

V. DOWNTOWN IMPROVEMENT OPTIONS

A. Business Improvement Districts (BIDs)

This section of the Plan has been prepared in response to the Comprehensive Plan Committee's request for more information concerning Business Improvement Districts (BIDs), a now common form of providing funding for a variety of activities within a locally selected target area. Establishing a BID in Suffern would provide for increased economic activity and the beautification of Suffern's downtown area.

Business Improvement Districts and their Function

Business Improvement Districts are special taxing districts that first appeared in New York City in the late 1970s, when services in the City were in decline, and areas of New York had business districts where graffiti, littering, and other urban problems were becoming dominant. The establishment and work completed through the BIDs, although sometimes controversial, have largely been successful in New York City. The New York City Council oversees more than 46 BIDs. Business Improvement Districts are also known in other communities as Special Improvement Districts, Special Assessment Districts, Business Assistance Districts, Business Improvement Zones, and Special Services Districts.

Simply defined, a BID is a special tax district, which includes every property within a defined district⁴, with the funding earmarked to provide special or supplemental services to the properties within the district, in addition to municipal services already provided through other taxing entities. Most commonly a BID is used to revitalize the older core commercial areas of downtowns that are threatened by loss of business because of the availability of other newer shopping areas, such as strip malls, and/or loss of character and loss of perception of safety by the general public.

After a BID is established, common services provided by the BID often include, but are not limited to, the following examples of the activities of other BIDs:

- A variety of physical improvements, such as the closing and opening, widening and narrowing of streets to enhance public safety and pedestrian circulation, the installation of fixtures to enhance the streetscape and enjoyment by the public, such as bus stop shelters, street furniture, planting boxes, booths, kiosks, display cases, exhibits, signs, canopies, pedestrian shelters, fountains, plazas and pedestrian malls.

⁴ Although the state law does not prohibit non-contiguous properties from being part of the BID, it was discouraged in literature that RGC reviewed because shared benefits (such as sidewalk cleaning) could be provided to non-paying property owners at the cost of the BID, which could cause the BID to fail to receive support during its establishment.

- Provide for the operation and maintenance of any district improvement. For example, pay for contracted services such as a landscaping company to maintain planting boxes, parking lot planters, and street trees.
- The construction of parking lots and parking garage facilities.
- Enter into contracts to complete construction or modification of public areas to increase accessibility, pursuant to the Americans with Disabilities Act of 1990, as amended.
- Exterior cleaning and sidewalk clearing (such as snow removal). Some BIDs have permanent cleaning crews on staff that keep sidewalks in front of shops clear, clean and litter free.
- Providing services to enhance the security of persons or property within the district, including outreach services to direct the homeless to other established aid agencies, and to pay for the hiring of private security/information officers that patrol the BID.
- Organizing special functions, such as a downtown street fair during holiday seasons, hiring of entertainment etc, and the cost and installation of seasonal decorations.
- Promotional materials for businesses within the BID.
- Business recruitment for vacant storefronts within the BID.
- Tourist information.
- Rehabilitation of existing structures within the district, most commonly administered as façade grants for businesses within the BID.
- Administration costs of the BID, including salaries of professional staff of the BID.

In accordance with State law, the activities and improvements funded by the BID are required to “restore or promote business activity within the district.” Proposed activities funded by the BID must be defined prior to the establishment of the BID, through the creation of a plan that includes estimated costs and a budget.

Establishing a BID

In the State of New York, BIDs are established in accordance with the New York State Consolidated Laws (General Municipal) Article 19-A. To start the process of preparation of a BID district plan, the legislative body must pass a resolution authorizing the preparation of the plan. The petition can be filed by the legislative body (in this case,

the Village Board), the chief executive officer, an individual, or agency designated by such officer, or upon written permission signed, and acknowledged by the owners of at least 51 percent of the assessed value of properties in the district where the BID is proposed⁵.

After authorization from the legislative body is received, the BID Plan is prepared. Contents of the BID plan must include the following in accordance with State law:

1. A map of the district, showing the exact boundaries identifying which parcels are included.
2. A description of the present and proposed uses of all properties within the BID.
3. Improvements proposed and the maximum cost.
4. The total annual amount proposed to be expended for improvements, maintenance and operations.
5. The proposed sources of funding.
6. Any proposed rules and regulations to be applicable to the district.
7. A list of the properties that will benefit from the BID, a statement of the methods or method by which the expenses of a district will be imposed upon benefited properties, in proportion to the benefit received, and those properties that are "tax exempt" but are within the boundaries of the proposed BID. It also states that the BID cannot impose district charges on "tax exempt" properties, however, services do not have to be extended to these properties.
8. Identification of the district management association for the district.
9. Any other item required by the legislative body.

