
Planning Analysis Downtown East

Village of Suffern, NY

**Adopted by the
Village of Suffern Planning Board
January 18, 1989
as an Amendment to the
Village of Suffern Master Plan**

**With the Technical Assistance of:
Robert Geneslaw Co.
Planning and Development Consultants
Tarrytown, NY 10591**

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I. INTRODUCTION

The Village Planning Board and Village Board have been working on a comprehensive revision to the zoning law of the village for several years. This effort is directed primarily toward the rewriting of the regulations, with no anticipated changes to the zoning map.

More recently, and while the Boards have been finalizing the zoning changes, several events have occurred which suggested that the Village should begin examining potential zoning map changes. Two events in particular, and a third coming somewhat later, indicated that some prompt attention should be given to the easterly portion of the Village's downtown area and environs.

First, the Avon Corporation sold several parcels which were found not to be needed for future corporate purposes. These were purchased by a local businessman and several were subsequently placed on the real estate market for sale, lease, and development. It was then that the village leaders begin to contemplate the impact this change might have on the village. One of the early prominent properties includes the land on the east side of Washington Avenue and the north side of Lafayette Avenue, a property with a parking area at the corner, a small office building adjacent to it on the north, and a lawn area to the east. Visually this area appears to be part of the Avon campus, but has since been transferred to private ownership.

The second major event was a proposal to the Village Board by a developer to lease the air rights over a portion of the Chestnut Street parking lot to allow the construction of a mid-rise apartment building, with a parking structure of its own and a separate public parking structure to replace the spaces lost in the existing parking lot. This proposal came a year or so after a zone change was granted for the Cuccolo (now Dinallo) property just north of the railroad tracks from the Chestnut Street parking lot for a similar development. This gave the village reason to examine whether it would be desirable to allow or encourage mid-rise apartment buildings close to the center of the village.

It was against this backdrop of events that the Planning Board requested and the Village Board approved the undertaking of this planning study for the portion of the village referred to. While the study was in progress the village received a proposal for a change of zone for one of the former Avon parcels, at the north end of Suffern Place, to allow a new building for the Maiko Japanese restaurant. Since these requests were before the village, it was decided to specifically examine the geographic area most immediately affected, with an evaluation of the implications elsewhere, to minimize the time needed for such a study.

The following sections of this report examine the existing use of property in the study area, the zoning, which may be different than the actual use, and other elements that may be of value in assisting

the village in reaching a decision. It also includes a series of recommendations to be considered.

II. STUDY AREA BOUNDARY

In light of the known development pressures, and desire not to review the entire downtown area, the Planning Board established the study area boundary as follows:

- o Wayne Avenue, or Route 202, on the north
- o the Mahwah River on the east
- o Lafayette Avenue, or Route 59, on the south
- o Chestnut Street on the west

The study area is very roughly triangular and extends beyond the downtown area to the northeast to the meeting of the physical boundaries of the Mahwah River and the New York State Thruway overpass.

III. EXISTING LAND USE

The study area includes a fairly wide range of uses, from the mixed use buildings of the downtown area, particularly the lots fronting on Lafayette Avenue, to single family houses in the northeast quadrant of the study area.

The block bounded by the railroad track, Mahwah River, Lafayette Avenue and Washington Avenue is primarily occupied by the facilities of the Avon Corporation. From Lafayette Avenue, the complex has a campus appearance, with extensive lawn areas interrupted by a few buildings, parking, and an access road. The buildings are used for a variety of purposes, including offices, warehouse, production, and research. (During the course of the study it was learned that the Avon building generally opposite Antrim Avenue is likely to be taken out of use in the near future). The exception to the Avon ownership is several tax lots at the southwestern corner of the block, which were formerly owned by Avon and were sold relatively recently. Several of these lots along Lafayette Avenue appear to be a part of the lawn area extending across the Avon frontage, but are in separate ownership.

The block bounded by Lafayette, Washington, the railroad and Suffern Place is much smaller in area. The northerly two-thirds of the block is occupied by Avon warehouse and distribution buildings. To the south a through-the-block property is occupied by the Sons of Israel synagogue building. The Lafayette Avenue frontage is occupied by Avon

Park, a Village park on the Washington Avenue side and Suffern Furniture on the Suffern Place side.

The block occupied by Suffern Place, the railroad, Lafayette Avenue and Chestnut Street has a mix of uses characteristic of a downtown area. These include newsstands/convenience stores, luncheonettes, offices for service and professional businesses, a bakery, bank, and other retail and service businesses, particularly along the Lafayette frontage, with some extension along Suffern Place. Toward the north end of Suffern Place is a storage warehouse with several small businesses in the building. Access to the storage warehouse is from overhead doors on Suffern Place and via overhead doors to a lower level in the rear. Adjacent to this building is a driveway to the Chestnut Street municipal parking lot, which occupies the entire northerly portion of the block. The access to the rear of the storage warehouse is adjacent to the easterly edge of this area. There are two vacant privately owned parcels in this block, one opposite Park Avenue, and the other at the end of Suffern Place. The empty parcel opposite Park Avenue is prominent because of its location in the middle of a built-up block. The vacant parcel at the end of Suffern Place is another former Avon property now available for development, and has been the subject of a request for a change of zone to allow a Japanese restaurant to be built. During the course of the study there were several office space vacancies in this block.

