avon employees, for example, patronize local stores and restaurants.

In addition to the two main firms, Suffern has several smaller firms. In the apparel trade, J & L Originals, Marie Manufacturing Company, Tod Teens Togs and Tami Hat Corporation employ over 100 persons. Two fabricated metals firms--Artwire Creations and Precision Shapes--also employ over 100 persons. There is also a truck body manufacturing firm--Economy Body Builders and a quarrying firm--Plaza Materials. All of these firms are located within close proximity of the center of the Village. Total employment represented by all these Suffern firms shows an increase when compared with total employment 10 years ago from slightly over 1,300 to almost 1,900.

Generally speaking, Suffern's industrial base compares favorably with other areas of the County--especially other villages. During the past ten years, while new residential development has gravitated towards the more spacious unincorporated town areas of Rockland, industrial activity has also tended to locate away from the crowded conditions of the older villages, and towards spacious tracts of lands with good highway access and other auxiliary services. In some cases, industrial parks have been set up accommodating several firms with space for warehousing as well as production activities. Suffern represents a village that has not lost any significant amount of employment or industrial net worth as have other villages.

Commercial Activity

The Village has not fared quite so well in terms of its commercial trade base. To cite one statistical trend in retail trade, between 1958 and 1967 the number of establishments in Suffern increased by 1%, the number of jobs increased by 26% and total sales increased by 10%. By contrast, the County as a whole showed a 29% increase in the number of establishments, a 96% increase in employees and a 125% boost in total sales. The result of this trend was that Suffern's share of total retail sales in Rockland declined from 11% to 5%.

The 1967 Retail Trade Census showed that of Suffern's 105 establishments, 5 were hardware, and building materials stores; 3 were general merchandise, 17 were food outlets, 5 were auto dealers, 4 were gas stations, 8 were apparel and accessory, 6 were furniture, 16 were eating-drinking, 4 were drug stores and 26 were of miscellaneous types. Total sales were \$15 million or 5% of the County total.

In the Wholesale Trade designations, Suffern had, in 1967, 11 establishments with total sales of almost \$22 million and 250 employees. Most of these were in the beverage distribution category and Suffern's sales were approximately 8% of the County total. Interestingly enough, Suffern's wholesale trade generated more sales than its retail trade even though there were almost 10 times as many retail trade establishments.

In the service establishment area, Suffern had 78 outlets in 1967, with sales of almost \$3 million and a total payroll of 231 employees. Of the total service establishments, 30 were personal services (barber and beauty shops, cleaning and dyeing plants, laundries, garment repair shops, etc.), 20 were business services (credit agencies, interior decorating, printing shops), 17 were repair services (appliance repair, jewelry repair, furniture repair) and 11 were amusement and recreation services.

A comparison of the central business area in Suffern with other newly developing highway shopping centers in Rockland indicates that Suffern contains many of the same types of establishments and services, but lacks some of the conveniences, amenities and attractive elements of the new centers. The CBD (central business district) in Suffern includes a department store, variety stores, banks, appliance, hardware, jewelry, gift, furniture and clothing stores. There are also represented beauty salons, barber shops, bakeries, restaurants, book shop, liquor stores and stationery stores. One can also find auto dealers, supermarkets and hotels along with offices for doctors, real estate firms, lawyers, insurance agents and tax consultants. There is both off-street and on-street parking available and traffic flow is generally free of extensive delay. In short, Suffern is a commercial center that can serve most shopping needs for both hard and soft goods, and can provide necessary commercial and professional services.

Suffern, however, faces more competition from the new highway centers which have reduced its market or trade area drastically. Where once shoppers from Airmont, Tallman, Viola, and even Pomona, travelled to Suffern for their needs, they now find it easier to shop in the new centers along Routes 59, 306, and other major roads. These centers offer free, convenient parking, direct traffic access to main roads, and in some cases stores with larger selections and discount prices. Furthermore,

the natural bias or tendency in shopping at present is focusing on the central and eastern portions of the County where large subregional and regional centers in Nanuet and Spring Valley promise more variety and activity than in the older village centers. This does not signal necessarily an actual decline in the prosperity of the Suffern commercial base, but a decline in its influence or extent.

Thus, Suffern's economic base is generally healthy and growing, but it probably does not exert the commanding influence it once had. Commerce and industry have appeared in other areas of the County and Suffern's main improvement has been an improvement in its residential character that has stabilized the economy and prevented any serious decline.

6. LAND USE

(Reference: Tables L-1 and L-2)

One of the most important considerations for basing decisions on future Village growth is the manner in which the land is now being used. The pattern of land use in a community is the result of a myriad of individual public and private decisions by those who own or reside on property. The land use policy in our society is determined principally by the free interplay of those decisions against a backdrop of controls linked to basic public health, safety and welfare. Before proposing a new comprehensive land use pattern for the community, it is important to take cognizance of the existing interplay of land use policies and forces.

Existing Land Use

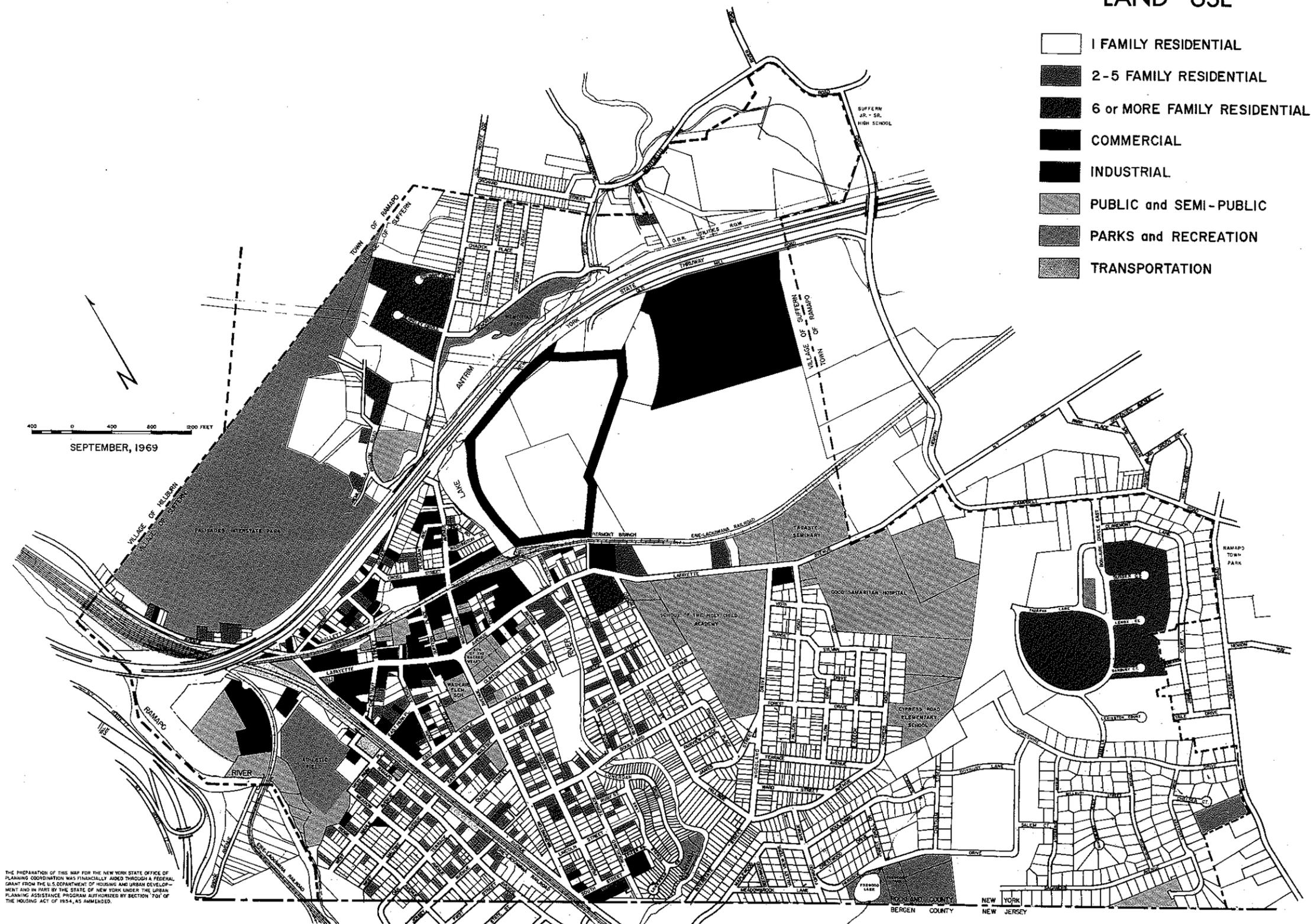
The total amount of land in Suffern in 1969 (according to a special land use survey) was 1,347 acres. Total acreage in Suffern in 1953 was 1,030 acres, the difference being the lands that were annexed to the Village. For comparative purposes, Suffern is approximately the same size as neighboring Hillburn, and about 300 acres smaller than Sloatsburg. Spring Valley, the largest village in the County in terms of population, is approximately 100 acres smaller than Suffern.

Residential land amounts to approximately 352 acres, or 26% of the total. The forms of housing include: single-family structures on lots of 20,000 to 5,000 sq. ft., small multi-family (2-4) structures on separate lots of 5,000 sq. ft. or less; single-family semi-detached dwellings on lots of 2,500 sq. ft. (town or row houses) and apartment complexes (built generally at a density of 16 units per acre), principally of the garden apartment type. The older and slightly more dense development is located in the center of the Village with lower-density housing principally on the eastern and northern fringe areas. As will be noted later, housing blight is not a serious problem in the Village, because of the residential stability of the area, the amount of owner-occupancy and the presence of medium-to-high income families in and around Suffern. Where residential blight is found, it is usually found in structures or areas that are basically commercial in nature.

Residential development activity has good potential at this time, chiefly because of strong housing demand in the area. New houses and apartments in the eastern area are being rapidly built and occupied, even though prices and rentals are above the

GENERALIZED EXISTING LAND USE

-  1 FAMILY RESIDENTIAL
-  2-5 FAMILY RESIDENTIAL
-  6 or MORE FAMILY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PUBLIC and SEMI-PUBLIC
-  PARKS and RECREATION
-  TRANSPORTATION



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SUFFERN DEVELOPMENT PLAN PROGRAM — PLANNING BOARD — VILLAGE OF SUFFERN, N.Y.
 CONSULTANT — ROCKLAND COUNTY PLANNING BOARD

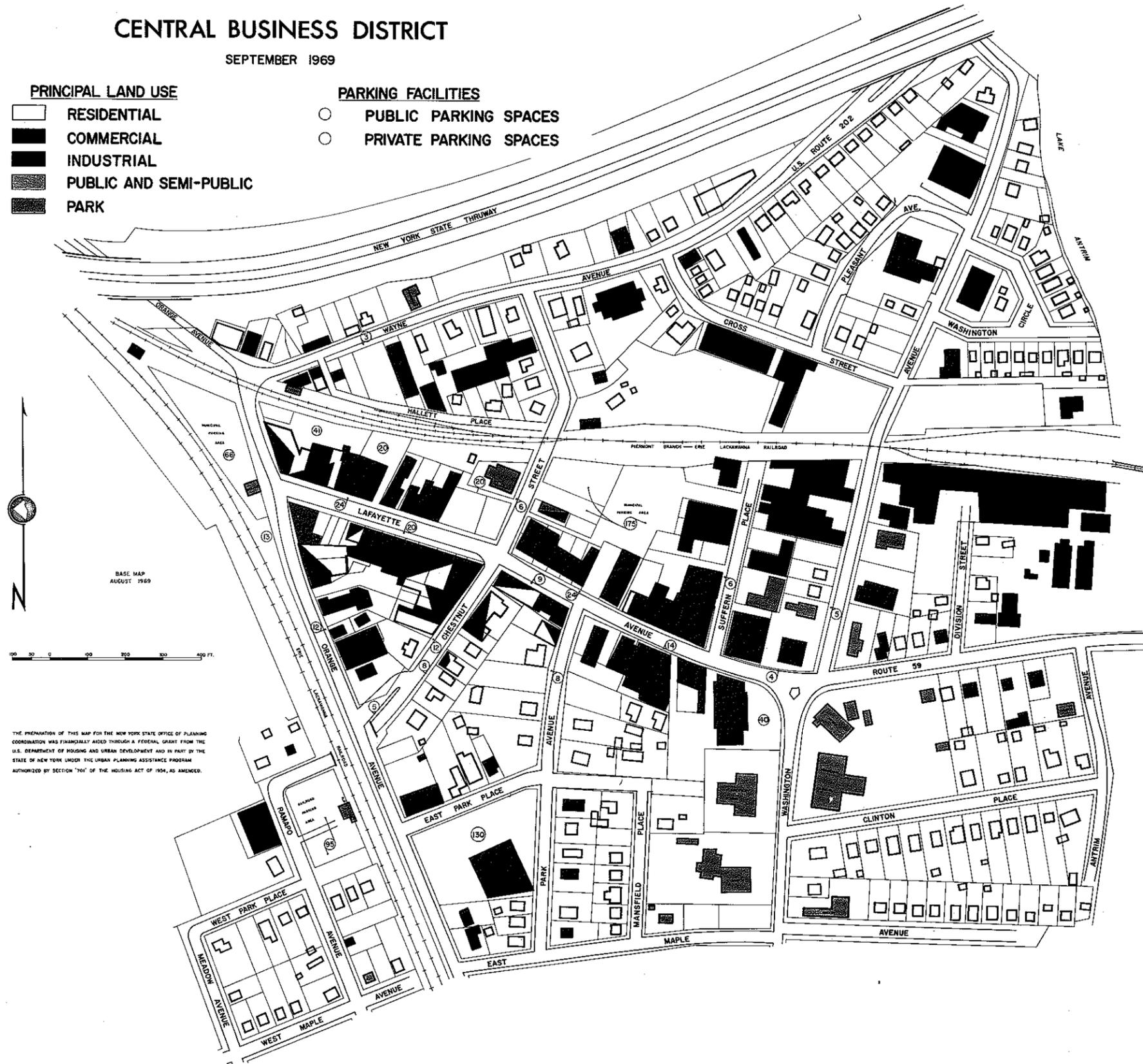
EXISTING LAND USE

CENTRAL BUSINESS DISTRICT

SEPTEMBER 1969

- PRINCIPAL LAND USE**
-  RESIDENTIAL
 -  COMMERCIAL
 -  INDUSTRIAL
 -  PUBLIC AND SEMI-PUBLIC
 -  PARK

- PARKING FACILITIES**
-  PUBLIC PARKING SPACES
 -  PRIVATE PARKING SPACES



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typical middle-income family spending level. Older housing in the Village is recognized to have a low vacancy rate due to the lower costs and rentals involved. Once all the vacant buildable residential land becomes developed, new residential activity will tend to occur on re-used land in the Village center.

Commercial land amounts to 27 acres or only 2% of the total land. Most of this retail-commercial and commercial-office type development is in the center of town with some general commercial uses scattered elsewhere. The problems of the central business district have been outlined in the economic factors section. Suffice it to say that lack of space and building age are probably the chief commercial development problems in the business area. There is presently not enough space for major new parking facilities that would be centrally located and development costs are high. Building age makes structural renovation somewhat risky, in economic terms, for many parts of the business area. Some of the older structures have deteriorating or dilapidated dwelling units on upper levels. The presence of several vacant, unsightly lots also detracts from the attractiveness potential of the business area. The Village recently acquired and developed one of these vacant lots and converted it into a park. From a land use standpoint, the business area is hampered by the existence of the Erie railroad tracks on the northern and western sides of the business area. Anticipated new road improvements also threaten the amount of room for expansion. In effect, commercial, residential and industrial land are competing for space in the district.

A new land use trend of the future might be expanding office use along highways and roads leading to the business area--notably Lafayette Avenue (existing Route 59). At the present time, highway strip-like commercial development does not appear to be a major problem for the Village.

Industrial land amounts to 107 acres or 8% of the total. The Avon Plant in the center of town, the Geigy plant off Hemion Road and the rock quarry account for the most important uses. Suffern is unique in having important industrial uses within its borders, as well as having significant amounts of vacant industrial land that foretell continued expansion. There is a new planned light industrial district off Montebello Road that will result in additional development there. At present, approximately 135 acres of industrially zoned land are vacant.

Public and semi-public uses account for 296 acres in the Village, or 22% of the total. Much of this category includes streets. Significant individual uses include Good Samaritan Hospital on Route 59, the Village Hall and parking areas, two public schools and one private school, lands of the Tagaste

Monastery and the various clubs and churches. There is an extensive area of utility plants and operations, including the municipal water and sewer plant in the area of the Athletic Field by the Ramapo River. Parks and recreation uses amount to 132 acres or 10% of the total, but 110 of those acres are contained in a large rocky tract that is part of the Palisades Interstate System.

Vacant Land and Additional Population

Suffern has 432 acres vacant or 32% of the total. The amount of vacant zoned residential land is 276 acres. Developable vacant land accounts for 196 acres. As mentioned earlier, the total population of the Village would reach 12,500 if all this vacant land were used in accord with present zoning policy. Much of this vacant land, 78 acres, is contained in committed areas-- specifically, Bon Aire and Stonegate, where eventually there will be 1,500 apartments, 80 townhouses and 228 single-family homes. The rest of the vacant land is scattered around the community and would consist chiefly of single-family homes at lot sizes of 5,000 to 20,000 square feet. Development of these individual lots would obviously take longer to occur than the planned growth at Bon Aire and Stonegate.

An unknown quantity is the total redevelopment potential in the central business area. New high-rise apartments are quite possible on many presently small-sized lots. Timing of this type of renewal is more difficult to pinpoint because of additional problems in assembling parcels, relocating any present tenants, demolishing present structures and constructing new higher-cost, higher-density buildings.

7. HOUSING AND NEIGHBORHOOD ANALYSIS

(Reference: Tables H-1 through H-7)

Housing is another indicator of development trends and patterns as are population and land use, and its study is, therefore, also a necessary prelude to the planning process. By virtue of the particular problems and pressures accompanying the housing portion of a community's land use pattern, a special analysis of housing in the Village is contained in this analysis. Following the analysis is a statement of problems, obstacles, objectives and activities which was contained in the initial housing element prepared earlier in the program.

As noted previously, housing stock in the Village is primarily single-family residential with some old two and three-family dwellings and a large number of newer garden apartment projects. In 1960, out of a total of slightly over 1,600 units, the Census reported that over 1,000 were single-family and slightly over 300 were two-family for a combined 85% of all housing stock. The total housing stock in 1970 was approximately 2,780, and single-family structures alone still accounted for almost 50% of the total housing stock.

According to the 1970 Census, the overall dwelling unit size is 3.0. Within the Village, the range is from 2.5 per dwelling unit in the Bon Aire-Stonegate area to 4.1 in the Riverside Avenue-Buena Vista area.

Multi-family dwelling units (particularly garden apartments) have become a more significant element in the total housing supply (rising from 6% in 1960 to 33% in 1970). These multiple dwelling projects include Berkeley Square (150 units) located on Wayne Avenue and Bon Aire Park (approximately 460 units) located off Campbell and Cragmere Roads. Eventually Bon Aire Park will contain 1,100 apartments when it completes its development plan by 1975. Another large development, Stonegate, will contain 400 garden apartments when completed. There are two high-rise structures (4 and 6 stories) in Suffern: Park Lane Apartments, containing 90 units, located on Lafayette Avenue and Oakdale Manor, and the 6 story building under construction on Park Avenue and East Park Place.

Suffern's housing development since 1930 shows a very definite trend away from the central part of town. The original housing supply built before 1930 consisted of one and two-family frame dwellings along such streets as Washington, Orange, Maple and Riverside in the central area, Washington, Cross and Wayne Avenue in the north-central area, and Ramapo, Meadow and Ridge

Avenue in the western area. Some of this housing actually dates back to the turn of the century. Some homes, especially on Washington Avenue, south of Lafayette, still reflect the quiet charm of times when a sizeable number of wealthy persons lived in the center of the Village. During the 1930's, 1940's and early 1950's, such developments as Buena Vista Heights and Mansfield Park began to take shape as houses appeared on Grandview Avenue, Cypress Road and Hillside Avenue (what was then the eastern border of Suffern). Further to the north, houses were built on Lexington and Utopian Avenues near Wayne Avenue. Between 1950 and 1960, the Buena Vista and Mansfield Park developments were completed and Foxwood Manor, a single-family subdivision on newly annexed land south of Hillside Avenue, was constructed. Since 1960, except for Squire's Gate, a two-family development east of Rockland Terrace, and Berkeley Square and the Park Lane Apartments, all new development has occurred in the new eastern annex of the Village--namely Bon Aire and Stonegate.