Once the BID plan is prepared it is filed with the Village Clerk and is subject to a public hearing, in accordance with Article A, Section 980-e of State law. After the close of the public hearing, an owner has 30 days to file his/her objections in writing. If the Board receives objections from owners of 51 percent of the assessed value of all property within the proposed BID, then the Board is required to adopt a resolution to disapprove the establishment of the BID.

If the Village Board does not receive sufficient written objections from the owners to stop the establishment of the BID, the Board must determine the following by resolution in order to establish the BID:

⁵ Non-tax paying entities, such as non-profits can be excluded. In addition, costs incurred by the BID can be recovered through weighted tax assessments (for example, by square foot of commercial space within a building.)

1. Whether or not notice of hearing for all hearings were sufficiently noticed and held as required by State law.
2. Whether or not all real property within the district boundaries will benefit from the BID establishment.
3. Whether or not all property proposed to benefit is within the BID.
4. Whether or not the establishment is in the public interest.

If there are any misrepresentations of district boundaries, or properties represented within the BID, the public hearing process must be repeated after the BID Plan is corrected. In addition, any proposed extensions to the BID also require a public hearing, and the resolution of notice of the public hearing has to specify the proposed alterations.

Pros and Cons of BIDs

Overall, various BIDs have greatly improved business conditions where established. Effectiveness of BIDs are measured in several ways, including service delivery, BID renewal rates, and one of the most obvious measures, commercial occupancy. For example, when the Times Square BID was established in 1992, the occupancy rate for commercial buildings was 25%. The Mayor's annual scorecard rating for sidewalk cleanliness for the Times Square area was 54.8% (based on a scale from 0 to 100).

As established in 1992, the Times Square BID provides funding for a special sanitation crew, private security, tourist and business promotion, and has allocated funds to cooperate with other community agencies that provide various social service programs and facilities. As a result of the activities by the BID and major developers, Times Square has again become a family oriented international tourist destination. In 2003, the vacancy rate in Times Square was 9 percent, and the Mayor's scorecard for cleanliness was 97.6%.

In 2003 worldwide, there were approximately 800 BIDs in 6 countries, with the majority in the United States and Canada. Although BIDs require significant commitment from property owners and the local government, overall, BIDs have been successful when they are properly managed, and overall continue to be thought as an effective tool to revitalizing business districts.

B. National Trust for Historic Preservation Main Street Center Program

The Main Street Center Program is a program administered by the National Trust for Historic Preservation whose goal is to revitalize downtown areas. The Main Street Four Point Approach that implements the Program (organization, promotion, design, and economic restructuring) has been proven successful in more than a thousand towns and

cities throughout the United States.⁶ Suffern may wish to consider this Program as one technique to continue the revitalization of its downtown area.

Downtown Suffern competes with other local downtowns for merchants, business owners, and customers; this is a difficult process where the community needs to look at its goals, current and long-term trends and then evaluate where opportunities lie.

The organizational approach of the Program focuses on getting everyone in the community to collectively work towards the goal of revitalizing their "Main Street" or downtown area. If the Village were to implement this program, the first step would be to establish an organizational structure and then find ways to promote and sell the image of its downtown area. In order to attract the greatest number of potential shoppers, investors, and entrepreneurs to the area, it would be necessary to continue to enhance the physical appearance of the downtown area and find a "niche" for its businesses.

In most cases, the organizational approach relies on a structure of volunteers from the community who share a common vision. In the case of Suffern, the organizational structure could lie in the hands of property owners, the Chamber of Commerce, merchants, local government and civic leaders, and students from local high schools and colleges.

Once an organization is created and a common vision is established, the community can move towards achieving its goals. This would likely include fundraising, recruiting new businesses, helping local entrepreneurs grow, and developing and implementing promotional tools and activities such as media campaigns and special events. Some examples that other communities have used include:

- Farmers' Markets;
- Business plan contests;
- Historical and special holiday parades;
- Design contests such as streetscape, façade, flags, etc.; and
- Special interest events such as car shows, ethnic festivals, antique auctions, etc.