The Piermont Branch railroad track acts as a significant break in the downtown type businesses in the area generally. The block bounded by the railroad, Chestnut Street, Wayne Avenue and Cross Street is characterized by a mix of uses, some of which relate to their cross-street neighbors. The Chestnut Street frontage includes a veterinarian, beauty shop, multi-family building and two-family house at the corner. The Wayne Avenue frontage has the large former Artwire Building and two homes. The Artwire building is likely to be renovated in the near future. The Cross Street frontage has two homes, a contractor's office and a large industrial building with several tenants. The block front facing Washington Avenue is part of the Franchini auto dealership property. The interior of the block is a large vacant, low-lying parcel of 1.7 acres known as the Dinallo property, which has been proposed for a mid-rise apartment building with structure parking. A zoning change was granted for this property and revised site plans are being prepared. If built in accordance with current intentions, some 114 dwelling units could result.

The block bounded by Cross Street, Wayne Avenue, and Pleasant Avenue is primarily residential in nature, with a few two family and three-family buildings. The non-residential exceptions are a small office at the corner of Cross and Wayne, a commercial building several lots east of Cross and Wayne, an auto repair garage on Washington, and a manufacturing plant at Washington and Pleasant.

The block bounded by Washington, Cross and Pleasant is devoted almost entirely to the Franchini auto dealership. The few exceptions are several single-family homes and a parking lot at Pleasant and Washington that is used by the manufacturing plant across the street.

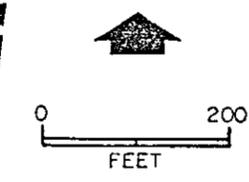
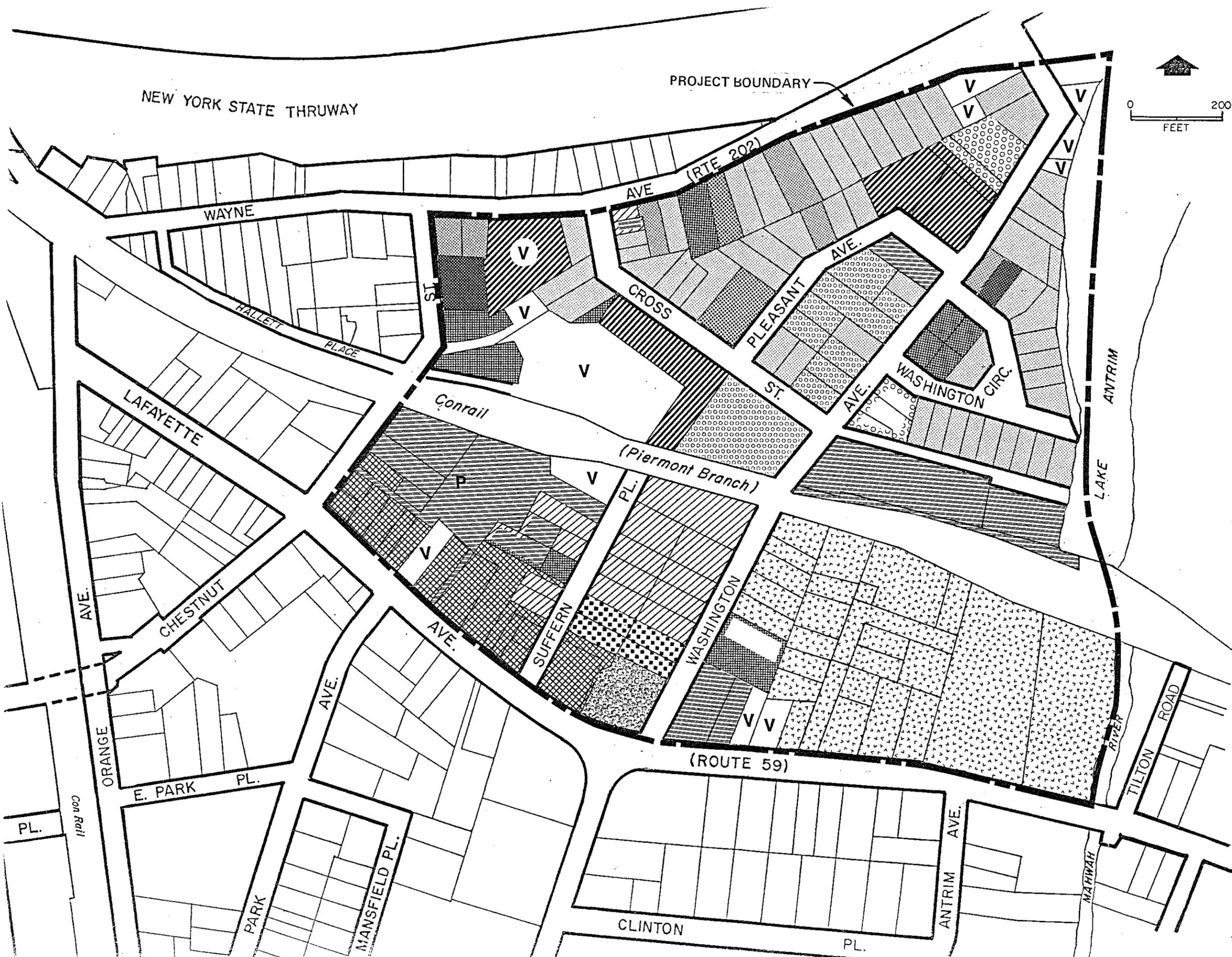
The area bounded by Washington, the river and the railroad is primarily residential in its northeast quadrant, and primarily single family. There are two small village owned parcels at the northeast corner, a small office building on Washington between the ends of Washington Circle, a vacant former gas station - auto repair facility on Washington, and a parking lot for Avon employees along the north side of the tracks.