Although Suffern has had substantial newer residential subdivisions and apartment sites added over the past 2-3 decades, it is significant that much of the housing supply still is of older origins. In the 1960 Census, Suffern had 1,123 of its 1,614 total housing stock as being 20 years old or older--70%. This proportion was similar for many other villages in the County--Nyack (86%), Spring Valley (73%), Haverstraw (93%). The situation where a great amount of housing stock is older means that more attention has to be paid to maintenance or rehabilitation.

The quality of housing in Suffern is very good for an older village. In 1960, the Census reported a total of 122 substandard housing units--those having dilapidated or deteriorating condition with a lack of, or weakness in, basic plumbing facilities. Since 1960, some of these dwellings were destroyed by fire; many others were upgraded through private renewal efforts to meet increased housing demands. As a result, a recent exterior housing condition survey discovered approximately 55 dwelling units with serious deterioration problems. Most of these were found in the business district, along such streets as Lafayette, Wayne, Orange and Chestnut. These, in the main, were dwellings attached to or associated with older commercial uses. Even here, some rehabilitation has taken place in cases where merchants own an entire building and have refurbished the upstairs apartments to achieve higher returns on the structure. Other areas of deterioration included several dwellings along Route 59 where the poor location (directly along a major thoroughfare) and small amount of buildable land have resulted in substandard housing. Generally speaking, however, the Village does not need a major

renewal effort in eliminating the vestiges of deterioration still prevalent in the housing supply.

The main problem in housing today for Suffern is the lack of housing at reasonable prices for lower and middle-income families. Newer developments like Bon Aire and Stonegate are commanding prices of \$60,000.00 and higher for single-family homes and in excess of \$250 a month for apartment rentals. These prices are beyond the range for all lower-income families and for many middle-income families as well. The 1970 estimated value of owner-occupied units was \$30,000, while the median contract monthly rental was \$150 per month. By contrast, in 1960, the median price of a single-family home was \$18,100 and the median rental was \$105 per month. Prices and rentals for older houses and apartments are, of course, lower, but available vacant houses and apartments are in short supply. The causes of the short supply and rising costs of housing in Suffern are tied to the general housing market picture elsewhere in Rockland County. Higher construction costs, interest and mortgage notes and land acquisition costs have made both the financing and purchasing of new homes and apartments difficult for both the buyer and the seller.

Suffern, therefore, has a relatively good housing stock, but it lacks the amount and variety of housing to meet the needs of low-income, elderly, middle-income and minority groups. There are no large concentrated slum areas, but rehabilitation or renewal is needed for those units which have deficiencies. In addition, constant vigilance is needed in maintaining the older elements of the housing stock.

Housing Element

The following summary of housing conditions is done in accord with guidelines from the U.S. Department of Housing and Urban Development.

I. Current Housing Problems in Suffern

- a. There is a general shortage of homes and apartments for families in the lower and lower-middle income levels. A typical new home sells for in excess of \$40,000; a typical new apartment rents for \$200 per month or more.
- b. A "tight" housing market exists with a limited number of apartments and houses for rent or sale. Housing that is available is found mostly in newly constructed subdivision or garden apartment developments.

- c. More moderate-priced housing is needed for the elderly. A survey conducted by the Village indicated a strong interest in such housing by most (68%) of the respondents.
- d. The non-white population, although small in number, generally inhabits the areas of old and substandard housing units. No concentrated slum area exists, but rehabilitation or renewal is needed for those units which have deficiencies.

II. Obstacles to Housing Problem Solutions

- a. Rising costs of housing construction throughout the New York metropolitan area.
- b. Rising value of land throughout Rockland County area.
- c. High interest and mortgage rates in New York area.
- d. Inadequate local resources for financing or sponsoring low-cost public or private housing.
- e. High land and construction costs for low-income housing.
- f. Diminishing amount of usable land for new housing construction.

III. Statement of Objectives

- a. Prepare comprehensive land use plan with emphasis on present and future housing needs.
- b. Prepare recommendations in land use plan and capital improvements plan that would work towards solution of housing supply and cost problems.

IV. Statement of Planning Activities

- a. Identify in Master Plan future new areas of housing to ease current "tight" market situation.
- b. Study potential of housing redevelopment and renewal in central business district.
- c. Analyze State and Federal housing programs that might provide sources of housing renewal.

V. Statement of Implementing Actions

- a. Adopt zoning ordinance changes reflecting ways of increasing housing supply as detailed in Master Plan.
- b. Work with County and Town officials in ways of reducing housing costs.
- c. Adopt improved building and housing codes.

8. COMMUNITY FACILITIES AND PUBLIC UTILITIES

Within the Village, there are two public elementary schools, Cypress Road and Washington Avenue. There is a junior high and an elementary school (Montebello School) on Montebello Road, just outside the Village boundary. A new 2,000-pupil capacity senior high has been built on Viola Road. There is one parochial school (Sacred Heart) in the Village and no expansion is anticipated.

The Village has three major parks and several smaller ones at various locations in the community. Memorial Park (14 acres) has swimming and play area facilities and is located in the northern area. The Athletic Field (12 acres) at the western extremity of Suffern has softball, baseball, basketball and field sports. Foxwood Lake (12 acres) at the southeastern part of the Village is presently undeveloped, but the lake can be used for ice-skating in the winter. The smaller parks consist of Squire's Gate (a one-acre park located in a two-family subdivision area) and two vest-pocket parks (at Lafayette and Orange, and Washington and Orange), one of which has been developed. Both elementary schools have play areas for children. There are no Town or County parks in Suffern, but Suffern does participate in the Town recreation program and many Village residents use the Clark Recreation Center in nearby Airmont. There is also a large amount of Palisades Interstate Park in the Village (100 acres), but it is undeveloped and likely to remain so due to its steep topographic condition.

The Village Hall, built in 1928 and located on Washington Avenue, houses the offices of the Mayor and Village Clerk. It also contains a courtroom. More space is needed for increasing municipal functions and mention has been made of acquiring the present Post Office station once operations are shifted to a new station. However, there are no plans at present for a new Post Office. Parking space at the present Village Hall is also deficient.

The Village has two fire stations--Hook and Ladder Company No. 1, located in the Village Hall, has had no major improvements since 1961. Hose Company No. 1 on Wayne Avenue has currently been improved with new space to accommodate larger fire equipment. With continued acquisition of new fire equipment when necessary, two fire stations will not be adequate in the immediate future.

Police headquarters is located on Orange Avenue near the Lafayette Avenue intersection. Facilities for the 16-member force are considered adequate at the present time, although with further population growth in the Village, some expansion may be necessary.

Various improvements are being planned to public works facilities. The Village's water needs are presently supplied by two wells with above-ground storage tanks with current capacity at about two million gallons per day (actual usage is presently at less than one million gallons). Due to the increase in demand, an additional well is being planned as well as additional pumping facilities to improve flow. The area in and around the Village (principally along the Ramapo River) has a large water supply potential.

The Village has its own sewage treatment system which is designed to handle 1- $\frac{1}{2}$ million gallons of sewage per day and currently handles about $\frac{1}{2}$ that capacity. There are proposals for installing larger pipes and constructing new pumping stations to handle greater flows from the eastern section of the Village and particularly from Good Samaritan Hospital and the new Bon Aire and Stonegate developments. The sewage treatment plant which provides secondary bio-filtration is designed for a population of 15,000 and considered adequate at present. Improvements to storm drainage facilities have been completed for the areas east of the Mahwah River. Flood control improvements are being planned for the area along the Mahwah.

The Village provides collection of garbage and rubbish for both residential and commercial areas. About 2,000 tons per year are collected and transported to the Town Incinerator. The Village garage where refuse trucks, snow plows and other equipment are stored is in need of more building space. There is enough property on the existing site to accommodate any new buildings.

The Suffern Free Library located on Maple and Washington Avenues contains about 30,000 volumes. Since a new building addition on Maple Avenue was completed, shelf space has been increased and no additional expansion is needed.

A new wing has been added to Good Samaritan Hospital increasing the total number of beds to over 300. Ambulance service provided by the Ramapo Valley Ambulance Corps is considered adequate at present.

There are sufficient supplies of gas and electric power for the foreseeable future. North of the Athletic Field is a gas transmission plant that is hooked into the major pipeline of the County. Expansion of electric transmission and power supply

facilities is planned for the Torne Valley area, a few miles north and west of the Village. This expansion is basically designed to handle increased power needs of the Northeast Power Grid. There is a possibility that large transmission towers and lines from the Torne Valley may pass through part of the Village, causing some problems in land use and design. Suffern's power needs will also be dependent on new power supply facilities currently being constructed at Bowline Point on the Hudson River.

9. TRAFFIC AND TRANSPORTATION

(Reference: Tables T-1 and T-2)

Most of the traffic passing in and out of Suffern is locally oriented. Traffic for upstate New York which formerly passed through the main business area now utilizes Route 17 and the New York State Thruway, both of which bypass the central area.

The major avenues of traffic volumes include Route 59 (up to 15,630 cars in a typical day in 1970); Orange Avenue (Route 202)--10,260; Wayne Avenue--7,300; and Washington Avenue--4,490. Traffic counts are generally higher than in 1961 due to the increase in population in the Village and its surrounding area.

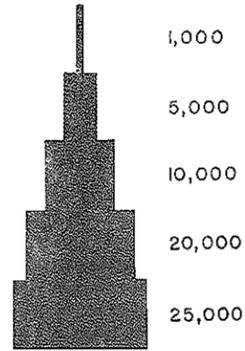
There are no significant numbers of traffic accidents or fatalities occurring on the major arteries. Several road intersections, Washington Avenue-Orange Avenue and Wayne Avenue-Orange Avenue, have been improved through the erection of traffic channels or dividers. There are still some dangerous areas--turnoff from Riverside Drive and Grandview Avenue onto Route 59 and the Chestnut Street underpass--but in general, the traffic flow is smooth. Significant congestion generally occurs at the Lafayette Avenue-Orange Avenue crossings, but is usually of short duration. The traffic congestion is sometimes due to cars maneuvering for parking spaces on Lafayette Avenue and adjoining streets.

Public transportation service for Suffern is relatively good. Rail transportation to Hoboken (with connections to midtown and downtown Manhattan) on the Erie-Lackawanna Main Line is swift with running times of 56 minutes during rush hours. Short Line commuter buses travel to the Port Authority Terminal in midtown Manhattan in slightly over one hour, comparing favorably with auto travel. Many residents from the surrounding Ramapo community drive into Suffern to utilize the commuter transportation. (In 1966, 300 commuters used the Erie railroad service daily). Improvements have been provided in the form of new rail passenger cars (the older cars were more than 50 years old). Terminal facilities for both bus and rail passengers are in need of better parking facilities and shelters. More direct access to both the bus and rail station would be of help. In general though, there are few communities in the County with better public transportation than Suffern.

In addition to commuter transportation to New York City, there is also a local bus service to Nyack on Route 59. Due to the many stops on the route, travel time is not comparable to

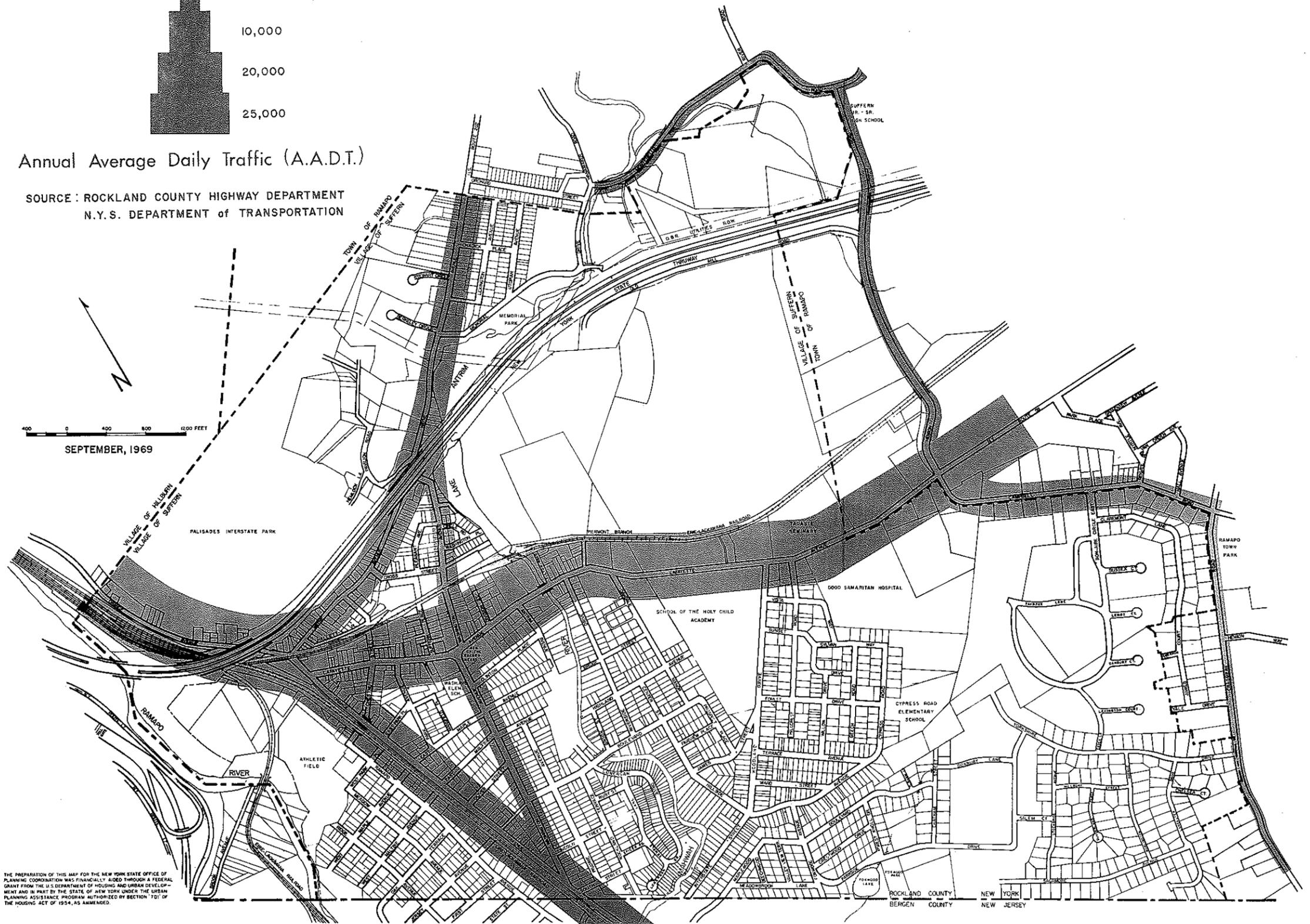
auto driving time (50 minutes to Nyack versus 30 minutes for car).
Most residents use cars in reaching other sections of the County.
(61% of all commuters used auto to reach their jobs in 1960).

TRAFFIC FLOW 1969



Annual Average Daily Traffic (A.A.D.T.)

SOURCE: ROCKLAND COUNTY HIGHWAY DEPARTMENT
N.Y.S. DEPARTMENT OF TRANSPORTATION



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

10. FISCAL ANALYSIS

(Reference: Tables F-1 through F-8)

Introduction

A prime ingredient in the determination and realization of future plans for the Village is a financial review of its revenues, expenditures and audit position. With such an analysis, proposals for municipal improvements can be firmly anchored to financial realities. The purpose of the analysis is to describe past fiscal trends and attempt to forecast future patterns in order to reveal Suffern's capability to assume fiscal burdens concomitant with the planning of community facilities and improvements.

The statistics cited in this report are from two major sources. Data relating to budget expenditures and revenues is from the annual budgets of the Village for the years mentioned. Data relating to long-term debts, assessed valuations and taxing limits are from the Annual Reports of the New York State Department of Audit and Control.

Expenditures

Expenditures rose by almost 50% between 1965 and 1969. The largest part of the budget is devoted to Public Safety (27% in 1969)--police and fire departments, fire, plumbing and building inspectors. The second largest category, Street Maintenance (including snow removal, street upgrading and street lighting), accounts for 16%. Sanitation and Health (refuse collection, sewers and sewage disposal) accounts for 15%. Debt Redemption (retirement of principal, payment of interest) accounts for 14%, General Government functions, (Mayor, Village Hall, Police Justice) and Recreation total about 12%. The remaining part of the budget is used for retirement, Social Security and insurance payments. There has been little change in the relative distribution of the expenditure items during the past five years.

Revenues

Village revenues are still heavily based on the property tax. In 1969, 73¢ of every \$1.00 was earned by property levies which increased by 54% in the five-year period. State Aid accounted for 9% in 1969. A breakdown of State Aid shows that per capita State Aid was the largest single element--amounting to over \$100,000 between 1965 and 1968. The mortgage tax totaled \$68,000. Smaller amounts were contributed by Youth Recreation, highway funds and special grants for the sewer treatment plant.

Other minor sources of funds included parking revenues, service charges, licenses, permits, fees, interest, earnings and inter-account transfers.

Assessed Valuations

Assessed valuations which form the base of the property tax showed a 117% increase between 1960 and 1969, or over 11% per year. This has been relatively close to the rise in the budget. The big increases in the valuations during this period came from Geigy Chemicals, the Bon Aire development and the various other garden apartment projects in the Village. During the nine-year period, the Village moved to a 100% equalization rate--meaning all properties were to be assessed at true value. This change resulted in a lowering of the tax rate to around 90¢ per \$100 of assessed valuation.

Debt

Debt outstanding dropped by over 20% during the 1960-1969 period. The constitutional debt limit, based on increases in property valuations, rose by 101% so that unused borrowing capacity was 203% higher or over three times in 1969 what it was in 1960. Thus, in 1969 the Village could have incurred additional debts of over \$2,300,000 for that year. At present, the Village has three major bonds outstanding--\$290,000 for water system improvements (due in 1991), \$430,000 for the sewer treatment plant and pumping station (due in 1987), and \$20,000 for a general improvement bond (due 1974). In 1967, the total portion of these bonds still due amounted to \$337,000. The Village also has a \$71,000 note for a new fire truck. The total debt from both bonds and notes was well within Suffern's borrowing capacity. New bonds for the storm drainage and sewage treatment improvement projects are likely to cut down the Village's margin of reserve, however.

Fiscal Trends

The general outlook of expenditures points toward an increase of operating costs, probably on a par with local population or economic growth. The only major change that might occur would be the transfer of certain Village functions to the Town of Ramapo or Rockland County. It is also conceivable that sewer functions could be transferred to the County Sewer District #1 and the water program might be handled by a private water company. At this time, however, transfer of any of the Village functions contained in the budget seems uncertain.

The revenue end of the budget appears likely to remain in the same basic form. Barring any new minor taxes that might be levied (such as a utility tax), the property tax will remain the leading source of funds. Sales and income taxes are pre-empted for use at higher governmental levels (namely county and town). If such taxes were to be levied, the Village conceivably might be able to share in the revenues or receive aid for some of its functions. Such taxes are not foreseeable at this time. As for other revenues, State Aid should generally show increases due to the expanding scope of state programs and the increasing population of the Village. State and Federal Aid will also be made available for certain special capital improvement projects (such as improvements to the sewer and water systems). But the future revenue pattern of the Village is most clearly related to the performance of the property tax and indirectly to the ability of the Village to show continued increases in assessed valuations.

The assessed valuations picture is promising, at least in the short run. Geigy Chemicals is expected to expand on the vacant land that is part of the present site. A new planned light industrial park off Montebello Road is expected to add significantly to tax revenues when it becomes developed, perhaps within the next two-to-four years. Commercial properties are weak in terms of value in the business area but more office buildings are possible along Lafayette Avenue. Commercial properties, however, will have to be significantly rehabilitated or renewed in order to add to Village revenues without, at the same time, causing increased service costs. Particularly in commercial activity, the long-term trend should be on accentuating better quality stores instead of adding additional numbers of mediocre stores and shops. Residential properties should not be considered true ratables because of the school and municipal costs engendered. However, the completion of Bon Aire and Stonegate will add to the total tax revenues. In addition to increased assessed valuations, the Village could consider a general re-assessment of properties that would bring the taxable value closer to true market value of property in the Village.