One of the Program's main cornerstones is to help communities define a new role for themselves. Economic restructuring looks to change the ways in which downtown areas work by restoring elements that may have been lost over past decades and helping existing businesses expand while recruiting new ones to respond to today's market. While many downtown areas do not regain the dominant role of the primary retail centers they once were, careful economic and market analysis usually confirms that they can maintain economic strength by diversifying the present mix of retail uses by attracting new retail and non-retail functions, including office, recreation, and residential uses.

⁶ Main Street Success Stories, Dane, Suzanne G., National Trust for Historic Preservation, 1997, Washington D.C.

VI. PROPOSALS AND RECOMMENDATIONS

A. Development Potential

Generally, there are very few properties within the Village with the potential for additional development. The most significant potential for further development exists on an approximate 8.5-acre vacant parcel located in the northern portion of the Village off Memorial Drive, and opposite Memorial Park. Based on current zoning regulations, this lot owned by C.E. Bett Properties could be subdivided into approximately 28 single-family building lots. It is recommended that the Village change the zoning for the Bett property from R-7.5 to R-10.

An approximate 3.5-acre vacant lot currently owned by the Ramapo Central School District, located in the southeast portion of the Village at the end of Chatham Street, could potentially be subdivided into approximately 6 single-family building lots if it were to be sold in the future. Several properties located west of the railroad tracks near the ball fields were also identified as having the potential for further development.

It is recommended that the Village of Suffern consider designating the above discussed properties as Critical Environmental Areas (CEAs), along with the Village's quarry property, owned by Yonkers Contracting Company, based on their numerous environmental sensitivities (e.g. underlying sole source aquifer, floodplain, scenic and recreational opportunities, etc.). (Refer to Figure VI-1, Proposed Critical Environmental Areas, following page VI-1.)

For the small vacant and oversized lots scattered throughout the Village, no additional land use controls appear to be necessary to control the development of these lots.

B. Parking Options – Downtown

Parking within the downtown area is addressed specifically in the Village zoning code, under Section 266-38. As with most communities, through the zoning code, the Village requires parking for uses based on type of use, and square footage of usable space, and the number and location of parking spaces are part of a site plan approval. However, once the site plan is approved, there is no practical way to require additional parking, or revoke waivers for parking spaces that have been granted until a new site plan is required in accordance with the zoning law. Currently, the code outlines three options that are available to the Planning Board during the site plan approval process. These options are described below as well as the advantages and disadvantages of each option:

Require Off-Street Parking

The simplest option available is to require parking as part of the zoning regulations based on use, as specified in the use table. This would have the effect of creating parking within the district. However, unless made by separate arrangements, these parking spaces are considered private, and remain empty when not used by the owner/or operator



PROPOSED CRITICAL ENVIRONMENTAL AREAS
SUFFERN COMPREHENSIVE PLAN
 Village of Suffern, Rockland County
 New York



- Proposed CEAs
- Parcels
- Waterbodies
- Municipal Boundaries
- NYS Thruway
- Roads
- Streams/Rivers

Note: This map is for general planning purposes only.
 Source: New York State Department of Transportation,
 Rockland County GIS, Robert Geneslaw Co.
FEBRUARY 2005

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FIGURE VI-1

of the use or their customers. In this scenario, the Village would not bear the cost of providing or maintaining private parking spaces. This option is not practical to use at all times, since older buildings may cover eighty percent \pm of the site, and often do not have sufficient, or accessible, areas for parking.