The predominant visual impact north of the railroad is the mix of non-residential and residential land uses, and their close proximity to one another. The impact of the non-residential uses on residential uses appears to be reflected in some cases by building conditions. The manufacturing operation on Cross Street emits sound levels that are disturbing. These sounds, apparently of air operated machinery, can be heard on residential properties.

The Franchini operations includes sales, service and repair, and has open display, flags, pennants, and an overcrowding of buildings and vehicles on the site. The auto repair shop on Washington Avenue has open storage of vehicles awaiting service.

The homes in the area, while fairly old, appear to be in generally good repair, with some exceptions. The ones more in need of upgrading appear to be generally located near the non-residential properties. All in all, considering the age of the homes and their proximity to these types of commercial uses, and the characteristics of the commercial uses, the residential portion of the community is holding its own. If additional non-residential development takes place, the residential character of the area will be further threatened.

Figure 1
EXISTING LAND USE



- ONE FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- THREE-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- OFFICE/SERVICE
- DOWNTOWN RETAIL/SERVICE
- PUBLIC PARKING
- PRIVATE PARKING
- AUTO SALES
- AUTO REPAIR
- WAREHOUSE/DISTRIBUTION
- MANUFACTURING
- RELIGIOUS
- PUBLIC PARK
- AVON CAMPUS
- VACANT

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IV. EXISTING ZONING

The zoning code and map of the village provides for a range of residential and non-residential activities. There are a total of 15 zoning districts in the village code, with 5 of them represented in the study area. Those in the study area and their primary permitted uses are as follows (see Figure 2).

R-5 Fifth Residence

Allows public parks, churches, community centers, public schools, public safety buildings, and one-family detached, one-family semi-attached, and two-family detached dwellings, and professional offices with one practitioner in lieu of a dwelling unit. Some other uses are allowed by special permit of the Village Board.

The R-5 zoned portion of the study area includes the residential area east of Washington Avenue and most of the south frontage of Wayne Avenue. Based on the land use survey it appears that two buildings are not consistent with the R-5 regulations (they may precede the current regulations or have been granted variances).

MR-2 2nd Multiple Residence District

Allows the same as R-5 and multiple dwellings (low - rise) at a maximum gross density of sixteen (16) dwelling units per acre. By special permit of the Village Board, hospital, convalescent

and nursing homes, schools, helipads, and one professional office for each 16 dwelling units are permitted.

Properties zoned MR-2 are the Denallo and Artwire properties between the railroad and Wayne Avenue (identified on Figure 3 as Kramisen).

C-1 Central Commercial District

Allows professional, governmental and business offices, retail stores, banks, barber and beauty shops, tailoring and shoe repair, pet shops, restaurants, taverns, indoor theaters, public parks, churches, community centers, public safety buildings, medical and dental diagnostic laboratories, hotels, commercial and trade schools, all by right.

By special permit of the Village Board, dry cleaners, coin-operated laundries, parking lots and garages, wholesaling, warehousing, distribution businesses, and schools of general or special instruction are allowed.

It appears that all the uses within the C-1 district conform to the code. The Avon warehousing between Suffern Place and Washington Avenue is partly in the C-1 district and while allowable as a special permit use is not typical of the activities generally found in a downtown area.