In terms of the master plan program, the debt position of the Village is the most vital, since it concerns the capital improvement costs which reflect the major plan proposals. With over \$2,000,000 in unused borrowing capacity as of 1968, the Village can legally finance additional capital projects. Of course, this does not mean that the unused borrowing capacity should be used because debt redemption as a budgeting item must be carefully balanced against other expenditures. To show an increase in debt redemption to a point where it exceeds 15-20% as a proportion of total expenditures is risky because it would limit necessary increases in other expenditure categories.

There are also limits in terms of taxes that act as a control in assuming large capital expenditures. In addition, the position of the bond market and the existing credit rating of the Village play a role in determining the viability of floating a large bond issue at any one time. A tight credit pattern in the bond market or a situation where the credit rating of the community is low would raise obvious difficulties in terms of financing the bond issue.

All of this strongly points up the importance of a capital improvement financing program. Such a two-stage program would focus on development of a long-range capital improvements plan and a short-range capital budget. The improvements plan would forecast anticipated expenditures and revenues over a 5-10 year period, focusing on specific capital improvement items, and detailing priorities and methods of financing. The capital budget could translate priorities and costs to fit in with the annual operating budget and also provide a method of reviewing progress and considering alternative priorities to the long-range plan. As part of this process, the plan will recommend a series of priority capital improvement needs as a first step in establishing long-range capital improvement financing. The actual preparation of the capital improvements plan and the capital budget rests with the Village.

ANALYSIS OF STATISTICAL TABLES

Note: The following analysis is designed to describe the statistical tables in this report. Where statistics are not mentioned for 1970, it means that Census data has not become available.

POPULATION

P-1 Population Trends 1900-2000--New York Region, Rockland County, Suffern, Ramapo

This chart shows that Suffern's population has increased steadily between 1900 and 1970, from 1,619 to 8,273. Growth was rapid between 1900 and 1910, increasing at over 6% per year. The following years showed growth at a lower rate, particularly between 1930 and 1940 (the Depression years). Recently (1960-1970) growth surged once again, increasing at a rate of over 6% a year. Much of the growth has occurred during the latter half of the decade. In the most recent Census period (1966-1970) Suffern grew faster than the Town of Ramapo and Rockland County. Future projections envisage a Suffern population to 12,000 by 1975, 14,000 by 1985 and 16,000 by 2000. This growth would result in the Village comprising 11-12% of Ramapo and 4% of Rockland County, in the period from 1975 to 2000.

P-2 Population Trends 1900-1970--Suffern, Spring Valley, Sloatsburg, Hillburn, Ramapo

In comparison with surrounding communities, Suffern up to 1950 shows a growth less than that for unincorporated Ramapo, Spring Valley and Sloatsburg and greater than that for Hillburn. Between 1950 and 1960, Suffern grew at the same pace as Sloatsburg and between 1960 and 1970 only Spring Valley and unincorporated Ramapo outgrew the Village. Generally speaking, Suffern has become the major growth area of western Ramapo.

P-3 Rockland County Population, 1950-1970

In this table, Suffern's growth between 1950 and 1960 is approximately half of the County rate (27% vs 53%), while between 1960 and 1970 it approaches the County rate (62% vs 68%). Among the villages, Upper Nyack, West Haverstraw and Spring Valley increased faster than Suffern between 1950 and 1960 and Spring Valley and West Haverstraw grew faster between 1960 and 1970.

P-4 Suffern--Population Characteristics, 1950-1969

This table depicting age, race and sex population changes shows that Suffern has remained basically a white ethnic community with a very small component of non-whites (1% of the total). The population has tended towards a younger median age with a higher proportion under 21 years of age (38% in 1969 vs 30% in 1950). The 5-14 age group has shown the largest increase.

P-5 Population and Housing Characteristics by Census Tract and Enumeration Districts--Village of Suffern

This table shows the population and housing units for census tracts and districts in Suffern. Tract #120 (East Suffern) and Enumeration Districts #351 and 352 have recently been growing at a faster rate than the tract and districts comprising the rest of the Village. The various districts reflect different patterns of density. Thus, the existence of garden apartments has resulted in a population per housing unit ratio of 2.5 in E.D. #351, while the predominance of single family homes in E.D. #349 gives it a ratio of 4.1.

P-6 Components of Population Change, 1950-1966

This table shows that Suffern's population growth in the more recent censal periods, 1957-1960 and 1963-1966, was the result more of in-migration than natural increase. This is a pattern similar to that in Spring Valley, Ramapo and Rockland County.

LAND USE

L-1 Suffern Land Use According to Zoning Districts

According to a land use-zoning analysis made in 1969, Suffern's Land Use consisted of 26% Residential, 18% Public Use (including streets), 10% Parks and Recreation, 8% Industrial, 4% Semi-Public and 2% Commercial. 32% (or slightly less than 1/3 of the land) was found to be vacant. A check of the zoning districts shows some over-lap--industrial and commercial uses in some residential areas and vice versa, due in part to the presence of older uses that preceded the zoning ordinance.

L-2 Suffern Land Use Capacity

Utilizing the zoning pattern in 1969, a total capacity population of 12,500 has been determined. The total vacant land was translated into developable land by removing land that was ill-suited for development (excessively steep topography, poor access, under-sized lots, etc.). The developable vacant was translated into potential dwelling units by using density conversion factors for each zoning district. The potential dwelling units were then converted into population by the use of an average family-size per dwelling.

ECONOMIC FACTORS

E-1 Occupation of Employed Workers--Suffern 1950-1960

Comparing the 1950 and 1960 periods, Suffern retained a majority of its employment mix in white-collar type jobs. Professional-Technical, Manager-Proprietor and Clerical-Sales positions comprised a combined proportion of 52% in 1960 vs 49% in 1950. Craftsmen and other type of labor jobs comprised about 37% in 1960.

E-2 Employment of Major Industrial Groups in Suffern 1950-1960

Manufacturing, Wholesale-Retail Trade and Professional Services were the leading categories of employment in Suffern in 1960. Manufacturing declined, however, in comparison to its 1950 proportionate level. Wholesale-Retail Trade, on the other hand, exhibited a large increase in growth.

E-3 Labor Force, Income, Place of Work--1960

In 1960, Suffern's unemployment rate (4.1%) was close to that for the town, the County and the Village of Spring Valley. The proportion of those who commuted by auto was less than in the other communities both because of the availability of better train and bus service and because of the location of a major employer (Avon Products) within walking distance of many residents. The proportion of those who worked in Rockland County was about the same as the County and less than in the Town. Median family income in both 1960 and 1968 was significantly greater than in Spring Valley and somewhat greater than the County average.

E-4 Manufacturing Employment by Firm 1961-1971

This table compares manufacturing firms and employment in Suffern during the last ten years (1961-1971). Total employment increased by over 40%--from 1,338 to 1,895. The largest manufacturing activity was in cosmetics and chemicals where with the addition of Geigy Chemical Corporation, and expansion in Avon Products, the total number of employees more than doubled (800 to 1,627). All other types of manufacturing showed marginal gains or losses. Apparel and Fabricated Metals both declined. Mining and Transportation Equipment remained the same. Food and Printing declined.

E-5 Retail Trade, Wholesale Trade, Selected Services,
1958-1967--Rockland County

Between 1958 and 1967, the number of establishments in Suffern devoted to retail and wholesale trade stayed virtually the same. In total sales, however, wholesale trade showed a sizeable increase (between 1963 and 1967) while retail trade and selected services showed smaller gains. In all three categories, by 1967, the Suffern business community reflected a smaller percentage of total sales in Rockland County, than in 1958.

E-6 Retail Trade in Rockland County--1967, Number of Establishments by Business

The retail trade component in 1967 in Suffern included 33 Food or Eating and Drinking Residences, 8 Apparel Stores, 6 Furniture and 5 Auto Dealers.

E-7 Wholesale Trade in Rockland County--1967, Number of Establishments

In 1967, 10 of the 11 establishments were merchant wholesalers. Total sales were higher than in Spring Valley and Nyack.

E-8 Selected Services Trades in Rockland County--1967, Number of Establishments by Kind of Business Group

Of the total number of service establishments in 1967, 30 were personal services, 20 were miscellaneous business services, 17 were repair services and 11 were amusement and recreation services. Among villages, Suffern ranked second in total receipts, behind Spring Valley.

HOUSING

H-1 Occupancy, Tenure and Age of Housing Units Suffern and Rockland County, 1950 and 1960

As seen in this table, the total number of housing units in Suffern increased from 1,094 in 1950 to 1,614 in 1960. The predominate status of the units was owner occupancy (66% in 1950 vs 64% in 1960). Owing to the rapid development of single-family homes in outlying towns, the proportion of owner occupancy in Rockland County rose from 58% in 1950 to 72% in 1960. The age of houses was greater in Suffern than in the County in both 1950 and 1960. In 1960 for instance, the proportion of homes built in 1939 was 70% in Suffern vs 52% in the County.

H-2 Number of Persons in Housing Units and Persons Per Room Suffern, Rockland County 1950, 1960

Between 1950 and 1960 there was little change in the median number of persons per housing unit in Suffern (3.2 in 1950 versus 3.0 in 1960). The amount of overcrowding (more than one person per room) was small and also changed little, (7% in 1950 vs 6% in 1960).

H-3 Condition of Housing--Suffern and Rockland County 1950 and 1960

The proportion of substandard housing (units having major exterior or interior structural and plumbing problems) was relatively small for Suffern--5% in 1950 and 7% in 1960. The amount of substandard dwellings in Rockland declined from 14% in 1950 to 6% in 1960.

H-4 Population and Housing in Suffern and Rockland County 1950-1970

Comparing population and housing changes between 1950 and 1970, the population density (per sq. mile) more than doubled--from 2,506 to 5,515. The rate of increase in Rockland was slightly higher, from 500 to 1,304. The number of housing units in Suffern reached 2,780 in 1970, an increase of 72% over 1960. This was a greater growth than in the County. The overall population per housing unit showed a decline in Suffern from 3.7 to 3.0, while in Rockland County the same factor showed a small increase.

H-5 Cost of Housing--Suffern, Rockland County 1950-1970

Cost of housing has increased dramatically in both the Village and the County. The value of owner occupied units increased from \$18,100 in Suffern in 1960 to over \$30,000 (estimate) while median rentals increased from \$87 to over \$150 (estimate). This rise was similar to that in the County.

H-6 Housing Units in Structure 1950-1960

The proportion of single family units increased in Suffern between 1950 and 1960 but not as fast as other types of housing. In the 1960 Census multiple dwellings appeared, amounting to 6% of the total supply while the proportion for single family was 70% in 1950 but only 66% in 1960.

H-7 Type of Housing, Condition of Housing--Suffern 1970

Statistics from the 1970 Census and from a special Land Use Survey in 1969 the proportion of single-family housing to be only 46%, while multi-family amounted to 33%. The proportion of deteriorating or dilapidated units was only 2%.

TRAFFIC AND TRANSPORTATION

T-1 Average Annual Daily Traffic Counts 1961, 1970

A comparison of traffic count stations in the Suffern area shows a mixed pattern of change. The traffic volume of Cragmere Road, in the eastern boundary of the Village, more than trebled between 1961 and 1970 due to the new residential development in the eastern part of the community. In the same general area, Hemion Road and Campbell Avenue also rose sharply. Much smaller increases were recorded in the roads in the business center area (Lafayette Avenue, Orange Avenue, Wayne Avenue, Washington Avenue). Still, the traffic counts on main roads in the business area, particularly Routes 59 and 202, far exceeded traffic elsewhere. Both local and through traffic are carried on those main roads. Route 59 in the Village (Lafayette Avenue) carried as many as 15,630 vehicles on an average day in 1970.

T-2 Commutation Patterns from Suffern Area

In 1966, of the 1,750 estimated commuters in the Village and surrounding residential areas, 800 travelled to work in Rockland County and 350 to Manhattan (New York City). In 1970 the number of Manhattan commuters reached approximately 475. Service to Manhattan was good, with frequent fast service by train or bus.

FISCAL ANALYSIS

F-1 Suffern Revenues (1965-1969)

The Village's sources of revenues have included the property tax, State aid and various fees, licenses, earnings and charges. The general rise in revenue was 51% in the five-year period (1965-1969) or approximately 10% per year.

F-2 Suffern Expenditures (1965-1969)

Major expenditures have included General Government (Village Hall and government functions) activities, Public Safety (police-fire), Street Maintenance, Sanitation-Health and Recreation. Health-Sanitation has undergone the biggest growth.

F-3 Percentage Breakdown--Revenues and Expenditures

The property tax accounted for over 70% of all revenues with State aid contributing about 9%. Public Safety, Street Maintenance and Sanitation-Health total almost 60% of the 1969 budget. Debt Redemption amounted to about 14% of the total.

F-4 Outstanding Debt--Borrowing Capacity

Between 1960 and 1969, the Village's outstanding debt declined by 22% while the constitutional debt limit increased by 101%. The unused borrowing capacity increased by 203%-- from \$760,384 to \$2,302,365. Assuming an upward rise in assessed valuations, the borrowing capacity could be expected to rise also.

F-5 Taxable Assessed Valuations and Tax Rate

The Village's tax rate has gone down because the ratio of real property valuation to taxable valuation has gone over 100% (equalization rate). Real property valuations have more than doubled (\$20 million vs \$45 million). Tax collection has been close to 100%.

F-6 Constitutional Tax Limits and Taxing Power

Reserve taxing power has remained at a safe level, increasing by over 80% in the period from 1960-1969.

F-7-8 New York State Aid

Per capita type of State aid is the most significant, amounting to over \$100,000 for the period of 1965-1968. The mortgage tax totaled over \$68,000 for the same period.

POPULATION TRENDS — 1900-2000

NEW YORK REGION, ROCKLAND COUNTY, SUFFERN, RAMAPO

	New York Region	Rockland County	Suffern	Suffern as Percent of Rockland Co.	Total Ramapo	Suffern as % of Ramapo (tot)
1900	6,179,400	38,298	1,619	4.2	7,502	21.6
% Change	+35.8	+22.4	+64.5	-	+53.8	-
1910	8,391,200	46,873	2,663	5.7	11,537	23.1
% Change	+19.5	- 2.8	+18.4	-	+ 1.5	-
1920	10,023,600	45,548	3,154	6.9	11,709	26.9
% Change	+26.1	+30.8	+19.1	-	+39.4	-
1930	12,636,500	59,599	3,757	6.3	16,321	23.0
% Change	+ 7.4	+24.6	+ 0.3	-	+10.3	-
1940	13,565,500	74,261	3,768	5.1	18,007	20.9
% Change	+11.7	+20.2	+ 6.4	-	+14.3	-
1950	15,146,900	89,276	4,010	4.5	20,584	19.5
% Change	+11.0	+27.3	+ 9.9	-	+32.5	-
1957	16,815,100	113,682	4,405	3.9	27,264	16.2
% Change	+ 2.7	+20.3	+15.6	-	+28.6	-
1960	17,624,300	136,803	5,094	3.7	35,064	14.5
% Change	+ 9.1	+40.9	+20.2	-	+67.2	-
1966	19,227,600	192,724	6,121	3.2	58,626	10.4
% Change	+ 6.6	+19.3	+35.2	-	+30.8	-
1970	20,500,000*	229,903	8,273	3.6	76,702	10.8
<u>Estimates</u>						
1975	21,713,000	300,000	12,000	4.0	100,000	12.0
1985	25,193,000	350,000	14,000	4.0	120,000	11.7
2000	30,186,000	400,000	16,000	4.0	145,000	11.0

*Estimate

Source: U. S. Bureau of the Census, Rockland County Planning Board

POPULATION TRENDS — 1900-1970

SUFFERN, SPRING VALLEY, SLOATSBURG, HILLBURN, RAMAPO

	Suffern	Spring Valley	Sloatsburg	Hillburn	Unincorp. Ramapo
1900	1,619	1,530	746	824	2,783
% Change	+64.5	+53.8	+53.8	+32.3	+53.9
1910	2,663	2,353	1,149	1,090	4,284
% Change	+18.4	+62.3	+ 1.5	+ 2.0	-42.6
1920	3,154	3,818	1,164	1,112	2,461
% Change	+19.1	+ 3.4	+39.4	+17.2	+131.2
1930	3,757	3,948	1,623	1,303	5,690
% Change	+ 0.3	+ 9.1	+ 9.1	-10.9	+23.0
1940	3,768	4,308	1,771	1,161	6,999
% Change	+ 6.4	+ 4.5	+13.9	+ 4.4	+26.4
1950	4,010	4,500	2,018	1,212	8,844
% Change	+ 9.9	+30.2	+22.5	- 3.5	+57.9
1957	4,405	5,857	2,472	1,169	13,966
% Change	+15.6	+11.6	+ 3.8	- 4.7	+46.1
1960	5,094	6,538	2,565	1,114	20,410
% Change	+ 8.0	+28.4	+ 9.9	- 4.1	+32.3
1963	5,504	8,397	2,820	1,068	27,009
% Change	+11.2	+53.5	- 0.5	- 5.3	+34.9
1966	6,121	12,892	2,805	1,011	36,427
% Change	+35.2	+40.5	+11.7	+ 4.6	+25.5
1970	8,273	18,112	3,134	1,058	45,711
% Change 1900-1950	+147.7	+194.1	+170.5	+47.1	+217.8
% Change 1950-1960	+27.0	+45.3	+27.1	- 8.1	+130.8
% Change 1960-1970	+62.4	+177.0	+22.2	- 5.0	+124.0

Source: U. S. Bureau of the Census, Rockland County Planning Board

ROCKLAND COUNTY POPULATION
By Unincorporated and Incorporated Areas
1950-1970

	U.S. Census April 1950	U.S. Census April 1960	Percent Change 1950-60	Special U.S. Census April 1966	U.S. Census April 1970	Percent Change 1960-70
Unincorporated Areas	56,234	97,457	73.3	142,021	164,721	+69.0
Villages	<u>33,042</u>	<u>39,346</u>	<u>19.1</u>	<u>50,703</u>	<u>65,182</u>	<u>+65.7</u>
Total	89,276	136,803	53.2	192,724	229,903	+68.1

POPULATION OF ROCKLAND COUNTY BY TOWNS & VILLAGES
1950 - 1960 - 1966 - 1970

	U.S. Census April 1950	U.S. Census April 1960	Percent Change 1950-60	Special U.S. Census April 1966	U.S. Census April 1970	Percent Change 1960-70
CLARKSTOWN UNINCORP.	14,479	30,654	111.7	47,823	57,070	+86.2
Spring Valley (part)	-	657	-	1,439	1,772	+169.7
Nyack (part)	-	52	-	584	715	+275.0
Upper Nyack	1,195	1,833	53.4	2,037	2,096	+14.3
TOTAL-Clarkstown	15,674	33,196	111.8	51,883	61,653	+85.7
HAVERSTRAW UNINCORP.	4,062	5,841	43.8	6,596	7,793	+33.4
Haverstraw Village	5,818	5,771	- .8	7,293	8,198	+42.1
Pomona (part)	-	-	-	-	762	--
West Haverstraw	3,099	5,020	62.0	6,770	8,558	+70.5
TOTAL-Haverstraw	12,979	16,632	28.1	20,659	25,311	+52.2
ORANGETOWN UNINCORP.	23,364	31,813	36.2	39,471	41,443	+30.3
Grand View	302	330	9.3	349	325	-1.5
Nyack (part)	5,889	6,010	2.0	4,816	5,944	-1.1
Piermont	1,897	1,906	.4	1,839	2,386	+25.2
South Nyack	3,102	3,113	.4	3,377	3,435	+10.3
TOTAL-Orangetown	34,554	43,172	24.9	49,852	53,533	+24.0
RAMAPO UNINCORP.	8,844	20,410	130.8	36,427	45,711	+124.0
Hillburn	1,212	1,114	-8.1	1,011	1,058	-5.0
New Square	-	-	-	809	1,156	--
Pomona (part)	-	-	-	-	1,030	--
Sloatsburg	2,018	2,565	27.1	2,805	3,134	+22.2
Spring Valley (part)	4,500	5,881	30.7	11,453	16,340	+177.8
Suffern	4,010	5,094	27.1	6,121	8,273	+62.4
TOTAL-Ramapo	20,584	35,064	70.3	58,626	76,702	+118.7
STONY POINT	5,485	8,739	59.3	11,704	12,704	+45.4
TOTAL ROCKLAND COUNTY	89,276	136,803	53.2	192,724	229,903	+68.1

SUFFERN - POPULATION CHARACTERISTICS

1950-1960-1969

	1950		1960		1969	
	Number	%	Number	%	Number	%
Total Population	4,010	100.0	5,094	100.0	7,528	100.0
White	4,003	99.8	5,080	99.7	7,455	99.0
Non-White	7	0.2	14	0.3	73	1.0
Negro	3	0.1	4	0.1	43	0.6
Male	1,917	47.8	2,397	47.1	3,588	47.7
Median Age	N.A.	-	32.6	-	29.5	-
Female	2,093	52.2	2,697	52.9	3,940	52.3
Median Age	N.A.	-	33.5	-	29.5	-
Under 5	377	9.4	564	11.1	741	9.8
5-14	535	13.3	911	17.9	1,526	20.3
15-24	508	12.7	511	10.0	986	13.1
25-34	655	16.3	712	14.0	1,128	15.0
35-44	594	14.8	764	15.0	989	13.1
45-54	534	13.3	640	12.6	913	12.1
55-64	420	10.5	479	9.4	635	8.4
65 and Over	387	9.7	513	10.0	610	8.1
Population Under 21 years	1,198	29.9	1,793	35.2	2,888	38.4
Population 21 years and Older	2,812	70.1	3,301	64.8	4,640	61.6

Source: U. S. Bureau of the Census

POPULATION AND HOUSING CHARACTERISTICS BY CENSUS TRACTS
AND ENUMERATION DISTRICT - VILLAGE OF SUFFERN, 1970

Tract/District Number	Locational Description	Population	Housing Units	Population/ Housing Unit
<u>Census Tract</u>				
119	All of Village west of Grandview Avenue, Hillside Avenue	6,227	1,993	3.1
120	All of Village east of Grandview Avenue, Cypress Avenue, Hillside Avenue	2,046	787	2.6
	TOTAL	8,273	2,780	3.0
<u>Enumeration Districts</u>				
345	North Suffern (Montebello Road)	23	7	3.3
346	Central Suffern (Industrial Area, Washington, Lafayette Avenues)	1,356	474	2.9
347	West Suffern (Ramapo Avenue)	1,319	512	2.6
348	Central Suffern (Lafayette Avenue, Boulevard)	1,138	410	2.8
349	East Suffern (Riverside Avenue, Grandview Avenue, East of Washington Avenue)	2,391	590	4.1
351	East Suffern (BonAire, Stonegate)	1,693	688	2.5
352	East Suffern	353	99	3.6
	TOTAL	8,273	2,780	3.0

COMPONENTS OF POPULATION CHANGE
SUFFERN, SPRING VALLEY, RAMAPO, ROCKLAND CO.