Grant Waivers from the Parking Requirement

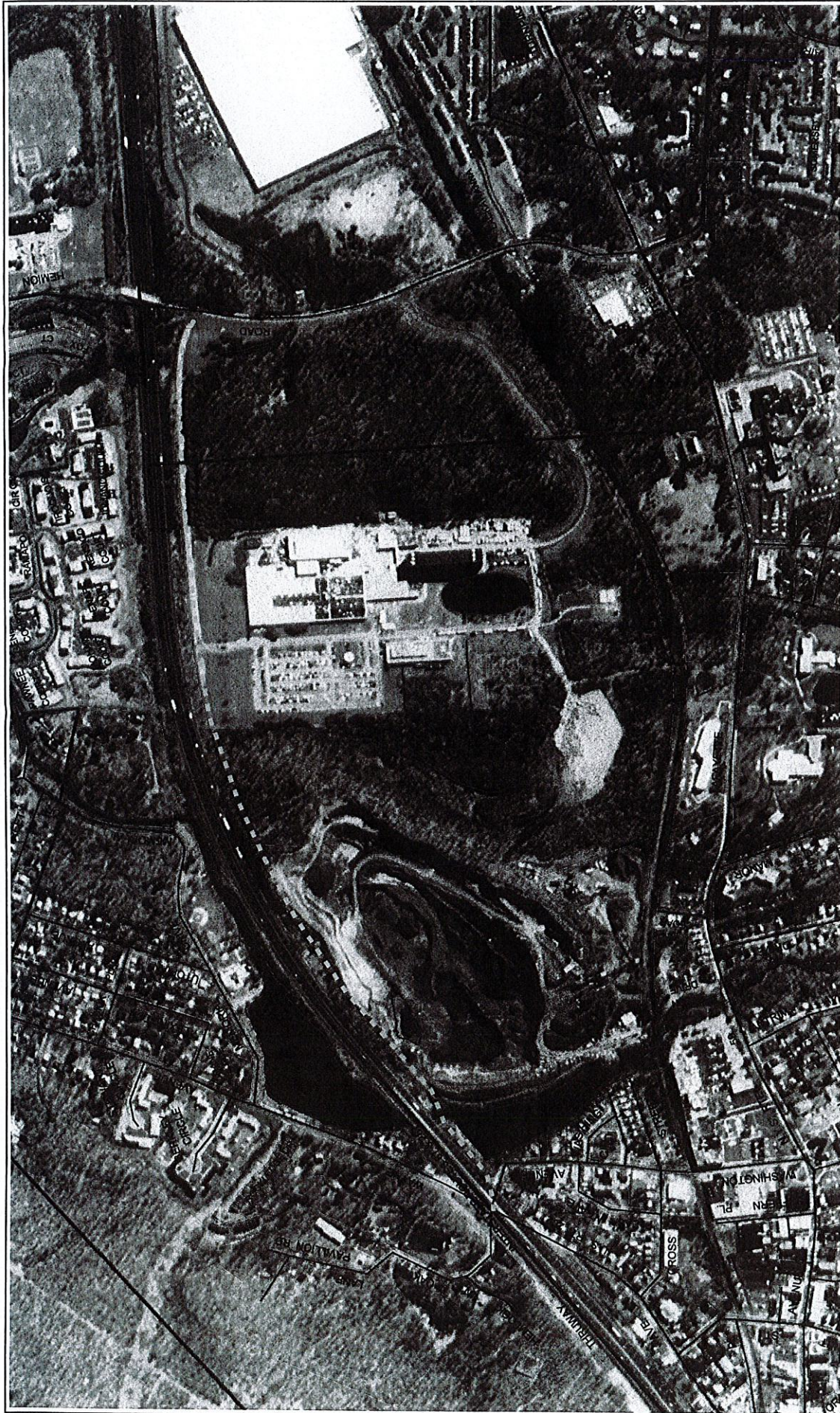
The Planning Board is permitted to grant waivers of any or all of the required parking on an application by application basis, based on the intensity of the application, nature of use or expansion, or when considering the proximity of other available parking off site. The applicant would then be relieved of providing any monetary compensation for spaces. The disadvantage of granting waivers based on the availability of off-site spaces is that other waivers may have been granted on the same basis without any examination of the number of available spaces, resulting in the potential overload of particular spaces during peak shopping hours, and, at some point, there will be insufficient parking.

Provide for a Fee in Lieu of Parking Spaces

A fee in lieu of parking spaces can be accepted by the Board of Trustees, if there is an increase in use or intensity as a result of an expansion or creation of a new use and the use or expansion requires site plan approval. The fee is deposited into a fund called the "Village of Suffern Parking Improvement Fund," for the creation of new parking spaces by the Village, in accordance with Section 266-42 in the zoning code. The expenditure of the fund is limited to capital projects designed to permanently increase the public parking spaces available to service properties within the CB district. Capital projects include creation, enlargement, alteration or rehabilitation of parking spaces as authorized by the Board of Trustees. The parking facilities, whether public or privately sponsored, require site plan approval by the Planning Board.

However, in order to utilize the fee in lieu of parking, the Village should demonstrate that the fee is a reasonable estimate of the fair share of the cost of service, and the applicant should request this alternative if parking cannot be provided on site, not have it imposed by the Village.