C-2 General Commercial District

Allows by right all the uses of C-1 except medical and dental labs and hotels; also allows auto sales and service, plumbing and hvac shops, printing and publishing, veterinarians and animal hospitals, indoor commercial recreation, warehousing, wholesaling and distribution, and funeral parlors.

By special permit the same as C-1 and public garages, gas stations and auto laundries.

The only portion of the study area in the C-2 district is a portion of the east blockfront along Chestnut Street. With four properties in the district three are non-conforming residential properties (although they may precede the current regulations or have variance approval).

M-Manufacturing

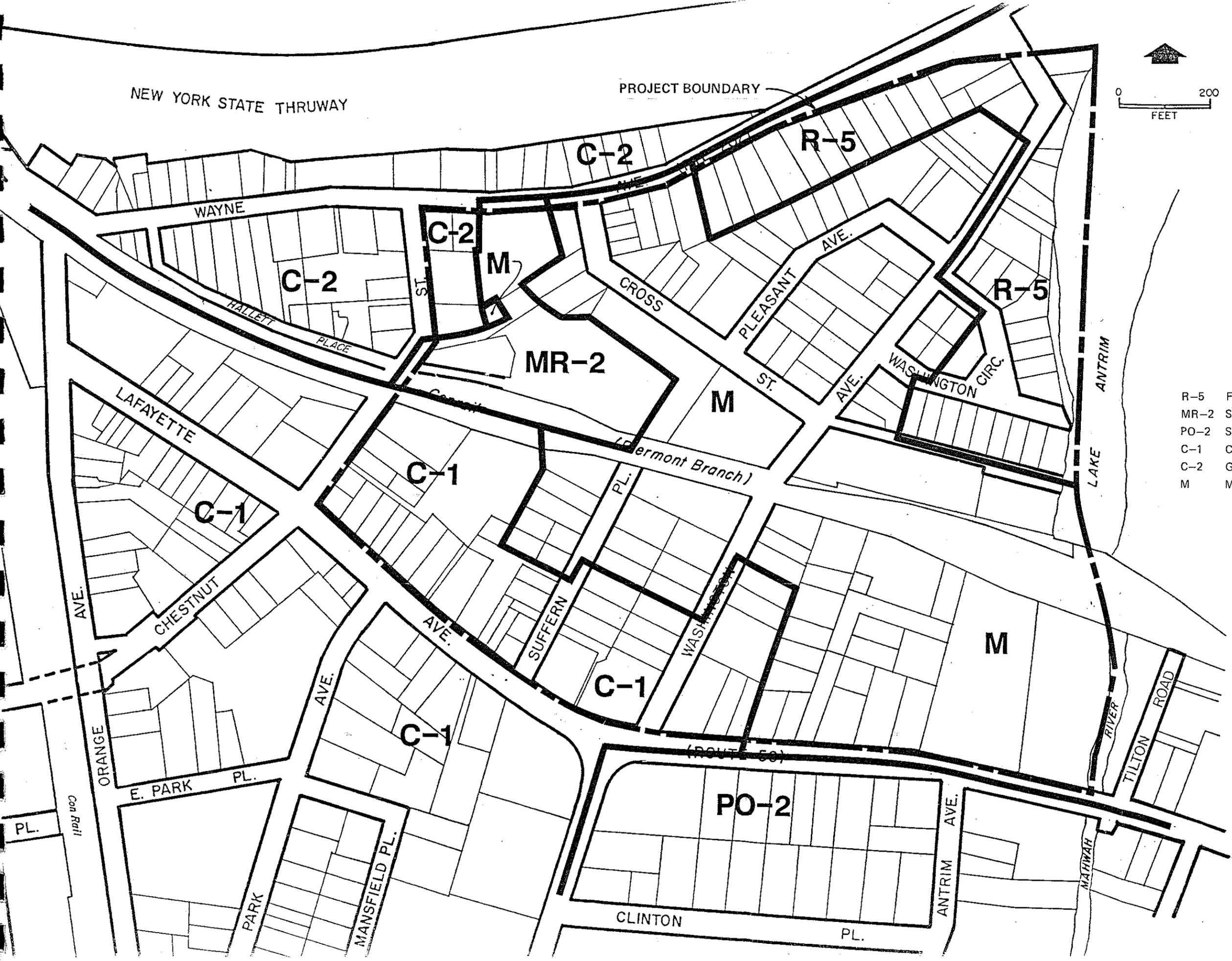
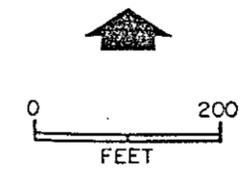
This district allows by right all types of manufacturing uses (except some that are specially prohibited), offices, research and development laboratories, wholesaling, warehousing and distribution, public utility facilities, railyards, lines and stations.

By special permit, standpipes and water towers, excavation of mineral resources, fraternity houses, helipads, stone quarries, bulk storage of fuel oil and bottled gas.