	Popu- lation Change	Natural Increase	Net Migration	% Pop. Chge.	Nat. Incr. As % of Pop. Chge.	Net Migration As % of Pop. Chge.
<u>1950-1957</u>						
Suffern	395	323	72	9.9	81.8	18.2
Spring Valley	1,357	665	692	30.2	49.0	51.0
Unincorp. Ramapo	5,122	756	4,366	57.9	14.8	85.2
Rockland County	24,507	7,972	16,535	27.5	32.5	67.5
<u>1957-1960</u>						
Suffern	689	236	453	15.6	34.3	65.7
Spring Valley	681	620	61	11.6	91.0	9.0
Unincorp. Ramapo	6,444	506	5,938	46.1	7.9	92.1
Rockland County	23,020	5,152	17,868	20.2	22.4	77.6
<u>1960-1963</u>						
Suffern	410	239	171	8.0	58.3	41.7
Spring Valley	1,859	896	963	28.4	48.2	51.8
Unincorp. Ramapo	6,599	724	5,875	32.3	11.0	89.0
Rockland County	25,266	6,243	18,983	18.4	24.7	75.3
<u>1963-1966</u>						
Suffern	617	197	420	11.2	31.9	68.1
Spring Valley	4,495	1,132	3,363	53.5	25.2	74.8
Unincorp. Ramapo	9,418	1,089	8,329	34.9	11.6	88.4
Rockland County	30,695	6,721	23,974	18.9	21.9	78.1

Source: New York State Department of Health
U. S. Bureau of the Census

L-1
SUFFERN LAND USE
ACCORDING TO ZONING DISTRICTS

ACRES								
Zoning Districts	Residential	Comm.	Indust.	Public	Semi-Public	Parks & Recreat.	Vacant	Total
0-1	42.2	--	13.6	44.8	28.3	123.8	68.2	320.9
0-1A	46.7	---	--	18.7	17.3	---	67.9	150.6
0-2	17.3	--	---	4.0	--	---	19.1	40.4
0-2A	18.7	--	---	8.4	--	4.8	--	31.9
0-3	55.0	--	---	24.3	--	---	18.0	97.3
0-4	102.5	2.5	0.7	49.5	3.7	1.1	23.9	183.9
GA	43.0	--	---	8.4	--	---	42.6	94.0
A	5.5	---	---	--	--	---	--	5.5
A0	--	---	---	--	--	---	35.6	35.6
AS	1.9	1.1	---	1.1	1.5	---	1.4	7.0
MR	1.1	0.4	---	--	--	---	0.3	1.8
PR	0.4	---	---	0.7	--	0.7	5.5	7.3
PO	1.5	1.1	---	--	--	---	--	2.6
CI	2.5	4.0	---	2.9	--	---	0.7	10.1
C2	11.8	18.0	14.5	41.1	1.1	1.8	13.6	101.9
C3	0.4	--	39.3	8.4	--	---	75.6	123.7
PLI	1.1	---	---	3.3	--	---	47.0	51.4
HI	--	---	5.5	28.6	--	---	12.9	47.0
Q	--	---	33.8	--	--	---	--	33.8
TOTAL	351.6	27.1	107.4	244.2	51.9	132.2	432.3	1346.7
Percent Breakdown	26.1	2.0	8.0	18.1	3.8	9.8	32.2	100.0

Source: Rockland County Planning Board
1969 Land Use Study

SUFFERN VACANT LAND CAPACITY

(According to Present Zoning)

Zoning Districts	Total Vacant (Acres)	Developable Vacant (Acres)	Potential Dwelling Units	Potential Population
0-1	68.2	29.2	55	200
0-1A	67.9	31.2	80	280
0-2	19.1	16.2	50	175
0-3	18.0	18.0	90	270
0-4	23.9	22.8	180	550
GA	42.6	42.6	645	1750
AO	35.6	35.6	480	1300
MR	0.3	0.3	190	475

Additional Popul. - 5,000Present Popul. - 7,500

Total Capacity Population - 12,500

Source: Rockland County Planning Board
1969 Land Use Study

E-1

OCCUPATION OF EMPLOYED WORKERS, SUFFERN

1950 and 1960

Occupation	1950		1960	
	Number	%	Number	%
Professional-Technical	275	15.6	339	16.2
Proprietor-Manager	190	10.8	214	10.3
Clerical-Sales	408	23.2	533	25.5
Craftsmen	237	13.5	231	11.1
Operatives	356	20.3	336	16.1
Domestic Service	30	1.7	16	0.8
Service (Other than Domestic)	163	9.3	198	9.5
Laborers	90	5.1	96	4.6
Not Reported	9	0.5	123	5.9
Total	1,758	100.0	2,086	100.0

Source: U. S. Bureau of the Census

E-2

EMPLOYMENT OF MAJOR INDUSTRIAL GROUPS IN SUFFERN

1950 and 1960

Industrial Group	1950		1960	
	Number	%	Number	%
Construction	103	5.9	106	5.1
Manufacturing	576	32.8	571	27.4
Trans., Comm., Public Utilities	176	10.0	190	9.1
Wholesale and Retail Trade	329	18.7	445	21.3
Business and Repair	37	2.1	54	2.6
Personal Services	85	4.8	62	3.0
Professional & Related Services	259	14.7	334	16.0
Public Administration	61	3.5	82	3.9
All Others	132	7.5	242	11.6
Total	1,758	100.0	2,086	100.0

Source: U. S. Bureau of the Census

LABOR FORCE, INCOME, PLACE OF WORK AND TRANSPORTATION MODE

SUFFERN, RAMAPO, SPRING VALLEY, ROCKLAND COUNTY

1960

	Rockland County	Ramapo (Uninc)	Spring Valley	Suffern
Total Civilian Labor Force	48,577	7,142	2,751	2,176
Total Employed	46,923	6,910	2,632	2,086
Unemployment Rate	3.4	3.2	4.3	4.1
Percent White Collar Workers*	47.9	57.9	42.7	52.1
Percent Blue Collar Workers**	33.4	29.5	32.3	31.8
Percent Service Workers	12.7	8.1	15.3	10.2
Percent Occup. not Reported	6.0	4.5	9.8	5.9
Percent Who Commute by Auto	71.4	77.6	67.0	61.2
Percent Who Walk to Work	10.5	5.0	15.8	18.3
Percent Who Commute by Bus	3.8	2.8	4.3	6.7
Percent Who Commute by RR	2.4	2.6	1.1	3.5
Others or Not Reported	11.9	12.0	11.8	10.3
Percent Who Work in Rockland	68.3	60.1	75.0	68.1
Percent Who Work in NYC	15.0	20.0	8.9	10.4
Percent Who Work in Westchester	3.0	3.2	1.6	1.5
Percent Who Work Elsewhere or Not Reported	13.7	16.7	14.5	20.0
1960 Median Family Income	\$7,472	\$8,105	\$5,919	\$7,690
1968 Est. Med. Family Income	\$12,080	\$13,200	\$8,590	\$12,430

Note: Source: U. S. Bureau of the Census, 1960

*White Collar Workers - professional and technical workers, managers and proprietors, clerical and sales personnel

**Blue Collar Workers - craftsmen, foremen, operators and laborers

MANUFACTURING EMPLOYMENT BY FIRM, SUFFERN

1961-1971

FIRM	1961	FIRM	1971
<u>Food</u>	<u>16</u>		<u>0</u>
Blue Ribbon Foods	16		
<u>Apparel</u>	<u>245</u>		<u>113</u>
Best Made Hat	10		
Miss Geri Blouse Co.	50		
Rainbow Children's Wear Inc.	140		
Wayne Sportswear	45		
		J & L Originals	45
		Tami Hat Co.	10
		Tod Teen Togs	N.A.
		Primrose Fashions	30
<u>Printing & Publishing</u>	<u>40</u>		<u>5</u>
Rockland Independent	35		
Tribune Press	5		
		H & W Printers	5
<u>Chemicals & Allied Products</u>	<u>800</u>		<u>1,627</u>
Avon Products	800		
		Avon Products	1,312
		Geigy Chemical Corp.	315
<u>Fabricated Metals</u>	<u>199</u>		<u>103</u>
American Tack Co.	75		
Artwire Creations	50		
Torsew Welding Co.	14		
Precision Shapes	60		
		Artwire Creations	36
		Precision Shapes Inc.	52
		W & H Mfg. Co.	15
<u>Transportation Equipment</u>	<u>15</u>		<u>15</u>
Economy Body Builders	15		
		Economy Body Builders	15
<u>Mining</u>	<u>23</u>		<u>32</u>
Suffern Stone Co.	23		
		Sam Braen Co.	32
<u>TOTAL - All Industries</u>	<u>1,338</u>	<u>TOTAL - All Industries</u>	<u>1,895</u>

RETAIL TRADE, WHOLESALE TRADE, SELECTED SERVICES

1958 - 1967

ROCKLAND COUNTY

	Number of Establishments			Total Sales (\$1,000)				Percent of Total Sales		
	1958	1963	1967	1958	1963	1967	1958	1963	1967	
<u>Retail Trade</u>										
Haverstraw	119	106	93	13,995	11,087	11,892	10.9	5.6	4.1	
Nyack	175	133	127	19,534	24,033	25,410	15.3	12.1	8.8	
Spring Valley	154	177	263	21,662	26,568	47,843	16.9	13.4	16.6	
Suffern	103	89	105	13,804	14,042	15,169	10.8	7.1	5.3	
West Haverstraw	26	30	38	1,761	5,396	8,992	1.4	2.7	3.1	
Rest of County	623	721	918	57,094	117,206	178,634	44.7	59.1	62.1	
Total Rockland County	1,200	1,256	1,544	127,850	198,332	287,940	100.0	100.0	100.0	
<u>Wholesale Trade</u>										
Haverstraw	6	10	10	5,038	N.A.	N.A.	5.5	N.A.	N.A.	
Nyack	13	15	9	5,529	5,460	5,708	6.1	6.9	1.9	
Spring Valley	17	29	33	20,720	7,845	9,346	22.8	9.9	3.2	
Suffern	--	10	11	--	8,763	21,873	--	11.0	7.5	
West Haverstraw	--	2	4	--	N.A.	N.A.	--	N.A.	N.A.	
Rest of County	59	79	125	59,688	53,232	246,125	65.6	67.1	84.1	
Total Rockland County	95	145	192	90,975	79,349	293,537	100.0	100.0	100.0	
<u>Selected Services</u>										
Haverstraw	36	44	37	N.A.	972	1,415	N.A.	3.8	3.8	
Nyack	83	55	66	2,060	1,682	1,765	12.5	6.5	4.8	
Spring Valley	64	126	163	1,715	5,451	6,808	10.4	21.1	18.4	
Suffern	53	72	78	1,380	2,450	2,725	8.4	9.5	7.4	
West Haverstraw	5	13	22	N.A.	323	669	N.A.	1.2	1.8	
Rest of County	333	433	688	10,187	14,954	23,587	61.7	57.9	63.8	
Total Rockland County	574	743	1,054	16,505	25,832	36,969	100.0	100.0	100.0	

Source: U. S. Census of Business - 1958, 1963, 1967

RETAIL TRADE IN ROCKLAND COUNTY - 1967

NUMBER OF ESTABLISHMENTS BY BUSINESS

MARKET AREA	ESTABLISHMENTS	PROPRIETORS	SALES (\$1,000)	EMPLOYEES	PAYROLL (\$1,000)	HARDWARE, BLDG. MATERIALS	GEN'L MDSE.	FOOD
Haverstraw	93	89	\$ 11,892	280	\$ 1,218	7	3	18
Nyack	127	101	\$ 25,410	609	\$ 2,762	5	3	19
Sloatsburg	19	N.A.	N.A.	N.A.	N.A.	2	-	3
South Nyack	2	N.A.	N.A.	-	-	-	1	-
Spring Valley	263	211	\$ 47,843	1,148	\$ 5,282	17	9	44
Suffern	105	92	\$ 15,169	454	\$ 1,922	5	3	17
West Haverstraw	38	33	\$ 8,992	N.A.	N.A.	1	1	8
Rest of County	897	761	\$173,091	4,434	\$17,995	47	26	129
TOTAL ROCKLAND COUNTY	1,544	1,305	\$287,940	7,366	\$30,788	84	46	238

N.A. - Not Available

Source: 1967 U.S. Census of Business
Retail Trade

- continued -

E-6 (cont'd)

RETAIL TRADE IN ROCKLAND COUNTY - 1967 (cont'd)

NUMBER OF ESTABLISHMENTS BY KIND OF BUSINESS GROUP

MARKET AREA	AUTO DEALERS	GAS STATIONS	APPAREL & ACCESSORY	FURNITURE, HOME FURNISHINGS	EATING & DRINKING	DRUG STORE	MISC. RETAIL	NON-STORE RETAILERS
Haverstraw	5	3	9	7	25	4	12	--
Nyack	12	6	17	8	27	4	23	3
Stoatsburg	1	5	--	--	3	--	5	--
South Nyack	--	1	--	--	--	--	--	--
Spring Valley	6	14	31	26	36	6	58	16
Suffern	5	4	8	6	16	4	26	11
West Haverstraw	3	4	2	2	5	2	9	1
Rest of County	35	103	58	54	186	33	158	68
TOTAL ROCKLAND COUNTY	67	140	125	103	298	53	291	99

Source: 1967 U.S. Census of Business Retail Trade

WHOLESALE TRADE IN ROCKLAND COUNTY - 1967NUMBER OF ESTABLISHMENTS

MARKET AREA	ESTABLISHMENTS	PROPRIETORS	SALES (\$1,000)	EMPLOYEES	PAYROLL (\$1,000)	MERCHANT WHOLESALEERS	OTHER OPERATING TYPES
Haverstraw	10	N.A.	N.A.	N.A.	N.A.	10	--
Nyack	9	4	\$ 5,708	85	\$ 530	9	--
Spring Valley	33	15	\$ 9,346	153	\$ 882	31	2
Suffern	11	3	\$ 21,873	250	\$ 1,956	10	1
West Haverstraw	4	N.A.	N.A.	N.A.	N.A.	4	--
Rest of County	125	44	\$246,125	1,212	\$ 7,665	103	22
TOTAL ROCKLAND COUNTY	192	68	\$293,537	1,818	\$11,871	167	25

N.A. - Not Available

Source: 1967 U.S. Census of Business - Wholesale Trade

SELECTED SERVICE TRADES OF ROCKLAND COUNTY - 1967

NUMBER OF ESTABLISHMENTS BY KIND OF BUSINESS GROUP

MARKET AREA	ESTAB- LISH- MENTS	PROPRI- ETORS	RECEIPTS (\$1,000)	EMPL.	PAYROLL (\$1,000)	PERSONAL SERVICES	MISC. BUSINESS SERVICES	REPAIR SERVICES	AMUSEMENT, RECREATIONAL SERVICES
Haverstraw	37	23	\$ 1,415	103	\$ 441	26	3	5	3
Nyack	66	42	\$ 1,765	129	\$ 549	35	17	9	5
Sloatsburg	8	6	\$ 145	14	\$ 66	3	1	1	3
South Nyack	6	8	\$ 76	--	--	3	2	--	1
Spring Valley	163	106	\$ 6,808	468	\$ 2,192	61	47	31	24
Suffern	78	61	\$ 2,725	231	\$ 942	30	20	17	11
West Haverstraw	22	18	\$ 669	55	\$ 177	12	4	4	2
Remainder of County	674	477	\$23,366	1,402	\$ 6,706	224	184	126	140
TOTAL ROCKLAND COUNTY	1,054	741	\$36,969	2,402	\$11,073	394	278	193	189

Source: 1967 U.S. Census of Business - Selected Services

H-1

OCCUPANCY, TENURE AND AGE OF HOUSING UNITS

SUFFERN AND ROCKLAND COUNTY, 1950 AND 1960

	1950				1960			
	Suffern		Rockland Co.		Suffern		Rockland Co.	
	Number	%	Number	%	Number	%	Number	%
All Housing Units	1,094	100	25,832	100	1,614	100	38,988	100
Occupancy and Tenure								
Total Occupied	1,064	97	21,612	84	1,548	96	34,699	89
Owner Occupied	705	66	12,450	58	995	64	24,872	72
Renter Occupied	359	34	9,162	42	553	36	9,827	28
Total Vacant	30	3	4,220	16	66	4	4,289	11
Year Structure Built								
Total Units	1,075	100	23,585	100	1,614	100	38,988	100
1950 - 1960	---		---		389	24	15,431	40
1940 - 1950	100	9	4,145	18	102	6	3,069	8
1939 or Earlier	975	91	19,440	82	1,123	70	20,484	52

Source: U. S. Bureau of the Census
1950 and 1960

H-2

NUMBER OF PERSONS IN HOUSING UNITS

AND PERSONS PER ROOM

SUFFERN, ROCKLAND COUNTY 1950, 1960

	1950				1960			
	Suffern		Rockland Co.		Suffern		Rockland Co.	
	Number	%	Number	%	Number	%	Number	%
All Occupied Housing Units	1,064	100	21,612	100	1,548	100	34,699	100
Number of Persons per Unit								
1	73	7	1,735	8	199	13	3,555	10
2	274	26	6,078	28	422	27	8,469	24
3	257	24	5,216	24	303	20	6,432	19
4	246	23	4,381	20	316	20	7,587	22
5	125	12	2,338	11	174	11	4,839	14
6 or More	89	8	1,864	9	134	9	3,817	11
Median No. of Persons								
All Occupied	3.2	--	3.1	--	3.0	--	3.3	--
Owner Occupied Units	3.3	--	3.1	--	3.3	--	3.6	--
Renter Occupied Units	3.1	--	3.0	--	2.5	--	2.7	--
Persons Per Room								
.075 or Less	779	73	14,544	67	1,106	71	23,370	67
0.76 to 1.00	212	20	4,864	23	353	23	8,501	25
1.01 or More	73	7	2,204	10	89	6	2,828	8

Source: U. S. Bureau of the Census
1950, 1960

H-3

CONDITION OF HOUSING
SUFFERN AND ROCKLAND COUNTY

1950 AND 1960

	1950				1960			
	Suffern		Rockland Co.		Suffern		Rockland Co.	
	Number	%	Number	%	Number	%	Number	%
All Housing Units	1,078	100	24,376	100	1,614	100	38,988	100
<u>Housing Condition</u>								
Sound	1,062	99	23,334	96	1,415	88	34,301	88
With All Plumbing Facilities	991	93	20,289	87	1,362	96	33,297	97
Lacking Hot Water	33	3	666	3	5	1	122	1
Lacking Other Plumbing Facilities	38	4	2,379	10	48	3	882	2
Deteriorating	--	--	--	--	154	10	3,653	9
With All Plumbing Facilities	--	--	--	--	130	84	2,960	81
Lacking Hot Water	--	--	--	--	2	1	102	3
Lacking Other Plumbing Facilities	--	--	--	--	22	15	591	16
Dilapidated	16	1	1,042	4	45	2	1,034	3
With All Plumbing Facilities	7	44	368	35	--	--	--	--
Lacking Plumbing Facilities	9	56	674	65	--	--	--	--
Substandard*	54	5	3,421	14	115	7	2,507	6

*Note: Substandard includes all dilapidated units and other units which lack running water and other plumbing facilities.