Fees in lieu of parking should be based on a reasonable fair share of the cost of providing parking for any downtown businesses in the Village. The simplest way is to estimate the cost of construction, including land value of a single space. Since the Village owns several lots, an estimate of operating and maintenance cost could be based on real costs now experienced by the Village (actually the Parking Authority). According to a very preliminary study by a former Superintendent of Public Works, the cost of creating a single surface space ranges from \$3,100 to \$9,500. This figure does not include costs associated with the maintenance and policing of the spaces. Generally speaking, our research indicates that construction estimates of a single parking space nationwide is \$2,000 for a single surface parking space, \$10,000 for a space within a parking garage



CONCEPTUAL BYPASS ROAD
SUFFERN COMPREHENSIVE PLAN
 Village of Suffern, Rockland County
 New York



- ▬ NYS Thruway
- ▬ Conceptual Bypass Road
- ▬ Roads
- ▬ Municipal Boundaries
- ▬ Streams/Rivers

Note: This map is for general planning purposes only.
 Source: New York State Department of Transportation,
 Rockland County GIS, Trierl/Gemstone Co.
FEBRUARY 2005



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FIGURE VI-2

above ground, and \$20,000 for a space for a parking garage under ground.⁷ These estimates do not include the cost of land where the parking space is built, or the cost of acquiring and removing any structures and does not provide for future maintenance costs.

One recent study indicated that fees in lieu of parking range from \$2,000 to \$27,570,⁸ with the higher numbers typically in large cities with much higher land values. Although these fees are often viewed as substantial by applicants, the cost of creating parking spaces would be otherwise borne by the applicant, unless they received a waiver for parking from the Planning Board. Waivers granted are actually a construction cost savings to the applicant.

A few communities in Rockland have or are beginning to consider the need for a fee in lieu of parking. One recent article published in the Journal News indicated that the Village of Haverstraw is considering a fee in lieu of parking of about \$5,000 per space waived, according to this news article⁹. The Village of Nyack has had a fee in lieu of parking arrangement for some years, and recently revised it based on experience.

Collected fees in lieu of parking could be used in two ways. The first would be to collect fees in lieu of parking and when the fund has enough money to purchase land and build a lot, the Village would pursue building additional parking. The second option would be to build the lot with funding provided by the Village in combination with other sources, and use fees collected in lieu of parking to pay back the funding source. We suggest the first alternative have the priority, since the need is not desperate.

Recommendations include the following:

The Village give parking preferences to its businesses, customers, merchants, and resident commuters before others and that the Village explore additional parking options for the future.

Increase the choices for the provision of parking by new business and expanding businesses that require additional parking per code in a specified area of downtown. Suggested alternatives would include the following:

- The preferred method-new businesses provide their required parking on their own properties;
- Alternative 1: New businesses requiring parking, but unable to provide it on the lot, pay a fee in lieu of parking along the following lines:

⁷ Fact Sheet, "Removing Barriers to Livable Communities, Rethinking Parking" published by Livable Places, Los Angeles, California (www.livableplaces.org).

⁸ *In Lieu of Required Parking*, Donald C. Shoup, *Journal of Planning Education and Research* 18:307-320, Association of Collegiate Schools of Planning.

⁹ The Journal News, "Village in a spot over lack of parking." Originally published October 15, 2004.

- \$3,000 per space up to 10 spaces
- \$2,500 per space for 11 to 20 spaces
- \$2,000 per space for 21 to 30 spaces; and
- \$1,500 per space for 31 or more spaces.

In addition to the fee above, an annual fee the same as for resident commuters (currently set at \$300/yr.) is proposed for each parking space.

- Alternative 2: New businesses provide their own parking on an owned or leased, privately owned parcel within a reasonable distance, as determined by the Planning Board. Any lease must run as long as the use is in need of parking;
- Alternative 3: New businesses purchase monthly or annual permit space from the Parking Authority. This would require a window sticker or other method of identification, and enforcement.

All of the above approaches have shortcomings, which need to be evaluated. It is also suggested that a combination of alternatives could be used by a business.

For the past half-decade or so, the Village has attempted to streamline the approval process for business properties where there is, for example, a change of use in an existing building. In many cases, the change of use has generated a need for additional parking, and in almost all cases required site plan approval. The parking requirement has typically been met by providing spaces on the lot or by applying to the Village Board to establish a fee in lieu of providing parking. This has occasionally been unwieldy, requiring a several month process, which, if not anticipated, can delay the opening of a new business. The addition of alternatives as proposed in this study could have the effect of extending the approval process, which would not be desirable. It is important that the selection/evaluation of the alternatives recommended herein be accompanied or shortly followed by the administrative/agency process for selecting an alternative and then the details of the alternative in a prompt and clear process.