Most of the study area is in the M zoning district, and all of the properties are in uses not permitted in the M district except for Avon, the manufacturing buildings on the south side of Cross Steet and at the intersection of Washington Avenue and Pleasant Avenue, the office at Washington Avenue between the ends of Washington Circle, and the Artwire Building. Some of these non-conforming uses may pre-date the present zoning regulations or have been granted variances. An examination of the zoning map suggests that the M zone boundary may have been established to provide for an increase in M zone permitted uses. While such a step could, at least theoretically, increase the tax base and provide more jobs, there are some other aspects that should be examined. The first is that the residents of the area would face an increasingly unpleasant living environment during the transition, which could take many years. In addition, the small lots in most of the non-conforming portion of the M district will discourage assembly of properties for manufacturing uses.

Figure 2

EXISTING ZONING



- R-5 FIFTH RESIDENTIAL DISTRICT
- MR-2 SECOND MULTIPLE RESIDENCE DISTRICT
- PO-2 SECOND PROFESSIONAL OFFICE DISTRICT
- C-1 CENTRAL COMMERCIAL DISTRICT
- C-2 GENERAL COMMERCIAL DISTRICT
- M MANUFACTURING DISTRICT

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V. MULTIPLE PROPERTY OWNERSHIP

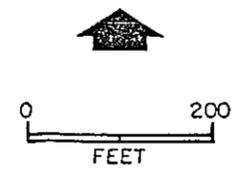
In the course of conducting this study it became apparent that there has been some assembly of property. While it is important to know which properties are owned by Avon, an evaluation of other property ownership patterns was also made and is shown on Figure 3.

The largest single owner of private property after Avon appears to be Julius Franchini. His ownership includes the dealership properties, the lot at the end of Suffern Place and the cluster of lots at the intersection of Lafayette Avenue and Washington Avenue. In addition, the dealership appears to be utilizing properties listed as being owned by Harold Dresdale. Other owners of private assemblages include Richard Kramisen (believed to have been split up, with the Artwire building being separated from the balance), James French with two properties on Chestnut Street, Martin Burns (the storage warehouse and adjoining properties on Suffern Place), Elliot Daskal (the manufacturing plant at Washington and Pleasant), and Orchard Street Auto Works (the garage on Washington north of Pleasant).

Apart from the Franchini purchase of the Avon properties, the ownership pattern suggests that individual business people are purchasing adjoining lots when available. Because some properties may be in corporate names it is not always possible to determine the full extent of ownership interrelationships.

Figure 3

MULTIPLE PROPERTY OWNERSHIP



- PITTMAN, WILLIAM
- DRESDALE, HAROLD
- CONGREGATION SONS OF ISRAEL
- CALANDRA, JOSEPH
- BURNS, MARTIN
- LANE, PENELOPE
- DASKAL, ELLIOT
- MYERS, THOMAS
- GATSIK, WILLIAM
- LAFAYETTE BANK & TRUST CO.
- FEHSAL, NORMAN
- VILLAGE OF SUFFERN
- FRENCH, JAMES
- ORCHARD STREET AUTO WORKS
- KRAMISEN, RICHARD
- AVON CAPITAL CORP.
- FRANCHINI, JULIUS

Source: Suffern and Ramapo Tax Records as of Summer, 1988

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VI. DEVELOPMENT INTEREST

Several development proposals have been made to the Village over the past half year, and one predates that time period.

The oldest of the recent development proposals for the area under study was a request for a variance by Anthony Dinallo to build a multi-story apartment building on a vacant parcel north of the railroad, with access from Chestnut Street and through an easement on the Artwire property. The Zoning Board of Appeals granted a variance in August 1987 for a six story building, with enclosed parking, and a total of 114 units, for a density of just under 55 units per acre. The applicant is presently investigating alternate site layouts. The site is a former mining pit or ash fill for the railroad and is at a much lower elevation than the surrounding area. If built as approved it is likely to be most visible from the Chestnut Street parking lot, if the parking lot remains substantially unchanged.

A somewhat similar proposal was made to the village on an informal basis during 1988. In this case Heifetz Equities proposed to lease the air rights over the Chestnut Street parking lot from the Village to construct a multiple residence building of approximately the same height as Dinallo. This building would also have deck parking. The developer proposes to replace the lost parking spaces in the Chestnut Street parking lot by constructing a two story municipal parking facility. While there are a number of site specific factors that would have to be worked out, the village must first make a decision

with respect to the appropriateness of the proposal. Benefits to the village from such a proposal would include revenue from lease of the air rights and property taxes on the value of the units, as well as the spin off benefits of additional downtown shopping that residents of the building would be likely to do. Disadvantages would include an increased cost of maintaining a parking garage over the maintenance of a parking lot, and the potential for some inconvenience to pedestrians and for deliveries because of the structures proposed to be located in areas now accessible.