Source: U. S. Bureau of the Census - 1950 and 1960

H-4

POPULATION AND HOUSING IN SUFFERN AND ROCKLAND COUNTY

1950-1970

	Suffern			Rockland County		
	1950	1960	1970	1950	1960	1970
Population	4,010	5,094	8,273	89,276	136,803	229,903
Percent of Change	6.4	27.0	62.4	20.2	53.2	68.1
Population Density (per sq. mile)	2,506	3,396	5,515	500	776	1,304
Housing Units	1,094	1,614	2,780	25,382	38,988	62,401
Percent of Change	7.6	47.5	72.2	36.4	53.6	60.1
Housing Density (per sq. mile)	684	1,076	1,853	142	221	354
Population per Housing Unit	3.7	3.2	3.0	3.5	3.5	3.7

Source: U. S. Bureau of the Census

H-5

COST OF HOUSING - SUFFERN, ROCKLAND COUNTY

1950-1970

	Suffern			Rockland County		
	1950	1960	1970	1950	1960	1970
Median Value Owner Occupied Units	\$12,475	\$18,100	\$30,000+*	\$11,622	\$18,600	\$34,200
Median Contract Monthly Rents	\$43	\$87	\$150+*	\$38	\$92	\$142

*Estimate

Source: U. S. Bureau of the Census

H-6
HOUSING UNITS IN STRUCTURE
1950, 1960
SUFFERN, ROCKLAND COUNTY

	1950				1960			
	Suffern		Rockland Co.		Suffern		Rockland Co.	
	Number	%	Number	%	Number	%	Number	%
One Family	774	70	17,118	67	1,063	66	31,425	81
Two Family	216	20	3,974	16	321	20	3,706	10
Three-Four Family	52	5	8,149	13	75	5	1,916	5
Five-Nine Family	52	5	864	3	52	3	1,067	3
Ten or More Family	-	-	277	1	103	6	870	2
Total	1,094	100	25,382	100	1,614	100	38,988	100

Source: U. S. Bureau of the Census 1950, 1960

H-7
TYPE OF HOUSING, CONDITION OF HOUSING
SUFFERN - 1970

Type	Type of Housing		Condition	Condition of Housing	
	Number	%		Number	%
One Family	1,285	46	Sound	2,725	98
Two-Five Family	570	21	Deteriorating/ Dilapidated	55	2
Multi-Family (Above Five)	925	33			
TOTAL	2,780	100	TOTAL	2,780	100

Source: Rockland County Planning Board Land Use Survey, 1969

T-1

AVERAGE ANNUAL DAILY TRAFFIC COUNTS

VILLAGE OF SUFFERN 1961, 1970

ROAD	1961	1970	% Change
Lafayette Avenue (Rte. 59)-west of Hemion Rd.	11,400	15,630	+ 37
Lafayette Avenue (Rte. 59)-betw. Park & Wash.	10,320	12,480	+ 21
Route 59-between Suffern and Hillburn	8,060	11,860	+ 47
Orange Avenue (Route 202)-between Chestnut and Park	8,080	10,260	+ 27
Wayne Avenue (Route 202)-between Cross and Chestnut	5,600	7,300	+ 30
Hemion Road-betw. Erie RR & Route 59	1,900	4,660	+145
Washington Avenue-south of Erie Railroad	3,330	4,490	+ 35
Washington Avenue-between Blvd. & Orange	4,750	3,630	- 24
Campbell Avenue-south of Route 59	1,330	3,400	+156
Hemion Road-at Montebello	1,330	2,650	+ 99
Cragmere Road-south of Campbell Avenue	800	2,540	+218
Cragmere Road-at New Jersey State Line	480	1,850	+285
Montebello Road-west of Hemion Road	1,200	1,340	+ 12

Source: Rockland County Highway Department

T-2

1966-1970 COMMUTATION PATTERNS FROM SUFFERN AREA

(VILLAGE AND ENVIRONS)

Total 1966 Commuters - 1,750

to Rockland 800
to Manhattan 350
to Westchester 100
to New Jersey 300
to Other Areas 200

Commutation to Manhattan 1970

Estimated daily commuters 475
Total number of daily trains 16
Total number of daily buses 33
Total number of rush hour trains 7
Total number of rush hour buses 9
Railroad travel time to NYC 56-77 min.
Bus travel time to NYC 60-65 min.
Auto travel time to NYC 60 min.

Sources: Rockland County Planning Board 1966 Transportation Survey
Rockland County Planning Board 1970 Travel Estimates

F-1
SUFFERN REVENUES

1965-1969

	1965	1966	1967	1968	1969	% Change
Property Tax & Assessments	\$306,797	\$329,854	\$358,620	\$388,464	\$472,242	+53.9
State Aid	38,092	68,463	52,491	56,198	60,964	+60.0
Parking Revenues	17,611	18,270	17,728	17,922	19,422	+10.3
Service Charges	4,180	5,978	8,595	7,065	6,843	+63.7
Licenses, Permits Fees, Fines	17,102	17,713	29,532	17,254	23,665	+38.4
Interest, Commissions Sales, Earnings	11,652	9,609	6,579	7,419	10,169	-12.7
Water Fund Transfer	27,500	30,000	32,922	43,734	42,000	+52.7
Miscellaneous	4,834	17,086	6,988	5,064	10,297	+113.0
Total Revenues	427,768	496,973	513,455	543,120	645,602	+50.9
Balance	38,466	25,855	5,523	14,397	13,564	-64.7
Revenues plus Balance	466,234	522,828	518,978	557,517	659,166	+41.3

Source: Village Budgets

F-2
SUFFERN EXPENDITURES

1965 - 1969

	1965	1966	1967	1968	1969	% Change
General Gov't.	\$ 41,444	\$ 51,790	\$ 52,410	\$ 50,363	\$ 64,517	+55.7
Public Safety	124,415	132,682	143,189	165,527	175,387	+41.0
Street Maintenance	81,291	93,770	86,970	94,249	107,252	+31.9
Sanitation-Health	55,585	60,668	66,005	80,607	96,396	+73.4
Recreation	10,841	11,946	11,972	13,404	12,044	+11.1
Debt Redemption	67,946	65,243	67,939	74,114	89,706	+32.0
Miscellaneous	58,857	88,516	70,183	77,856	111,006	+88.6
Total Expenditures	440,379	504,615	498,668	556,120	656,308	+49.0
Balance	25,855	18,213	20,310	1,397	2,858	-88.9
Expenditures Plus Bal.	466,234	522,828	518,978	557,517	659,166	+41.3

Source: Village Budget

PERCENTAGE BREAKDOWN - REVENUES AND EXPENDITURES

VILLAGE OF SUFFERN

EXPENDITURES			REVENUES		
	1965	1969		1965	1969
General Gov't.	9.4	9.8	Property Tax & Assessments	71.7	73.1
Public Safety	28.3	26.7	State Aid	8.9	9.4
Street Maintenance	18.4	16.3	Parking Revenues	4.1	3.0
Sanitation & Health	12.6	14.7	Service Charges	1.0	1.1
Recreation	2.5	1.8	Licenses, Permits Fees, Fines	4.0	3.7
Debt Redemption	15.4	13.7	Interest, Commissions Sales, Earnings	2.7	1.6
Miscellaneous	13.4	16.9	Water Fund Transfer	6.4	6.5
			Miscellaneous	1.2	1.6
TOTAL	100.0	100.0	TOTAL	100.0	100.0

F-4

OUTSTANDING DEBT - BORROWING CAPACITY

VILLAGE OF SUFFERN 1960-1968

	Outstanding Debt Subject to Limit			Constitutional Debt Limit	Unused Borrowing Capacity
	Bonds	Notes	Total		
1960	\$599,220	--	\$599,220	\$1,359,884	760,684
1961	550,000	21,000	571,000	1,492,308	921,308
1962	505,000	--	505,000	1,656,155	1,151,155
1963	464,500	15,000	479,500	1,810,217	1,330,717
1964	427,000	26,000	453,000	1,969,328	1,516,328
1965	391,000	47,250	438,250	2,130,497	1,692,247
1966	358,000	107,400	465,400	2,216,187	1,750,787
1967	337,000	134,400	471,400	1,905,777	1,434,377
1968	317,000	147,500	464,500	2,548,181	2,083,681
1969	297,000	138,600	435,600	2,737,965	2,302,365
% Change 1960-1969	-50.4	--	-22.4	+101.3	+202.6

Source: New York State Department of Audit and Control

TAXABLE ASSESSED VALUATIONS AND TAX RATES

VILLAGE OF SUFFERN

Year	Taxable Assessed Valuation	State Equalization Rate	Real Property Valuation	Tax Rate	Tax Collection Performance
1960	\$11,828,482	57	\$20,751,733	2.38	98.4
1961	12,195,023	44	27,715,961	1.93	99.6
1962	12,489,204	41	30,461,473	2.32	99.0
1963	12,401,474	41	30,247,497	2.30	100.0
1964	12,595,849	26	48,445,573	2.30	100.0
1965	37,748,681	117	32,263,830	.78	100.0
1966	42,801,147	117	36,582,177	.75	99.9
1967	45,881,830	117	39,215,239	.76	100.0
1968	49,037,759	116	42,273,930	.80	100.0
1969	51,802,521	115	45,045,670	.88	100.0
% Change 1960-1969	+337.9	+101.8	+117.1	-63.0	+1.6

Source: New York State Department of Audit and Control

CONSTITUTIONAL TAX LIMITS AND TAXING POWER

VILLAGE OF SUFFERN

Year	Constitutional Real Estate Tax Limit		Total Tax Levy	Reserve Taxing Power
	For Operating Purposes	Total		
1960	\$347,751	\$457,958	\$281,518	\$176,440
1961	388,538	480,292	236,583	243,709
1962	426,374	513,034	290,998	222,036
1963	473,187	555,100	285,234	269,866
1964	517,205	600,451	289,705	310,746
1965	562,665	661,129	294,440	366,689
1966	562,665	657,525	321,009	336,516
1967	608,714	690,264	348,702	341,562
1968	679,193	775,194	389,122	386,072
1969	679,193	781,646	461,042	320,064
% Change 1960-1969	+95.3	+70.7	+63.8	+81.4

Source: New York State Department of Audit and Control

F-7

NEW YORK STATE AID

VILLAGE OF SUFFERN

PROGRAM	AMOUNT BY FUNDING CATEGORY				Total 1965-1968
	1965	1966	1967	1968	
Youth Recreation	1,000	1,000	1,000	1,000	4,000
Mortgage Tax	14,069	26,352	7,829	19,755	68,005
Per Capita	18,920	26,144	26,724	28,463	100,251
"Other"	4,103	--	--	--	4,103
Loss in R.R. Taxes	--	4,094	4,168	4,184	12,446
Sewer Treatment Works	--	10,835	11,264	--	22,099
Highway, Traffic Transportation	--	--	1,507	2,796	4,303
TOTAL	38,092	68,425	52,492	56,198	215,207

Source: New York State Department of Audit and Control

F-8

NEW YORK STATE AID

VILLAGE OF SUFFERN

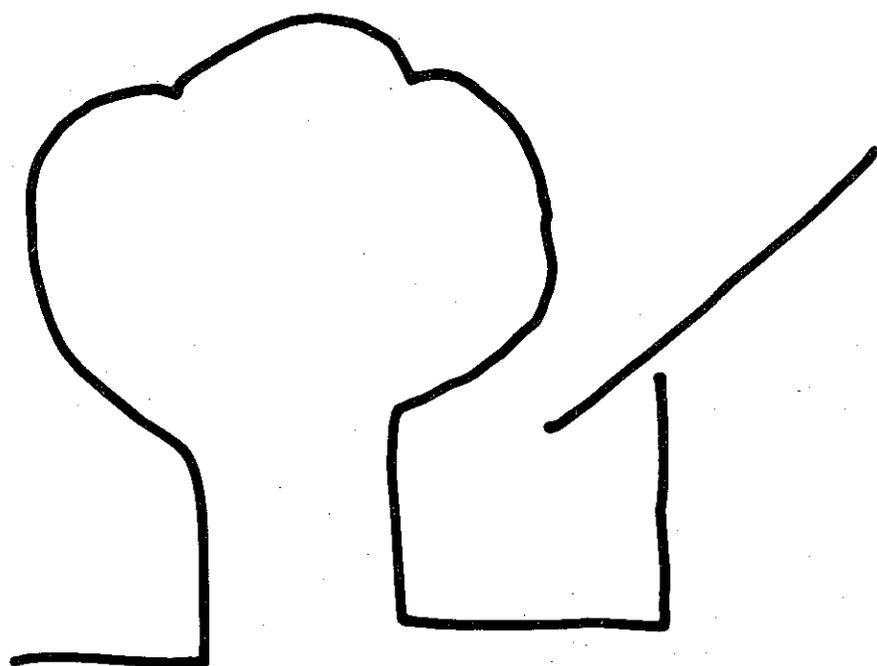
PROGRAM	PERCENT BY FUNDING CATEGORY				Total 1965-1968
	1965	1966	1967	1968	
Youth Recreation	2.6	1.5	1.9	1.8	1.9
Mortgage Tax	36.9	38.5	14.9	35.2	31.6
Per Capita	49.7	38.2	51.0	50.6	46.6
"Other"	10.8	--	--	--	1.9
Loss in R.R. Taxes	--	6.0	7.9	7.4	5.8
Sewer Treatment Works	--	15.8	21.5	5.0	10.3
Highway, Traffic Transportation	--	--	2.9	--	2.0
TOTAL	100.0	100.0	100.0	100.0	100.0

Source: New York State Department of Audit and Control

Part II

Development

Plan



SUFFERN DEVELOPMENT PLAN

The Future of Suffern

By the year 2000, the 31-county New York Region is expected to have grown from 19 million to 30 million. Within Rockland County, the population may increase from about 230,000 in 1970 to 400,000 by the end of the century. A major factor in limiting growth in counties like Rockland is the decreasing amount of vacant land. At present, less than 25% of the land in Rockland is vacant, and much of this will disappear over the next 30 years.

The vacant land use-population capacity of Rockland is estimated to be approximately 325,000. Growth in excess of this figure represents re-development or re-use of land perhaps at a higher density. Once vacant land in the outlying towns becomes committed, new growth is more likely to be the result of a type of private renewal where older uneconomic dwellings are taken down and replaced by new structures probably at a greater density (due to increased land values). This type of change will likely occur in village and hamlet centers or along main highways. The type of housing constructed will probably be apartments, possibly of the condominium-type in order that residents can have some of the equity advantages possible in single-family ownership. The impetus for more residential activity beyond land capacity will stem partly from commercial and industrial development. The Bamberger's-Sears Nanuet Mall Center and other centers of similar type and the Blue Hill Office Park in Pearl River and other industrial park clusters add to the pressures of additional residential development with new job and business opportunities. Village central business areas with old structures that house a small number of families and provide space for somewhat marginal commercial outlets are likely to feel the increased pressures.

The future growth of Suffern is heavily oriented around the central business area. Vacant land in surrounding and outlying sections of the community is disappearing and the development pattern that has occurred in those areas is not likely to change. But along the main traffic roads (Routes 59 and 202) as well as in the heart of the business district, changes in character, use, and density are possible. An example of such a change is the proposed high-rise apartment structure which would displace existing lower-density structures on a block within a short walk of the main shopping area in the business district. More changes are likely when a new Route 59 bypass is constructed. This improvement would stimulate more commercial activity because of the provision of better traffic access in and out of the village. In addition, growth in industrial and wholesale trade activities is possible. Public improvements including

new parks, new parking areas and a new village hall facility are also anticipated. Finally, there is the question of a proposed transportation center including expanded parking and new bus and rail terminals, which would greatly stimulate interest and activity in Suffern. It would appear, therefore, that there would be great potential in the business area for some type of re-growth, perhaps not approaching the former status of Suffern as a major commercial center in Rockland but as a combination commercial-industrial and transportation hub that would serve much of the western area of Ramapo as well as part of northern New Jersey. Suffern and neighboring Mahwah are likely to continue their close economic and physical association. But the limiting factor in Suffern's development is the availability of space and the results of competition for the space from the various uses that have been identified. The Plan proposes a way of allocating the space for the various activities.

Assumptions

The following represent assumptions contained in the Plan:

1. The New York-New Jersey-Connecticut Metropolitan Region will continue to grow in population and economic activity. Most of this growth will take place in suburban areas and Rockland County will share in the growth. The Village of Suffern will be affected by County and Regional growth patterns.
2. The Village will probably be fully developed within the next ten to twenty years. As the remaining vacant land suitable for development is built up, there may be a tendency toward the re-use of lands which are marginally developed with obsolete or deteriorating buildings.
3. Although there will be additional new multi-family units, the overall pattern of low-medium density residential uses will still be established. Much of the present existing housing stock will retain its present form.
4. Retail business areas in the Village will continue to serve the increasing population. Retail trade establishments will be modernized and refurbished. The wholesale trade establishments will continue to meet the specific business needs of their clientele.
5. A large proportion of Suffern's residents will continue to work in Rockland County. However, the percentage commuting to New York City and other parts of the Metropolitan Region will remain sizable. Specifically,

Suffern's position as a transportation hub for western Ramapo will remain strong.

6. The Village will continue to experience a rise in employment opportunities largely through the expansion of retail and industrial establishments. Major industrial establishments like Avon Products and Geigy Chemicals will continue to be important sources of employment. The planned light industrial park will be an important new source of industrial growth.
7. There will be substantial increase in automotive traffic due to increased population, increased car ownership per family and increased car usage. In heavily trafficked areas, congestion will likely be improved but not totally relieved by road improvements.
8. Growing leisure time for people, combined with the expanding population will necessitate more open space and recreation areas.

Purpose of the Plan

- To project a desirable land use and zoning pattern for the Village.
- To determine a desirable development pattern for the central business district.
- To prepare a list of needed capital improvement projects for the Village in line with fiscal capacity.

Goals and Objectives of the Plan

- To keep population increase at a moderate level.
- To preserve stable residential areas and to upgrade obsolescent areas.
- To provide diversities of residential use, taking care to maintain the character of the Village.
- To work towards increasing the amount of available moderate income housing, and to pay particular attention to the housing needs of senior citizens.

- To upgrade the central business district into a more amenable shopping area.
- To avoid a highway commercial "strip" effect by restricting commercial building to the central business district and small neighborhood shopping areas.
- To permit office development along main highways as a better alternate for "strip" commercial.
- To work towards improvement of the commercial structures by stressing better design and landscaping.
- To encourage a reasonable amount of industrial development so that local employment opportunities can be increased and the tax base can be improved.
- To avoid conflicts between the varying land uses that might occur in competition for development.
- To provide the various governmental and public works improvements that would be needed.
- To improve recreational facilities throughout the village, adding new park areas where feasible.
- To capitalize on Suffern's unique locational setting (at the entrance to the Ramapo mountains).
- To retain and enhance Suffern's natural features.

LAND USE PLAN

Residential Development

As is the case with other villages, Suffern represents a contrast to the old and new in housing. Both the central area and the western area contain an overwhelming proportion of older units-- units that, in some cases, might be more than 35 years old. The eastern area with newer homes, garden apartments and townhouses differs in density and site layout from the older uses. Within the past ten years, over 1,100 units have been built (1,614 total units in 1960 to 2,780 total units in 1970). All told, units added since 1950 comprise over 60% of the total units in the Village.

However, there are still many older housing structures in the Village that need to be preserved if the present quiet residential character of much of the central part of the community is to be maintained. Here, the record of the past ten years is encouraging with many of the buildings, which were classified as deteriorating in 1960, improved by 1970. As long as there is an incentive to maintain and improve private dwellings in this manner, there is no need for Suffern to become involved in a large publicly sponsored housing renewal program.

As noted in the housing element (Background Analysis), the principal problems in residential development relate to housing supply and costs. With a diminishing amount of vacant land, more efficient methods have to be applied in building housing. In several instances, garden or high-rise apartments offer a good possibility of supplying the housing while, because of carefully stated lot coverage requirements, more of the individual plot can be set aside for recreational or open-space uses. However, the location and amount of new apartments should not infringe upon or seriously alter the established residential character of the community. Housing cost is even more difficult to control, based, as it is, upon private market forces. The Village can attempt to help stabilize rising costs of development by allowing low cost construction techniques in its building codes, by investigating possible public or privately sponsored limited profit housing projects, and by exploring other methods (condominium purchase, tax relief, etc.) that might aid in holding down costs.

Notwithstanding problems in supply and cost, the main focus of the housing part of the Plan is to propose a way of allocating the remaining 196 vacant developable acres to determine the practicality of redeveloping certain parts of the community consistent with the existing residential climate and development patterns in Suffern.

Plan for Residential Development

The Plan specifies four different categories of residential development:

Low-Density Residential (1-5 dwelling units per acre) pertains to single-family development on medium-size (7,500 to 20,000 sq. ft.) lots. This category includes older existing homes in Northern Suffern on the west side of Wayne Avenue and homes in the Buena Vista Heights area (east of the Holy Child property and south of the Good Samaritan Hospital property, as well as new homes in the Bon Aire and Stonegate development (eastern end of the Village off Campbell and Cragmere Roads). There is also a low-density area proposed in the southern part of the Village, off Forest Knoll and Parkside Drives. Apart from the still undeveloped individual lots in the Stonegate development, the vacant land in this category is confined to the lots off Wayne Avenue, some of which are characterized by steeper terrain. The size of the lots and the type of housing provided on the lots indicate that there is the least likelihood of change among dwellings of this group.

Medium-Density Residential (5-10 units per acre) covers the largest portion of the residential portion of the Plan. Both single-family and two-family homes are contained in this category which covers small-lot development (5,000 to 7,500 sq. ft.). (A few existing small garden apartment dwellings in the center of the community are also included.) Basically, most of the western and central areas and part of the northern area (east of Wayne Avenue) are contained in this category. The housing stock is old but sound with some newer developing areas, particularly towards the eastern end. Vacant land to be developed as medium-density housing is proposed for land off Memorial Drive in the north section. In addition, scattered vacant lots in the central and western areas are expected to be developed. The main challenge in this category is to preserve the older housing in the central section of the Village (particularly near Washington Avenue) at the desired density.

Medium-High Density Residential (10-20 units per acre) pertains basically to multiple dwellings either of garden apartment or townhouse-type development. Locations for this type of residential pattern are scattered--in the north, medium-high density can be found along Wayne Avenue (including the Berkeley Square apartments). A new area is specified for the west side of Memorial Drive. In the central sector, the Squire's Gate development (attached, one-family new house units) is identified. New areas include a stretch along Orange Avenue (where increased traffic will make single-family use somewhat untenable) and a block bounded by Park and Mansfield Place which is close to the business area. The last big area is the Bon-Aire

and Stonegate developments where 1,580 apartments and townhouses will eventually be built. The total number of new units provided in this category would be approximately 1,100 units, of which 950 units are specified for the Bon-Aire-Stonegate sections.

High-Density Residential (above 20 units per acre) is reserved for high-rise structures in or close to the central commercial core. Planning for this residential type is the most difficult because of the inherent danger that a vast spread of this type of use can occur and upset existing lower-density areas. The purpose of the use is to provide the density that a central core must have in order to maintain the urban services that are desired in the community. Two sites are shown on the plan--between Chestnut Street, Park Avenue and Park Place, where a multi-story high-rise structure has been proposed, and on Oakdale Manor (off Lafayette Avenue) where an older 4-story structure, partially destroyed by a recent fire, is being rebuilt.

Other Alternate Uses

The Plan identifies several areas where an alternate residential use can occur.

Medium density is possible for an area near the Cypress Road School in the event the property is not acquired by the School District.

Medium-high density is possible along Memorial Drive, along Lafayette Avenue (two sites--including the Holy Child property), along Wayne Avenue (two sites--one of which would occur near the improved Route 59 bypass), and off South Street in the event commercial development did not occur there.

Housing Element (Special Housing Needs)

In order to provide more housing at reasonable cost to residents (as outlined in the housing element section of the background analysis), the Plan recognizes the need for the provision of low-income housing for the elderly. A special survey of the elderly conducted during the course of the Plan program attracted 91 responses, of which 42 represented annual incomes of under \$3,000 (49%). Sixty-two respondents (68%) expressed an interest in senior citizen housing and 38 (49%) indicated an ability to pay rentals under \$100 per month. Specific site selection for senior citizen housing is not covered in the Plan, but may be made in the future after additional discussions. Preference has been expressed for a non-profit, rather than public, sponsored development.

Regarding other aspects of the housing problems, better use of innovative building techniques, more utilization of condominium type financing and coordinated work with County and town officials would help alleviate the problem. As each new housing proposal is developed by local builders, it is the hope of the Plan that the cost function can be discussed. It is also hoped that the village might discuss with interested parties possible ways of stabilizing land and development costs. The areas of new housing identified on the Plan and potential for structural renewal in the business area provide opportunities for analyzing supply and cost problems. Federal and state aid that might be applied to stabilize housing costs can also be utilized.

The total population projected by the Plan is 13,000, or 4,727 higher than the 1970 population (8,273). Of the total additional population, 3,725 would be in multi-family dwellings and 1,200 would be in single or two-family units. The new proportionate breakdown of dwelling units would be 52% multi-family and 48% one-two family (It should be noted that the recommended Plan population of 13,200 varies slightly from the zoned capacity population of 12,500, since the Plan includes some residential re-zoning.).

The aim of the residential section of the Plan is to provide for a variety of housing - old and new - low and high density - inexpensive and luxury - that would satisfy the different aspirations of present and future residents. At the same time, the various land uses should be able to exist without impinging upon each other and the overall living environment generated from the interaction of these uses should be a pleasant one. In general, the densities provided for are heaviest in the central portion of town, where facilities and services are most available to take advantage of greater concentrations of population and development. Even here, the aim is to promote efficiency, variety, and compactness, not congestion or overcrowding.

Commercial Development

Suffern, like other older villages in the County, is undergoing a transition in the pattern and style of its commercial activity. It is obvious that Suffern's trade area will never re-extend its influence to those areas in the Town of Ramapo and northern New Jersey which are now being served by more conveniently located modernized highway shopping areas. But the central business area can be restructured into a more attractive local market place that can better serve the resident population. Additional population in the Village and central area will create new potential customers for the shops and stores. Another possible improvement might come with the establishment of Suffern as a transportation center and the indirect

effects this could have on the Suffern business district. The major planning challenge in the central business area is to fit in established, residential, commercial and industrial uses with anticipated expansion of those uses, as well as new elements (such as transportation center and new governmental offices). Given the topographic and other physical restraints (such as the railroad line) and the present and future location of major highways such as Route 59 and Route 202, there is not enough space in the business area to accommodate all the potential of the CBD. It is the work of the Plan to specify a development pattern in the core commercial area that will coordinate the various elements into an active but reasonable pleasant business climate. There should be provided an attractive setting of roads, convenient access and parking areas, walks and landscaping to encourage more use of commercial facilities. Suffern's setting, at the entrance to the Ramapo mountain gap, should be enhanced to the point of establishing scenic vistas from within the CBD.

Additional commercial activity is found along major highways such as Routes 59 and 202, a slight distance away from the central business area. Because highway areas tend to generate noisome congested commercial uses that deter from the business core area, the Plan has recommended that office uses be given precedence along these highways. It is felt that professional offices would serve the commercial market sector and yet not contain the harmful elements of uncontrolled commercial "strip" development.

Plan for Commercial Development

Central Business Area

The Plan envisages an improved central business district with a combination of public and private investments. The public improvements include an expanded municipal parking area on the site of the present municipal lot off Chestnut Street. By doubling or trebling the capacity of the present lot (with an elevated structure), parking could be banned on several local traffic arteries. The Plan also proposes a small landscaped walkway, extending from the parking area to the main shopping area along Lafayette Avenue, as a way of making the shopping experience more pleasant. The existing park at the corner of Lafayette and Orange Avenues is an important new scenic and park addition to the shopping district. Another new improvement would be a new village hall, to be located on a site somewhere in the central business district. The new Route 59 bypass and Route 202 are, of course, the most important public improvements in easing the ever-present traffic congestion problems of the business area.

Since most of the structures in the business district are old, modernization (under private auspices) is foreseen as a strong possibility. Essentially, the commercial development would be contained in approximately the same area as at present and would consist of a more efficient clustering of shops and services, with a closer relationship to adjacent residential uses. These new structures would have enough proper setbacks and buffer space so as to let more light and air into the business area and not overwhelm shoppers or visitors to the business center. The pace of this redevelopment would probably be gradual, coinciding with completion of the bypass. Non-commercial development within the CBD, expected to be activated during this period of private redevelopment, would include the construction of the previously approved high-rise apartment house off Park Place, and continued improvement to existing structures.

A possible major improvement in the CBD is a new transportation center. The center would consist of bus and rail terminals and expanded parking facilities. It is proposed that the area of the present police station and commuter parking be expanded (in line with a new alignment of Route 202) to include bus-rail facilities. Additional land on the east side of Route 202 might also be acquired for parking. The transportation center is discussed further in the circulation plan.

Other Areas

In line with the policy of promoting office space along major highways instead of "strip" commercial, the eastern area of Lafayette Avenue extending to the Route 59 bypass is proposed for office use. Included in this recommendation is the property presently belonging to the Holy Child Academy which is expected to sell its property in the near future. A large office park is proposed for the Holy Child site along with some possible municipal and park use. Residential (medium-high density) use is also a possibility. The development of an office park at Holy Child would add to a growing pattern of office use in the area, represented at present by the offices of the New York Telephone Company and by the professional offices in the Kohl Office Building. (Institutional or residential uses are alternatives.)

A third area of commercial development is shown on South Street near Washington Avenue and Orange Avenue, and near the New Jersey state line. The present uses of the site include a laundry plant, nursery and monument company. The site could be developed for general commercial or office use. An alternative use is medium-high density residential.

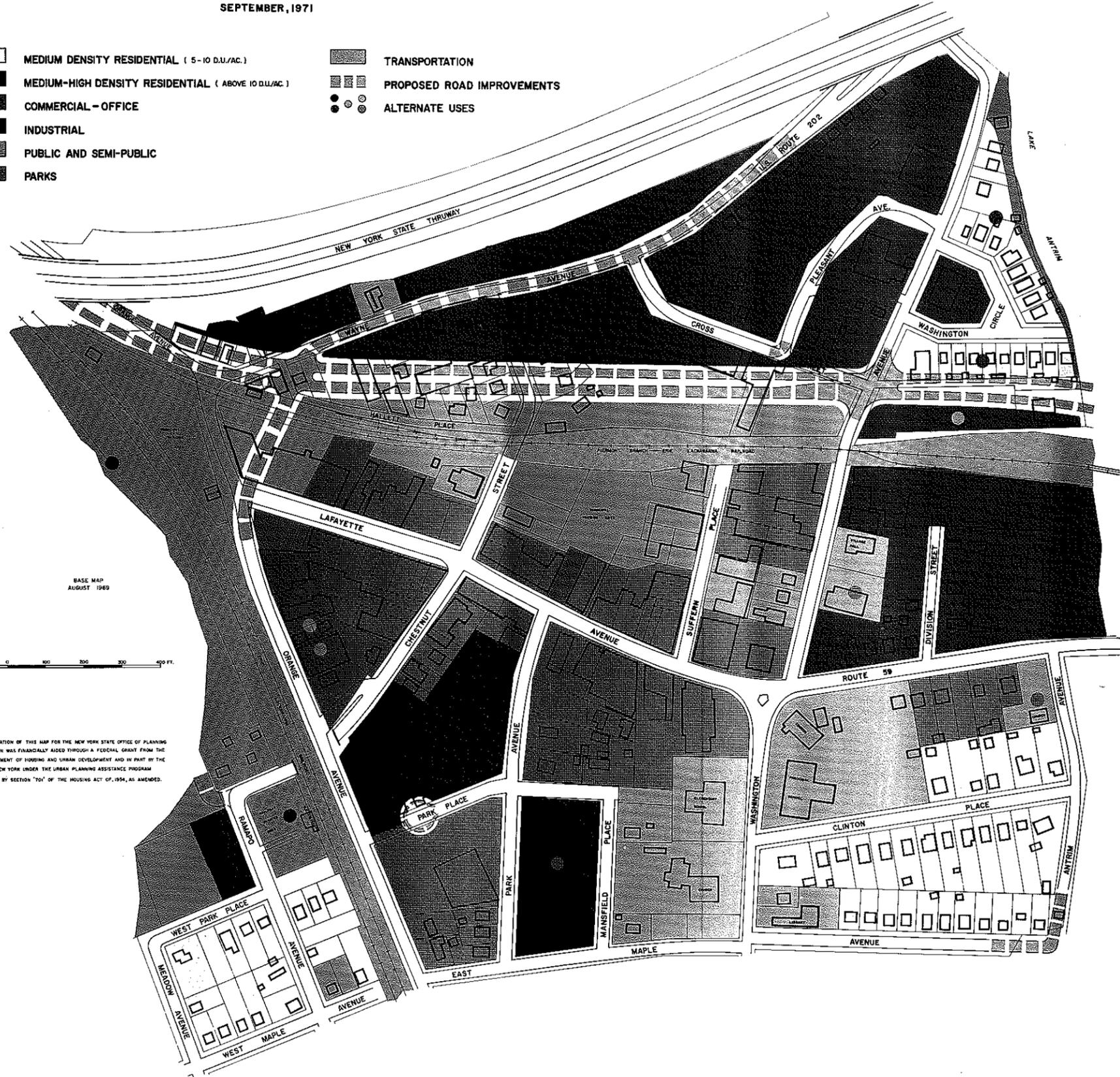
CENTRAL BUSINESS DISTRICT PLAN

SEPTEMBER, 1971

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|---|---|--|----------------------------|
|  | MEDIUM DENSITY RESIDENTIAL (5-10 D.U./AC.) |  | TRANSPORTATION |
|  | MEDIUM-HIGH DENSITY RESIDENTIAL (ABOVE 10 D.U./AC.) |  | PROPOSED ROAD IMPROVEMENTS |
|  | COMMERCIAL - OFFICE |  | ALTERNATE USES |
|  | INDUSTRIAL | | |
|  | PUBLIC AND SEMI-PUBLIC | | |
|  | PARKS | | |



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AND IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.



Industrial Development

Industry is a basic economic ingredient in a community, providing jobs, incomes and tax revenues. Industry, however, is not a cure-all since it puts a demand on municipal services such as highways and utilities. It also tends to increase demand for housing in the creation of new jobs. This demand for housing may lead to increased development pressure, resulting in a higher density pattern in a community.

In Suffern, the presence of two large thriving industries, Avon Products and Geigy Chemicals has been a large boost to the local economy. The location of Geigy Chemicals on a large tract of land west of Hemion Road insures room for expansion of the company's operations as needed. Nearby, a stone quarry, which has a mineral life of 10 years or more, is a source of additional reclaimed industrial land, if needed. The location of Avon Products and other industrial uses in the center of town, however, does present problems. There is not much land available for expansion, and the Route 59 bypass actually removes some of the land currently occupied by industrial firms.

Plan Recommendations

The Plan foresees expansion of the Geigy site, but does not anticipate extensive additional expansion for the Avon plant. The Plan foresees that most of the land north of the bypass would be used for industrial purposes, some of which could also be utilized by wholesale trade firms presently located in the village business center. A parcel proposed for industrial use off Wayne Ave. also has some potential for medium-high density residential use. On the other hand, a property proposed for medium-density residential development off Washington Ave. might be used for industrial purposes.

The entire area east of Lake Antrim and south of the Thruway is shown as industrial, including the present quarry site. Also shown is a new light industrial park off Montebello Road that would be served by a special access road connecting Memorial Drive to Hemion Road. Smaller industrial sites (some listed as alternates) are shown for the area west of the railroad and Orange Avenue.

The Plan thus seeks to allow industrial expansion in accord with aims and needs of industry. The attractive regional location of Suffern, buttressed by several main highways and an important railroad, should help industry to thrive in Suffern.

COMMUNITY FACILITIES AND PUBLIC UTILITIES

One of the important ingredients in the success of the Plan lies in the commitment of funds for public and semi-public facilities. Although schools, government offices and utilities are often taken for granted, the maintenance and upgrading of these facilities is a necessity for the continued safe operation of community activities. A recent water pumping problem in the Village caused widespread concern for a service that had been assumed to have no such difficulty.

The Plan's specific proposals for facilities are aimed at maintaining uninterrupted operations while allowing for the anticipated growth that can be reasonably accommodated. The Village's recent water problem was caused by rapid expansion of water needs in a short period of time. The proposed improvements in the capital improvement program are expected to be phased in with expanding needs so as to mitigate against future breakdowns of service.

Plan Proposals

Schools.

The Plan reflects expansion of public school facilities in accordance with future population growth in the Village. Except for some overcrowding at the present Washington Avenue Elementary School, the Ramapo #1 School District is not faced with any crucial school facility problems in Suffern. Most of the recent population growth in the Village (the eastern section of Suffern) is being accommodated with an addition to the Cypress Road Elementary School. There are no plans at present to expand the Washington Avenue facility but some students may be transferred to other schools in the district, to relieve present overcrowding. The Plan envisions that additional space, if needed, could be obtained for expansion of the Washington Avenue school by acquisition of additional property on Washington Avenue. Public high school facilities appear adequate with a new high school being constructed on Viola Road in the Town of Ramapo.

Of the two parochial schools in the Village, one (Holy Child Academy) has closed. As mentioned earlier, the prime proposed use of the parcel (if it becomes available for development) is for professional office, but a portion of it might be acquired for school or municipal use. The other facility (Sacred Heart School) is anticipated to remain at its present size and on its present site.

Governmental Offices and Public Safety Facilities

The Village Hall is in need of additional space and the Plan suggests several alternative sites. One possibility would entail the building of a new Village Hall on property between Washington Avenue and Suffern Place. Other possibilities include acquisition of land on the Salvation Army property or acquisition of additional property near the existing Village Hall which would be expanded. The improved Village Hall facility would likely include municipal offices, and hearing and meeting room facilities.

Police and Fire Stations may also require some relocation. A combination police and fire facility could be developed from the present Village Hall when a new Village Hall is built. It is also possible that the police function could be handled separately in a new Village Hall with other governmental offices. (The present police station would be replaced by a new transportation center). Of the two fire stations, Hook and Ladder Company #1 (located in the present Village Hall building) will likely stay in the same general area, perhaps in the present Village Hall building. Hose Company #1 on Wayne Avenue may stay in its present location or, if future fire protection needs warrant it, might be moved to a site in East Suffern. Two possible locations are the Salvation Army property or a site east of the present Village standpipe off Sylvan Way.

Other governmental offices such as the post office and library are not scheduled for expansion and no special sites have been set aside for them in the Plan. Their facilities are considered satisfactory at present.