Approval of such a proposal could result in similar requests in the future if this one is successful. The Chestnut Street parking lot and the Dinallo parcel are probably the largest parcels of this type, and assembly would be required to achieve a similar result elsewhere. If these two are built, and are successful, the land values at a density of about 50 units to the acre could encourage assembly, particularly if some of the assembled parcels were vacant or underutilized. One potential exception to the foregoing is the Avon properties. If Avon finds that additional property can be sold off, the area along Lafayette Avenue could become a location for similar multi-story development.

One aspect of the Heifetz and potential future proposals is the visual appearance of a development of this size. The massing of building and parking structures beneath will be at a scale that is relatively unique to the village. The Park Avenue apartments are relatively

high, but the front yard landscaped area reduces the impact, especially from the pedestrian or driver perspective. The Heifetz proposal would have a somewhat different appearance because of the parking structure at its base and its proximity to other buildings and paved areas.

Another recent development proposal was advanced by Julius Franchini for the cluster of parcels at the corner of Washington Avenue and Lafayette Avenue. There are several lots here, one with a small office building and parking, a parking lot to the south, and a landscaped area that extends to the Avon property line. The proposal is to construct an extension to the existing building to be used for an automobile dealership, for office and display. A conceptual plan showed a building extending in a southeasterly direction from the existing building, with a circular glass enclosed display area. An area now appearing to be a part of the Avon campus lawn would become an automobile showroom, illuminated at night. The present entry to the center of Suffern from the east would change significantly in appearance from its present landscaped character to one of illuminated commercial activity. This proposal was one of the underlying reasons for undertaking this study.

A more recent proposal, referred to earlier, is to grant a change of zone from M to C-1 for the parcel at the northwest end of Suffern Place. This would allow for the construction of a Japanese restaurant to replace Maiko, which was closed after a partial interior collapse

some months ago. A conceptual site plan prepared in support of the request indicated some parking problems. Apart from the zone change question, some access to parking was shown from the Suffern Place driveway entrance to the municipal parking lot. The Heifetz proposal would use the same driveway for access and if the elevation of the driveway were to change to accommodate the design elements of the Heifetz proposal, the proposed parking and driveway area at the rear of the restaurant parcel may not be available. Thus, a decision on the zone change for the restaurant should either await a decision on the Heifetz proposal or be made with the understanding that the approval of a site plan for one may have a significant effect on the physical site and therefore the ultimate success of the other.

VII. CONCLUSIONS AND RECOMMENDATIONS

The zoning and land use pattern for the portions of the study area not zoned M are quite consistent. Within the M zoned district there are large areas that appear to be non-conforming, particularly residential properties. The current zoning does not completely reflect the recent development proposals before the village, which is the basis for the study.

The present zoning code allows a wide range of manufacturing activities in the M zone, although there are some specifically prohibited manufacturing operations. The present zoning law does not contain any performance standards, although the proposed zoning code has a section including this important element.

The choices now before the village are particularly important because the decisions that are made will have an important effect on the visual appearance of the village and may set important precedents with respect to future development policies. The sale and development of small random Avon parcels, such as the one at the end of Suffern Place, can allow for additional business and development opportunities with little likelihood of substantial impacts on the village.

The development of the parcel at the corner of Washington and Lafayette is more likely to have a significant impact, because of its visibility and the precedent it could set for the balance of the Avon frontage, should any more of it be placed on the market. In the same

way, the Heifetz proposal could encourage other requests for multi-story apartments, although the zoning law now permits this form of development.

The most important point to be made is that the village reach a decision about each of these proposals on the basis of a thought out process of evaluating potential impacts on the village, not just from the individual proposals themselves, but also from the potential precedent that can be established. In some ways, it is this more comprehensive determination that is at least as important as the individual zoning choices now before the village.

The conclusions and recommendations of this study are as follows:

1. The village should complete the revisions to the overall zoning law and adopt it. If this is not possible in the short term, the performance standards of the proposed code should be adopted.
2. The new car dealership that is proposed for the corner of Washington and Lafayette is a use now allowed by right only in the C-2 General Commercial District. This district is mapped in only two small areas of the village, and a number of other uses permitted in the C-2 district characterize these areas. The proposed dealership is somewhat dissimilar to other businesses in the downtown area in that it is not

the sort of business visited as part of a downtown trip to several places. Rather, a trip to an auto dealer by a prospective customer is not usually the sort of trip that includes other stops.

The central part of the village has the usual mix of retail and service businesses that are often found in downtown areas. In Suffern there are some office vacancies, generally of older spaces, and some non-retail uses located in store front locations. This suggests that the economic health of the downtown business community could be stronger. The village should consider encouraging businesses that will help strengthen the downtown area.

While there are some vacancies of office space in the center of the village, most of it is older space and relatively small - often about 1,000 square feet. New office space, with a variety of sizes and some amenities, may attract users not interested in the space that has been coming on the market.

As noted, Avon has sold off several properties, and there are indications that other properties may go on the market. In light of this, it is important that the village carefully review the potential for other changes on Avon properties and formulate development policies that will encourage any new uses to be beneficial to the village. Zone

changes to Avon or other properties will have little effect on the continuation of legally existing uses, but can effectively control new development.

It is therefore recommended that the properties including and adjacent to Avon be rezoned from C-1 and M to PO-1 First Professional Office District. This district allows office buildings for administrative, scientific, research and development, training, statistical, financial and similar purposes; research and development laboratories, banks, medical and diagnostic laboratories; parks, open recreation areas, lawns, churches, community centers, public schools and public safety buildings.

These uses are similar to those allowed, and existing, on the south side of Lafayette Avenue, which is zoned PO-2, and the proposed uses would be more in keeping with the entrance to the business area.

3. The request for the parcel proposed for a rezoning to C-1 for the Japanese restaurant while a reasonable request in zoning terms, and subject to the Heifetz proposal, would be a difficult site to develop as a restaurant in accordance with the site plan submitted. The village or the Suffern Parking Authority should consider acquiring this property for public parking, and working it into the Heifetz proposal.

4. The Heifetz proposal should be evaluated on its merits as a zone change as well as a site plan, and the decision made on that basis, rather than solely as a zone change request. The evaluation of the Heifetz proposal should be related to, but separate from, this study. The potential impacts of the Heifetz proposal are significant, and need to be carefully evaluated.

5. It is strongly recommended that the Village Board consider modifying the M zone designation and its permitted uses as it now applies to much of the study area and balance of the village. The built-up nature of the village and the study area suggests that further limitations should be placed on the nature and intensity of non-residential uses in the village. From an examination of the zoning law it appears that the PLI (Planned Light Industrial) District uses may also be applicable to much of the area now zoned M and would provide better protection to the village.

6. It is recommended that the village change the M zoned and non-residentially used properties near Pleasant Avenue to PLI. A caveat is in order, however: the bulk regulations for the M and PLI are quite different, and some attention will have to be given to the application of the PLI bulk regulations in an area with small lots.

7. The Franchini dealership property is being overutilized at present and not being operated in a manner that is hospitable to its residential neighbors. While it appears that the use is not permitted by right, it may precede the present regulations or be operating with variances. Whatever the status, some upgrading of the site and attention to neighbors would be very beneficial to the area. Some communities are experimenting with methods to handle on-going non-conforming uses, and these approaches may be worth investigation. A first order of business, however, is to establish the level of village approval currently applicable to the property. In any case, the M district is not appropriate, and the village should strongly consider a change to PLI, Planned Light Industrial. This district permits light industrial uses including fabrication, processing, converting, altering, assembling, testing or other handling of products; offices; research and development laboratories; wholesaling, warehousing and distribution businesses, public utility facilities, printing and lithographing, and commercial trade schools. A few special permit uses are also permitted.
8. The R-5 district should be enlarged to include the residences on the north side of Pleasant Avenue and should wrap around Cross Street almost to Wayne Avenue. This will

provide protection to these residences from any further non-residential intrusions.

9. The PO-1 district should be extended beyond Avon to include two block fronts along the east side of Washington Avenue, from the driveway opposite Cross Street to the north side of Washington Circle. Both of these clusters of property are at the edge of a primarily single family neighborhood, and the PO-1 designation will provide better protection than the current M Zone.
10. The PO-1 district should be extended to the west of Washington Avenue north of the railroad and along the south side of Cross Street. The recent zone changes to MR-2 for Dinallo and Artwire require that the adjoining properties be rezoned to provide protection for the future residents of these properties. The PO-1 should be further extended along the south side of Wayne Avenue to meet the R-5 district.
11. The storage warehouse on the west side of Suffern Place, now zoned M, should be changed to C-1 so that the zoning is consistent with the balance of the west side of Suffern Place. The present use appears to be allowable as a special permit use, and is appropriate for the site.

While these changes are extensive, they accomplish several objectives:

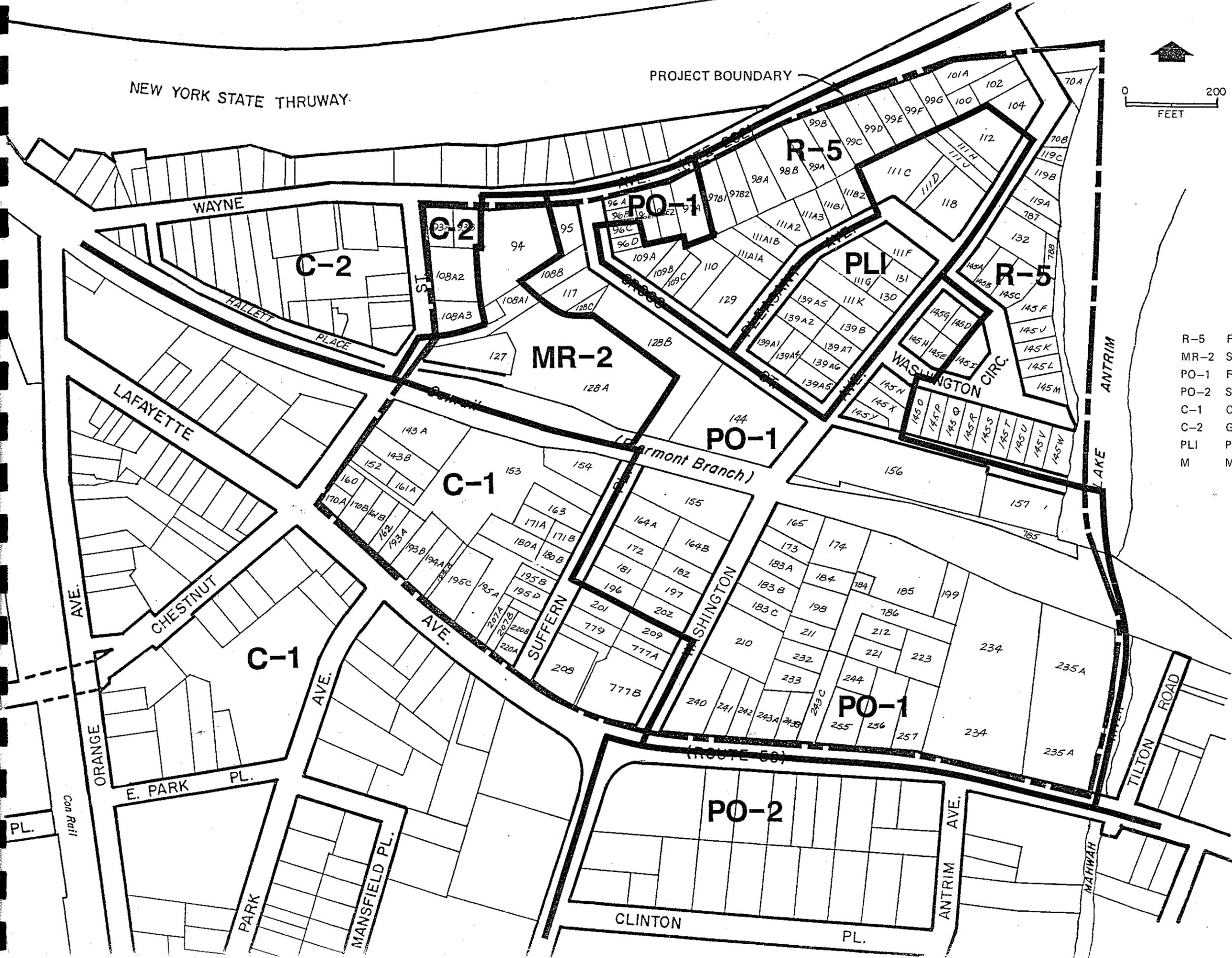
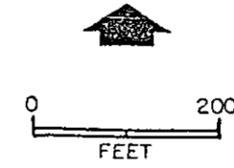
1. The recent sale of property by Avon for use by others could potentially allow the wide range of activities permitted in the M zone. Many of these activities would not be desirable in the center of the village. A change to a more restrictive district gives the village far more control of potential uses of the property and allows the village to more clearly express its development objectives.
2. The change of several heavy commercial to industrial parcels from M to PL-1 allows the village to have more control over potential uses, and allows activities that are less likely to adverse effect the nearby residential properties.
3. The change of primarily single family areas from an M zoning designation to an R-5 provides better protection from changes of use within the residential areas.
4. The change from M to PO-1 along the south side of Cross Street allows the village to provide protection for existing and prospective residential development.

The proposed changes are a reaction to, and reflection of, changes that have taken place within this area of the village,

and represent an effort to establish a zoning policy that is intended to protect existing and proposed residential properties while allowing for realistic uses for non-residential properties that are consistent with a village objective of encouraging non-intrusive, employment-creating, tax-paying development.

Figure 4

PROPOSED ZONING



- R-5 FIFTH RESIDENTIAL DISTRICT
- MR-2 SECOND MULTIPLE RESIDENCE DISTRICT
- PO-1 FIRST PROFESSIONAL OFFICE DISTRICT
- PO-2 SECOND PROFESSIONAL OFFICE DISTRICT
- C-1 CENTRAL COMMERCIAL DISTRICT
- C-2 GENERAL COMMERCIAL DISTRICT
- PLI PLANNED LIGHT INDUSTRIAL DISTRICT
- M MANUFACTURING DISTRICT

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