Public Works Facilities

According to a recent study of Suffern's water supply needs by the Village consulting engineers (Report on Water Works - October, 1971 by Thomas M. Riddick & Associates), the Village is in need of a major expansion and rehabilitation system in order to handle the expected future population (16,000 by the year 2,000) and still allow a safe water reserve. Included in the two-phase program would be two new wells, the redevelopment of the two existing wells, major improvements to the piping and distribution system, a new standpipe and a new waterworks operations center. The location of most of these improvements is proposed for the area of the Athletic Field, along the Ramapo River, where existing wells are located. The first phase of the program is nearly completed.

The Plan assumes improvement of present sewage treatment facilities. New pumps and lines are being installed in order to handle increased flows from the eastern part of the community. Expansion of the sewage plant itself is not needed at the present time but it may become necessary to expand the plant capacity as well as to increase the efficiency of the

treatment process in the future. The future improvement of the plant hinges on the question of whether Suffern will become part of a larger sewage treatment district in western Ramapo or even become assimilated into the even larger Rockland County Sewer District #1. If the plant is retained, it may involve substantial improvement in order to render discharges into the Ramapo River at a higher level of quality.

The Village does not have a refuse disposal site identified on the map. At present, the Village contracts with the Town of Ramapo for use of the Town sanitary landfill site in Torne Valley. If necessary, the Village might consider use of the local rock quarry as an interim landfill site.

Drainage.

Improvements relating to drainage and flood control are scheduled for areas along the Mahwah River, particularly near Squire's Gate. Eventually, the Ramapo River may receive similar safeguards. Both rivers fall within the range of the Passaic Valley Drainage Basin and improvements and changes to the status of the rivers may involve the U. S. Army Corps of Engineers as well as village, town and county officials.

Hospital.

There is enough room on the present property of Good Samaritan Hospital to allow for planned expansion. Since the Hospital is an important user of Village services and utilities, it is essential that there be closer coordination between the hospital authorities and village officials so that expansion can be phased in with community improvements.

Utilities.

The area north of the Athletic Field is identified, in part, as an area for further expansion for utilities. These new uses might include larger electric transmission towers (replacing the present smaller towers) on the Ramapo River and some expansion to the gas

transmission plant presently in existence north of the railroad trestle. The overall gas and electric needs of Suffern are part of the overall County and regional utility network.

Recreation and Parks.

The attractiveness and liveability of the community depends to a large extent upon the amount and quality of recreation facilities available to its residents. Basically there are two types of park facilities--the "active" park where there is an array of recreational activities (ball playing, swimming, ice skating etc.) and the "passive" park where the focus is on visual amenities, (sitting areas or walking trails). Each community should have recreation suitable for various age groups--play areas for young children, athletic facilities for teenagers and young adults and informal recreation areas for older adults.

Standards set by the National Recreation and Park Association provide a general guideline as to the amount of recreation and open space that should be provided in a community. The overall total of local recreation space recommended is 10 acres per 1,000 population. With a present population of over 8,000, the present total of recreation in Suffern should consist of 80 acres and the future population of over 13,000 should result in 130 acres of local recreation space in the Plan. At present, the Village actually has approximately 40 acres of park, not including areas in both Stonegate and Bon Aire, and under the Plan, the Village would have approximately 60 acres of open space. In addition, if more park land were to be acquired from areas proposed as alternate park sites, the total might be increased to 75 acres. These figures fall short, of course, of the desired standards. Given the small amount of available space due to other committed uses, it is impossible for the Village to fulfill these standards. One example of the committed use is the Palisades Park property on the west side of Wayne Avenue. This undeveloped mountainous tract amounts to approximately 100 acres.

More important than the actual amount of parkland is the location and use of the park sites. The Plan's park proposals are aimed at the most desirable location and the greatest degree of use for the type of anticipated recreational activity. The recommendations and proposals that follow are based on the goal of providing recreational and park facilities that can meet the needs of the greatest number of Village residents.

Park Plan Recommendations

The Athletic Field is identified as a park area but the type of recreation to be provided there in the future is somewhat uncertain. If the land comprising part of the Field is to be used for expansion of the Village sewer plant and/or the Village garage or for the development of a major transportation center, the remainder of the Field could be utilized for passive recreation activities (such as hiking or walking) with a small portion still used for sports and game activities. Otherwise, the Field will continue to be oriented towards active organized sports such as baseball and basketball. In any event, the Plan proposes that additional land along the Ramapo River near the Athletic Field be acquired for a hiking trail.

Foxwood Lane park, an existing park site that includes a pond is expected to be developed into an active park site with play areas and perhaps water-oriented activities such as boating and ice skating.

The Memorial Park site, off Memorial Drive, is expected to be upgraded with the development of active play facilities as well as improvements to the pool. To the north and south of existing Memorial Park, it is proposed that additional land be acquired along Lake Antrim and the Mahwah River. A connected hiking and walking trail system could be established along the River from Montebello Road to Lafayette Avenue (existing Route 59).

The largest new park is proposed for the site north of Boulevard and east of Washington Avenue. This parcel, along the Mahwah River, would have facilities for field games and organized sports (such as Little League Baseball and softball games) in a location much more convenient for the bulk of the population than the present Athletic Field. It is particularly appropriate that this site not be developed for residential purposes because of the potential danger of periodic flooding from the Mahwah River. Further downstream is an existing park--the Squire's Gate park--which has been developed as a play area.

Although small in size, the three vest-pocket park and mall projects have great importance because of their location. One park, already developed, at the corner of Lafayette Avenue and Orange Avenue, is being used by many residents and has radically improved the visual perspective of the western end of the business area. Another proposed park at the corner of Washington Avenue and Orange Avenue can greatly improve the entrance way to the Village at its southern extremity. And, a landscaped walkway is proposed on Lafayette Avenue (opposite Park Avenue) connecting the municipal parking lot with major stores. Together, these vest-pocket parks and mall can inspire similar beautification projects from private developers that will aid in reviving the appearance if not the actual building layout in the central business district.

The alternate park sites on the map include additional land on Wayne Avenue, near Lake Antrim, a part of the Holy Child Academy site (when and if it becomes developed for office or residential use) and two municipal sites currently occupied by water towers and standpipes. (The parks would be developed so as not to interfere with continued use of the water supply facilities).

There are other parks and recreation uses beyond those identified as municipal parks. Both Bon Aire Park and Stonegate have park and recreation areas set aside for use of the residents. There are also recreation facilities attached to the elementary and high schools in the Ramapo Central School District #1 (sports activities are available at Cypress Road and Washington Ave. schools for school age children). Village residents can also avail themselves of recreation activities in the Town of Ramapo. The closest Town facility is the Clark Recreation Center in neighboring Airmont. Finally, nearby is the Palisades Interstate Park System. The lands belonging to the PIP in and around Suffern are undeveloped but there are excellent hiking trails throughout these parks and developed park activities are a short ride away via Route 17 and the Seven Lakes Parkway.

TRAFFIC AND TRANSPORTATION

Streets and Highways

The Plan's major success or failure will depend greatly on the ability to accommodate a smooth traffic flow in and out of the Village. This must be accomplished by handling the needs of both local (intra-community) and through (inter-community) traffic patterns. Suffern's position in regard to major traffic arteries is a delicate one, because of the proximity of several regional highways, such as the New York State Thruway, Route 17, Route 59 and Route 202. The Plan attempts to separate both types of traffic without destroying the basic community fabric. New Roads and improvements to old roads are shown. Expanded parking facilities are an important ingredient so as to eventually remove parked cars from major streets. This last named improvement will create additional lane space without the need to widen streets.

Plan Proposals

For the purpose of this Development Plan, the street system is shown as divided into four classifications. These classifications indicate the function and relative importance of streets in terms of the traffic they are expected to carry.

Through and Major Roads are highways serving area-wide and interstate purposes while still serving local, internal movement as well. There are three roads included in this category--the New York State Thruway, Route 59 and Route 202. A right-of-way of 80' to 120' is recommended, including 64' of pavement. Generally speaking, four moving lanes are recommended except in the case of the Thruway which has six moving lanes.

The Plan proposes the largest change to occur on Route 59 with the construction of a new bypass extending from approximately Lafayette Ave. and Woodland Drive (near Holy Child Academy) to the intersections of Wayne and Orange Ave. near the Thruway bridge. The road would be four-lane divided at-grade highway with traffic controlled access points at Washington Ave., and Wayne Ave.-Orange Ave. (Route 202). All east-west through traffic could use the road which would relieve some of the present business district congestion. The road would continue, in an improved widened condition, on the present alignment west of the Thruway overpass. An at-grade rather than limited-access road is proposed in order to minimize any massive property condemnation for the interchange construction. It is possible that, in the event of the construction of a major transportation center, the bypass might be routed across the area south of the Thruway into a link with Route 17 in the vicinity of the New York State Thruway toll station. In that event, the existing portion of Route 59 west of the Thruway overpass would remain in its present state as a two-lane roadway.

Route 202, under the Plan, is proposed to undergo a slight change of alignment but retain its general route along Wayne Avenue and Orange Avenue. Some road-widening is anticipated although probably not more than would be required for a safe two-to-four lane highway with shoulder areas. The road would connect with the Route 59 bypass and would act as the main carrier of north-south traffic in and out of the Village. The present entrance ramp to Chestnut Street from Route 202 would be closed because of its dangerous alignment.

A new Thruway interchange in the Town of Ramapo at Airmont Road has been constructed. A link of interstate Route 287 with the Thruway is anticipated to occur on Route 17 and not involve substantial road redesign.

Secondary Streets serve to interconnect major and other secondary streets, handling traffic from one part of the Village to another. The standards for these classifications of streets include a 60' right-of-way, 40' pavement and either two moving and two parking lanes or four moving lanes. The streets in this category in Suffern are basically the major arterials in and around the business area--namely Washington Avenue and Lafayette Avenue. The existing alignments of these roadways are proposed to remain as is at present. Washington Avenue (like Route 202) is shown as intersecting with the new bypass in order to provide vital access in and out of the business area. Parking would eventually be banned on portions of Washington and Lafayette Avenue in order to create additional lanes. Repairing and alignment repair would be made where needed.

Collector Streets handle traffic generated on local streets and serve as relatively short, convenient and direct means of access to the secondary street system and to the various areas of the Village. The standards include a 50' right-of-way; a 36'-40' pavement and either two moving and one or two parking lanes or four moving lanes. The collector streets in the Plan include Memorial Drive to Hemion Road, Riverside Drive, Boulevard, Hillside Avenue, Woodland Drive, Parkside Drive, Chestnut Street, Ramapo Avenue, and Yorkshire Drive. With the exception of the light industrial park roadway east of Memorial Drive and a connection of Yorkshire Drive to Sylvan Way and Grandview Avenue, all roads are existing. Certain curves would be realigned and some rewidening would take place as necessary, as for example, on Memorial Drive off Wayne Avenue.

Local Streets give direct access to abutting property and make up the major portion of the internal system providing movement within residential neighborhoods or other land use areas, generally to the exclusion of any significant through traffic. The standards include a 50' right-of-way; a 30-38' pavement; and two moving and one parking lane.

In Suffern, all streets not designated major, secondary or collector are local. The improvements for these streets are minor, consisting of some street closings (Park Place, Maltbie Avenue), some road connections (East Maple to Antrim Ave.) and some widenings (Pavilion Road).

It should be noted that the street standards mentioned previously should be used as a general guide; in some cases, they may not be applicable. Because of the built-up nature of adjoining properties, some standards may be impossible to achieve. In other cases, it might be desirable to make street improvements above the minimum standards because of the special nature of an intersection or adjoining land use.

Related Circulation Items

Parking - The need for adequate off-street parking in the commercial area of the Village has been clearly demonstrated. Plan proposals include expansion of the existing municipal lot, perhaps into a parking structure. Also, a doubling of the number of spaces from the present 180 spaces to perhaps 500 would enable the Village to meet future parking needs and make up the loss involved in ending street parking along Lafayette Ave., Chestnut St. and Orange Ave. Additional expansion of parking could be provided along Orange Ave. in another parking structure for commuters as part of a transportation terminal. Although the cost of developing a parking structure is high, the lack of space, increasing traffic volumes and the high cost of land would make it difficult to maintain street parking. It should be noted, however, that these parking proposals are dependent on the construction of the bypass and subsequent growth in business in the Suffern center.

Sidewalks

Sidewalks are necessary along streets that will be used by school children and in other areas of heavy pedestrian traffic such as business areas. Since most of the Village has an old development pattern, sidewalks are common. In the business area, existing sidewalks are expected to be enhanced by the plazas and setbacks to be provided by eventual new construction of commercial structures along the main streets.

Intersections

Well-designed and controlled intersections of important streets are essential to an efficient, convenient and safe street system. Stop signs might be adequate at some intersections with relatively low traffic volumes, while traffic signal controls will be required at the more important intersections. Major intersections where lights will be needed include the Route 59 bypass at Washington Ave., and Orange Ave. (Route 202). Special turning lanes and split traffic signals may be required. Additional signals will be needed along Route 202 (Wayne Ave.), north of the Route 59 bypass at Washington Avenue.

Railroad Crossings

A special problem in Suffern is presented by the existence of extensive railroad trackage, with the Main Line of the Erie Railroad paralleling Orange Ave. and the Piermont Branch of the Erie Railroad (running in an easterly direction north of Lafayette Ave.). Due to the topographic layout of the Village and the desire to have several points of direct access to the Route 59 bypass, it is anticipated that the at-grade railroad crossings would be maintained in their present location. Therefore, some improvements to the road-beds at these railroad crossing intersections are recommended so as to bring the road bed into the same position as rail beds and thus create a smoother crossing. Such improvements are anticipated at Orange Ave.-Wayne Ave. (Route 202), and Washington Ave. in particular.

A slightly different problem is posed by the Chestnut St. underpass which involves a street underpass below the Main Line of the Railroad. It is not economically feasible to propose substantial widening of the underpass area, but structural repairs to the railroad structure, and some repairing and realignment of Chestnut St. under the rail trestle would aid in improving traffic flow. This important road connection links the western sector of the community to the center of the Village.

PUBLIC TRANSPORTATION

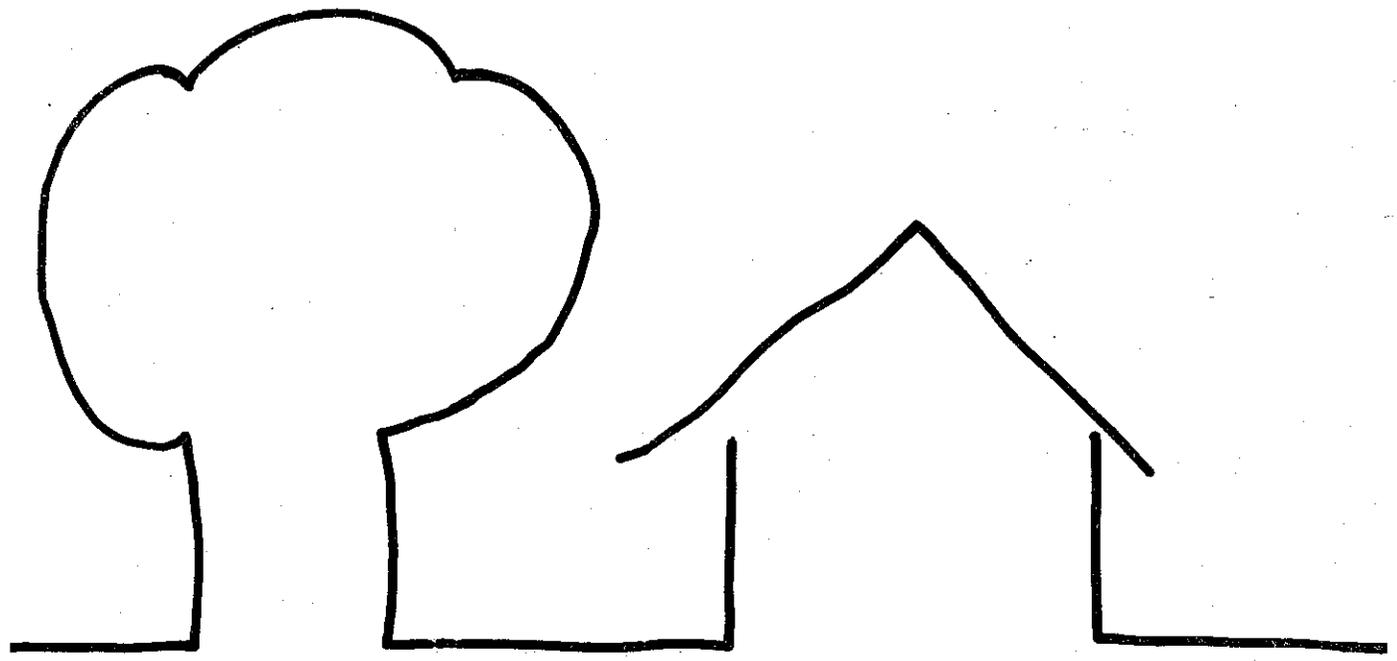
One assumption in the Plan is the continued importance of New York as a major job market and the commuter routes connecting it to sections of Rockland. Suffern, because of its proximity to New York, has always been of prime significance to the point where it has the best commuter transportation pattern in the County (measured in number and running times of trains and buses serving the Village). Bus service is attractive with running times of an hour to the downtown Port Authority terminal while rail service has improved with new rail passenger cars. The result is increased patronage of public transportation and in particular more use of Suffern business district parking areas.

For this reason, the Plan proposes a new transportation center at the intersection of Orange Avenue, Lafayette Avenue and the Route 59 bypass. Here, a combined bus-rail terminal and parking structure would service commuter needs conveniently. Parking itself might require approximately 1,000 spaces. In addition to serving as a transportation hub, the center would complement any modernization of the business section and generally improve community attractiveness. Possibly, it might be a stimulus to local business as well.

There is also a possibility of an even larger transportation center than that contemplated by the Plan. Recent discussion concerning a fourth jetport in the Region, to be located at Stewart Air Force Base in Newburgh, has included mention of Suffern as a main stop on a rail line connection from the jetport to New York City. If such were to occur, Suffern's importance would be magnified. A larger area would be required for a transportation center, including expanded terminal, extensive parking areas and new highway connections --all designed to handle the additional traffic from the County to the jetport as well as to New York. The best possible location for such a center, within the incorporated limits of the Village, would be the area west of the existing Main Line rail tracks including the present athletic field, truck body plant and utility transmission plant. To provide access to the site, the Route 59 bypass would have to be a limited access highway bridging much of the business area, and the Main Line tracks and eventually linking with existing Route 17 by the New York Thruway Suffern Interchange.

For Suffern, the center would have a dramatic effect on local business and increase development pressures in the business district. Access to the Route 59 bypass would be provided by a large interchange system resulting in taking more land north of the Piermont Branch rail tracks. Since the question of this type of center is sketchy and would involve discussions with representatives of the Metropolitan Transportation Authority and New York State Department of Transportation, the Plan does not include it in the proposed land use pattern. The jetport-transportation center, however, has strong possibilities. If it comes into existence, extensive changes in plan concepts and proposals for the business area as well as entire Village will have to be considered.

Part III
Plan
Effectuation



PLAN EFFECTUATION

A community is developed over the course of years by the sum total of hundreds of decisions on land use and transportation made by private citizens and public officials. Individuals and corporations buy land, build houses, initiate business enterprises. Village officials make decisions on road and street improvements and the creation of new public facilities. School boards are responsible for decisions on the location and building of schools. With their broad-based participation in decision-making over long periods of time, it is essential that single decisions be related to the Village government and citizens express objectives formulated through the Village Development Plan.

Adoption of the Village Plan

The preparation of the Village Development Plan, and the related studies which are part of the plan, are the first steps in the process. The next step is agreement on basic elements of the plan among the various officials and agencies concerned with the future development of the Village and the residents of the community. Finally comes the creation of a continuing planning program to see that the provisions of the plan, as agreed upon, are carried out.

The Village Law provides that the Village plan, termed the master plan in New York State Law, may be adopted by the Village Planning Board.

It should be understood that the plan, when adopted, does not serve the purpose of changing zoning nor does it assume the implementation of any proposals of the plan. The plan is an advisory document which shows the recommendations of the Planning Board. It is designed to be a guide to assist all public agencies in making proper decisions for the orderly, attractive growth of the Village.

Legal Tools

The Village can use a variety of legal tools for accomplishing the Village Development Plan. The most important of these are the zoning ordinance, subdivision regulations, the official map, housing and building codes and the capital improvement program.

Zoning Ordinance:

Land development is the result of private and public actions. For this reason, it is imperative that each community guide private development through the powers granted to it under State statutes. The zoning power is one of the most important tools whereby

communities can give direction to private uses of land, both in the continuation of desirable land use patterns which exist today and by guiding development in vacant areas.

In order to carry out the proposals of the Village Plan, there is submitted, under separate cover, comprehensive changes to the zoning ordinance. The existing ordinance was first adopted in 1949 and later revised from time to time reflecting amended concepts of residential, commercial and industrial land use patterns. The most recent changes have been the introduction of a new MR (Multiple Residence) Apartment District, the introduction of a new PLI (Planned Light Industry) District and the development of a strengthened GA (Garden Apartment) District.

The purposes of the proposed amendments to the zoning ordinance contained in this Plan are twofold: to consolidate and coordinate the various zoning districts that have been created since the last wholly revised zoning ordinance in 1949 and to bring the ordinance map into conformity with the main land use concepts and goals of the development plan map. It is not expected that the zoning map should be in absolute conformity with the plan map since there are instances where plan proposals are staged over a longer period of time than those in the zoning ordinance. The Village Board is the agency which adopts the zoning map, on recommendation from the Planning Board.

The following are the major proposed changes reflected in the zoning ordinance and map:

1. Five residential districts are introduced, rather than the existing ten districts. Three of the five are principally one-family districts, ranging in density from a 15,000 sq. ft. lot minimum to a 5,000 sq. ft. lot minimum. (The existing single-family district zones range from 20,000 to 5,000 sq. ft.). The other two zones are apartment zones, with one being a garden apartment district (16 dwelling units per acre maximum density) and the other being a high-rise apartment district (40 dwelling units per acre-maximum). The residential districts are designed to fit as closely with the present development pattern as possible. Only one new area is zoned for garden apartment development.
2. Two commercial zones are identified--a central commercial district (covering the main business area) and a general commercial district (covering other commercial areas, including highway uses). The central commercial district would include a mixture of residential and commercial uses, replacing in part an existing AS (Apartment - Stores) category. The possibility of using special density-height controls that would provide more varied setbacks, and plazas on newer structures, is worthy of consideration. These controls would introduce more light and air into the existing central business area and allow more scenic views of the surrounding mountainside.

However, the proposed zoning ordinance revisions do not include these height-density controls at this time.

3. The professional office category (PO) is extended to include much of the property along present Lafayette Avenue near the Good Samaritan Hospital. This zoning supports the plan concept of deterring "strip commercial" uses from extending along the length of Lafayette Avenue.
4. The manufacturing category (M) is expanded to include the present quarry (Q) district. It is the feeling of the Plan that when and if the stone quarry becomes depleted, it might be converted into an industrial use.

All of the zoning district classifications are described in specially prepared separate use and bulk tables which contain both uses permitted by right and special permit uses and include detailed sign and parking requirements for specific uses. The zoning ordinance reflects a small amount of nonconforming uses where existing uses are at variance with the district classification, by way of type of use or density. These uses are handled through special amortization procedures.

One of the important elements of zoning is the Site Plan Review: the power by which the Village Planning Board reviews all development proposals. This review power enables the Village to insure that all aspects of the specific proposal adhere to safeguards and standards.

Subdivision Regulations

The State's planning laws permit villages to review proposed subdivisions for the purpose of obtaining good design. The pattern in which new streets and lots are laid out has a direct impact on the land directly involved, and on adjoining properties in the surrounding area. There is, therefore, a community-wide interest in the proposed layout of each subdivision. New lots, land uses and streets can change or intensify traffic. Storm water drainage from an area is directly affected by subdivision development. The need for more water supply and sewer disposal facilities and the entire range of public services should be studied in relationship to each subdivision development.

Subdivision regulations are a set of procedures and design standards by which the Village Planning Board reviews proposed subdivisions of land. Suffern has an existing set of subdivision regulations, first adopted in 1965. Recommended provisions for the

subdivision regulations are outlined in the separate document which also contains proposed zoning ordinance changes. As the original set of regulations is fairly inclusive, the suggested changes are minor and generally of a procedural nature. These revisions are subject to review by the planning board before possible adoption by the Village Board.

Official Map: Under State Law, the Official Map serves as a means whereby a municipality can implement portions of the Village Development Plan. The official map which may be adopted by the Village Board is a definitive document with respect to the location and size of existing and proposed streets, drainage systems and park areas.

The adoption of the Official Map insures the integrity of the identified roads, drainage ways and parks, because once it is adopted, no building permits may be issued for a building in any street or area shown on the map, except in accordance with prescribed procedures. The Village Board has the responsibility of adopting the Official Map subject to recommendations from the Planning Board. All proposed changes of the Official Map should be referred to the Planning Board for study and report.

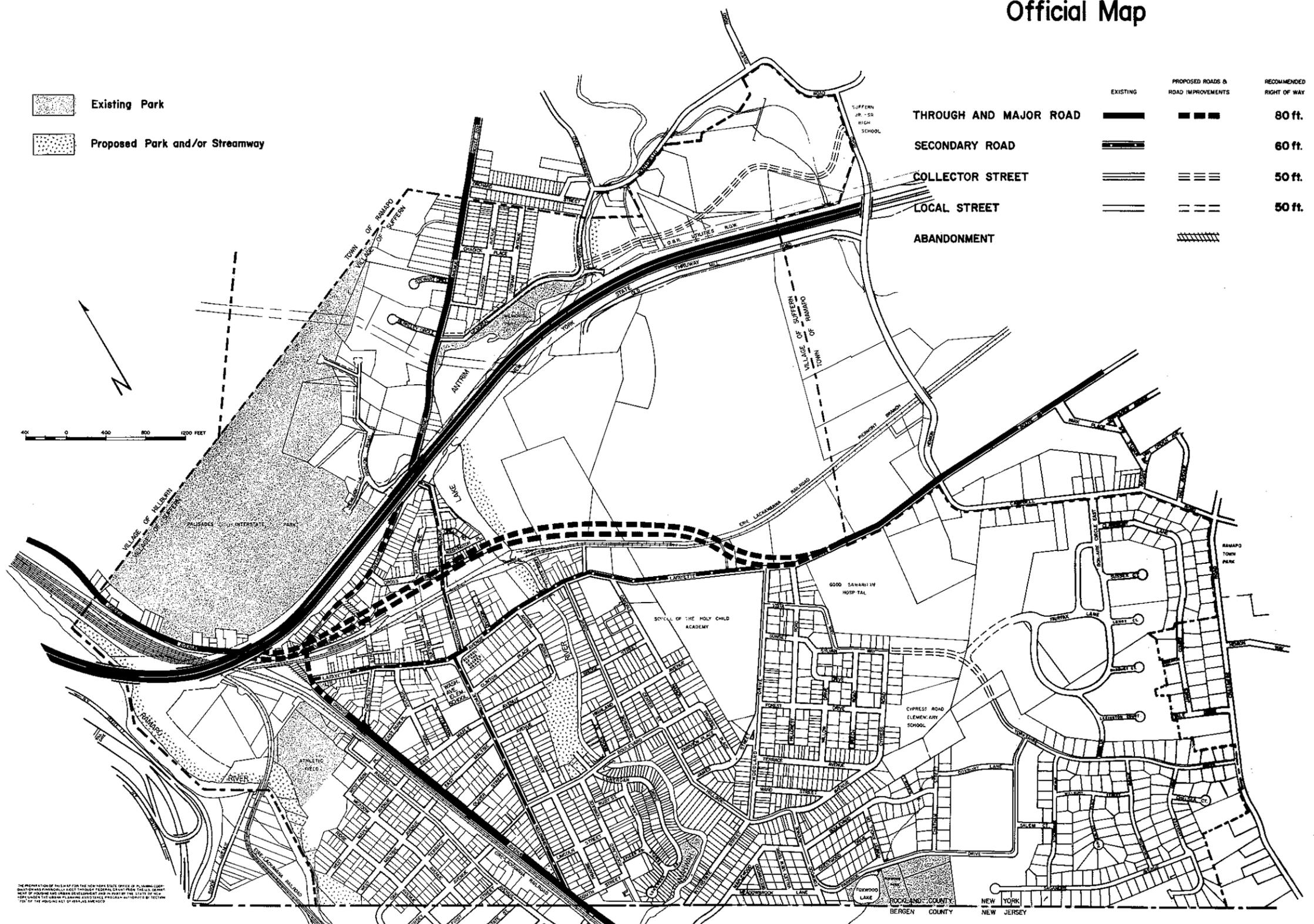
The Plan includes a proposed Basis for an Official Map which designates the routes of both existing and proposed streets and highways along with recommended right-of-way widths. Parks and drainage ways are also shown. The actual Official Map should be prepared by a licensed engineer. Proposed street rights-of-way must await detailed surveys and studies, but existing roads may be placed on the map from existing surveys. The major new road on the Suffern Official Map, the Route 59 bypass, is subject to official survey and right-of-way detail by the State. The designation of the route on the Official Map when adopted will influence future development into a pattern that would make State selection of the proposed bypass more likely than other undesignated route corridors.

Building and Housing Codes

Building and housing codes are needed to assure that building occupancy and construction meet minimum standards.

A Building Code establishes minimum requirements for building construction and safety based on authoritative technical research. Occupants and users of all buildings are assured protection for their safety and welfare.

Basis for Official Map



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING AND DEVELOPMENT WAS FINANCIALLY AIDED THROUGH FEDERAL DEVELOPMENT. THE U.S. GOVERNMENT IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS THAT MAY APPEAR HEREIN. FOR OTHER INFORMATION CONCERNING THIS PROJECT CONTACT THE PLANNING BOARD OF THE VILLAGE OF SUFFERN, N.Y.

SUFFERN DEVELOPMENT PLAN PROGRAM — PLANNING BOARD — VILLAGE OF SUFFERN, N.Y.
CONSULTANT — ROCKLAND COUNTY PLANNING BOARD

A Housing Code prescribes the minimum conditions under which existing and new buildings, or parts of buildings, may be occupied for residential purposes. Included within the framework of such a code are minimum standards governing space per occupant, required basic sanitary equipment and facilities, light and ventilation, structural conditions of the buildings, heating equipment, and safe and sanitary maintenance of the building structure and installed equipment and facilities.

The Building Code is important in terms of future new development but in view of the age of many of the housing structures, the Housing Code will be more important as a way of maintaining the quality and character of the housing stock. The fact that many dwellings have been upgraded and that the number of seriously deteriorating units is below that of the census of ten years ago is an encouraging sign. Continued vigilant housing inspection will help insure a good housing supply.

Capital Improvements Program

The purposes of a capital improvements program is to schedule, through priorities, the needed improvements as recommended by the Plan. The projects identified in the program are important not only in themselves but also as catalysts for other types of improvements. Thus, in the Suffern plan, it is acknowledged that the construction of the Route 59 bypass, by reducing traffic congestion and improving access, will help spur modernization and possible renewal of the business district. This modernization would be primarily privately sponsored whereas road construction would be publicly funded.

The important factors in the Plan are financing and priorities. Under the financial aspect, the source of funding, in terms of state and federal aid, is crucial. Most of the projects proposed for the Village assume that some type of aid will be made available to cover the costs involved. Not all Village improvements will have to be financed at once. A long-term capital improvements plan (including estimates of revenues and expenditures) should include all the proposed improvements in its forecasts and fit them in with the annual budget as the scheduling develops. Since the financing of the improvements entails the issuing of bonds, it is also important that the scheduling of projects be devised to fit in with the Village's ability to pay. The type of analysis presented earlier in the background studies is needed on a continuing basis in order to maintain a realistic long-range financial plan. As indicated earlier, the Village has the legal potential to incur a total debt of \$2.9 million. The preliminary list of improvements adds up to a total of slightly over \$3.3 million in terms of the Village share of costs. Based on the long-range nature of the Plan, the total costs are compatible with the expected future growth of the constitutional debt limit.

The accompanying list of capital improvements is drawn up in terms of priorities. A project listed under column 1 has a higher need priority than a project listed under column 2. This listing does not relate the projects to a specific time period, but it is obvious that some projects such as the Route 59 bypass will, in fact, take many more years to accomplish than other projects with a lower priority. Certain projects, like the Route 59 bypass, require the acquisition of land. Such land should be acquired as soon as possible in order to avoid rising costs and obtain choice locational sites.

The preliminary cost estimates included on the following list are approximate and should be made final only after specific plans are developed. The estimates include construction and right-of-way costs of projects based on 1974 dollars. Highway costs were computed by special cost factors based on the type and size of the proposed roadway. The cost factors were obtained from highway engineers. Building and parking costs were obtained, in the same manner, with information obtained from private developers. Land acquisition costs were obtained by converting taxable assessed values (from the tax roll) of the properties in question, to real market values.

PROPOSED CAPITAL IMPROVEMENTS

VILLAGE OF SUFFERN

PROJECT	Recommended Priority (a)		Preliminary Cost Estimate	Source of Funds (%)			
	1	2		Village	State	Federal	Other (c)
I. <u>Streets & Highways</u>							
A. <u>State Projects</u>							
1. Construction of Route 59 Bypass north of Erie RR		X	\$1,600,000		100		
2. Widening and improvement of Route 202 in Central Business District		X	700,000		100		
B. <u>Village Projects</u>							
1. Improvement, widening of Memorial Drive east of Wayne Ave.		X	250,000		100		
2. Resurfacing of Oak Lane (Pavillion Rd.)		X	20,000		50		50
3. Connection between Maple Ave. and Antrim Ave.		X	25,000		100		
4. Closing of Maltbie Ave. & Park Place at Orange Ave.		X	4,000		100		
5. Improvement, widening of Chestnut St. underpass		X	500,000		100		
6. Improvement of local collector streets as needed	X	X	500,000		100		

PROPOSED CAPITAL IMPROVEMENTS

VILLAGE OF SUFFERN
(continued)

PROJECT	Recommended Priority (a)		Preliminary Cost Estimate	Source of Funds (%)			
	1	2		Village	State	Federal	Other (c)
<u>II. Village Government</u>							
1. New Village Hall		X	\$ 600,000	100			b
2. Improve Fire-Police Station		X	100,000	100			b
3. Construction of new Branch Fire Station	X		300,000	100			b
<u>III. Village Utilities</u>							
1. Drainage System Improvements on Mahwah River at Squire's Gate (continuing along Mahwah River into New Jersey)			1,250,000			X	100
2. Upgrading of Sewer Plant	X		750,000	25	25		50
<u>IV. Parking</u>							
1. Expansion of Central Parking area (new parking structure)		X	750,000	100			b
<u>V. Parks & Recreation</u>							
1. Acquisition of Park Land along Mahwah River		X	100,000	50			50
2. Acquisition of Stream Parks along Mahwah, Ramapo Rivers		X	75,000	50			50

PROPOSED CAPITAL IMPROVEMENTS

VILLAGE OF SUFFERN
(continued)

PROJECT	Recommended Priority (a)		Preliminary Cost Estimate	Source of Funds (%)		
	1	2		Village	State	Federal Other (c)
<u>Parks & Recreation cont'd</u>						
3. Park Improvement & Development	X	X	100,000	100		

- Notes:
- (a) Recommended Priority refers to desired order of development. It does not necessarily differentiate between short and long-range timing of such projects.
 - (b) Possible federal loan available.
 - (c) Other sources of funds include private developers, utility companies, or other governmental jurisdictions.

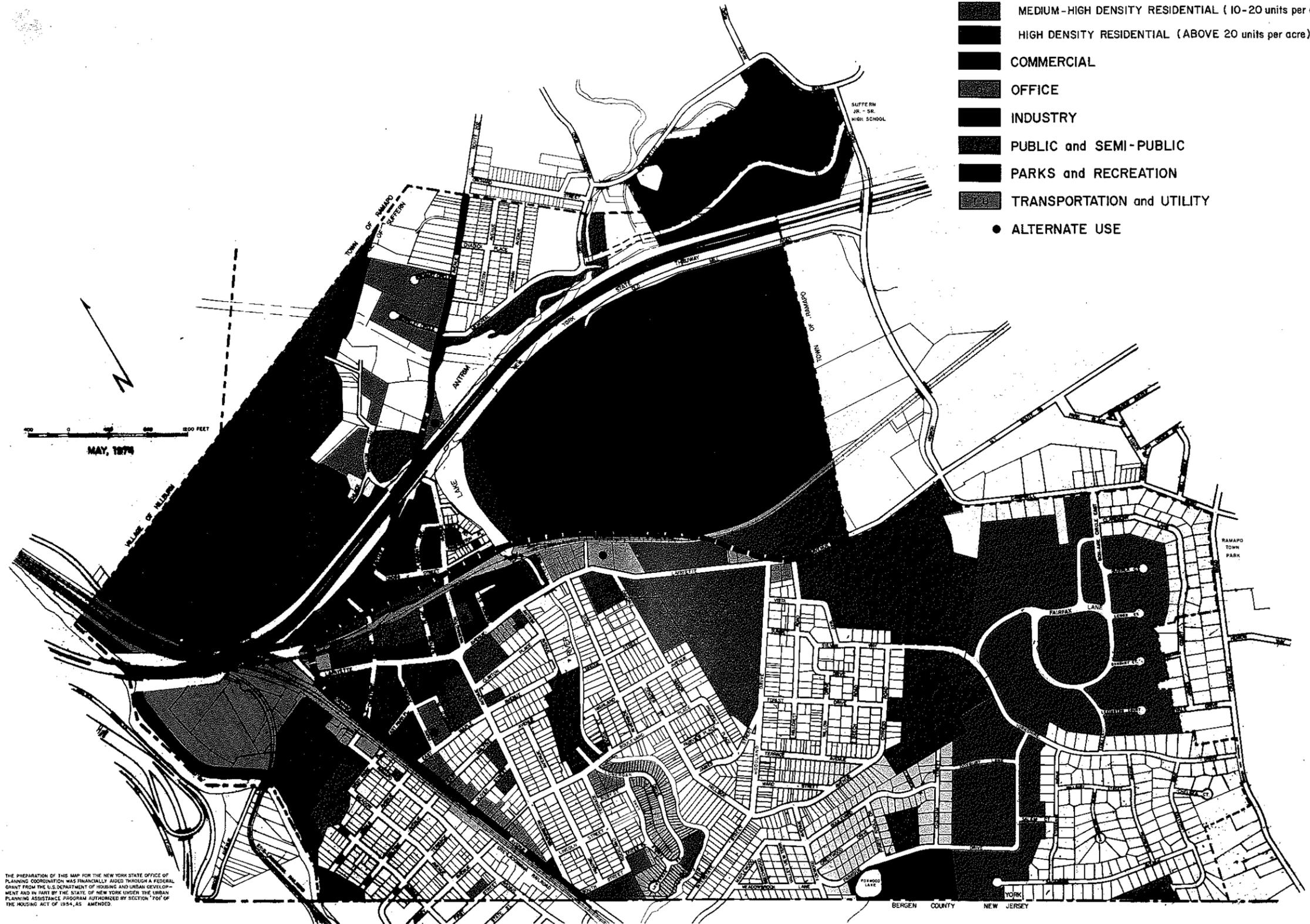
CIRCULATION

existing proposed
———— THROUGH and MAJOR ROAD
==== OTHER ROAD IMPROVEMENTS

PROPOSED LAND USE PLAN

RESIDENTIAL

- LD** LOW DENSITY RESIDENTIAL (1-5 units per acre)
- MD** MEDIUM DENSITY RESIDENTIAL (5-10 units per acre)
- MEDIUM-HIGH DENSITY RESIDENTIAL (10-20 units per acre)
- HIGH DENSITY RESIDENTIAL (ABOVE 20 units per acre)
- COMMERCIAL
- OFFICE
- INDUSTRY
- PUBLIC and SEMI-PUBLIC
- PARKS and RECREATION
- TRANSPORTATION and UTILITY
- ALTERNATE USE



THE PREPARATION OF THIS MAP FOR THE NEW YORK STATE OFFICE OF PLANNING COORDINATION WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT AID IN PART BY THE STATE OF NEW YORK UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

SUFFERN DEVELOPMENT PLAN — PLANNING BOARD — VILLAGE OF SUFFERN, N.Y.
 CONSULTANT — ROCKLAND COUNTY PLANNING BOARD