C. Parking Options – Commuters

As previously discussed, a parking garage for 1,250 cars was built and opened several months ago in Ramsey along Route 17 on the same railroad line as Suffern, with an additional station. Initially, it has been lightly used, probably in large measure because of the difference in cost of parking with older parking areas at the Ramsey and Suffern stations. A sample count in mid-December revealed 98 vehicles with New York State license plates and 65 vehicles with New Jersey plates, suggesting that the majority of transit riders leaving from the Rt. 17 Station are coming from Rockland and Orange Counties (refer to Table IV-2, Commuter and Retail Parking Facility, Ramsey Route 17 Station). We do not recommend serious consideration of a commuter parking garage in Suffern until the Ramsey Route 17 garage has been in operation for at least one year. This is particularly important in light of the gross overestimate by the MTA of the use of Secaucus Transfer, as reported in the Rockland County Journal News.

In the short-term there are several strategies that should be implemented:

- Continue the parking management approach of re-designating existing parking in specific locations to better serve overall needs. Example – changing the restriction from commuter to shopper parking along the railroad track on Orange Avenue.
- Provide pedestrian safety and aesthetic improvements at selected locations to encourage pedestrian movement from parking areas to destinations, in particular the rail station.
- Consider increasing commuter parking fees for non-residents, where possible, to encourage their shift to the Ramsey Route 17 garage, and re-designating some commuter spaces for business district use.
- Provide small scattered new parking lots in and around the business district as need arises and opportunities are presented.

Increasing the efficiency of parking is the equivalent of providing additional spaces, without the full cost of constructing additional spaces, and without increasing impervious surfaces, at least to the same extent. Some ways of increasing the efficiency of parking could be to:

- Obtain pedestrian easements across private property to enable the construction of pedestrian walks. This has the advantage of increasing the efficiency of parking, and encouraging pedestrian activity, so that the streets have more movement of people, and window shopping is increased.
- Improve and upgrade existing pedestrian walkways. In the same way that the sidewalk improvements along Lafayette Avenue have made the walking environment more attractive, extending improvements to the parking lots will encourage pedestrian activity.
- Add or improve lighting, landscaping, sitting opportunities or other features that will encourage walking, either to and from parking lots or along commercial streets.

Many of the proposals mentioned above have been suggested in the several planning and parking studies undertaken for Suffern, and for many other communities. Obviously, this would have to be done with care, and sparingly, since there is a limit as to how many “efficiency” improvements can be made. It is suggested that the Planning Board be involved in the selection/determination of improvements to be made, and that these activities be part of a BID or Main Street Program, if undertaken.

It is also recommended that the Village Board/Parking Authority undertake periodic review of parking fees in Suffern and comparable communities, and adjust fees accordingly to help manage and direct parking utilization and allocation.

D. Alternative Vehicular Access Options

With the intention of improving vehicular and pedestrian safety and traffic flow along Route 59, particularly in the eastern portion of the Village, the following are recommended:

- Provide a service road behind the Esther Gitlow Towers, proposed Gloria Office Park, and Telephone Company properties for access to new buildings;
- Permit only one-way access to Lafayette Avenue from Oakdale Manor;
- Consider a new bypass road traversing the Village from Old Mill Road (the Novartis access) at Hemion Road to Route 202 under the NYS Thruway. The road would run adjacent to the NYS Thruway on its southbound side in back of the Novartis and quarry properties. The road would provide a secondary access to the quarry and a convenient way to travel to and from Route 202 and Hemion Road without the need to travel through downtown Suffern (refer to Figure VI-2, Conceptual Bypass Road, following page VI-6);
- Provide sidewalks along Route 59 and preserve stonewalls and large trees, particularly at the eastern side of the Village.

E. Downtown Improvement Options

The Village of Suffern has recently completed a downtown revitalization plan, which is in the process of implementation. In addition to discussion relevant to implementation, there has been growing concern regarding how to equitably distribute the cost of additional improvements and ongoing maintenance within the downtown district, and whether these improvements target parking, sidewalk improvements, or other organized activities. Establishment of a BID would allow the Village to provide a proven means of equitable distribution of the costs associated with improvements that have not been covered by other means of funding.

Initially a BID should be established to provide a minimum of services that would have a significant visual impact in the main core of the businesses district, focusing primarily on commercial properties fronting Lafayette Avenue, with inclusion of side streets that have a significant number of commercial properties. Such activities could include snow clearing and trash removal on sidewalks, funding of sidewalk improvements, maintenance of plantings and planter boxes, and funding for the implementation of a design guideline program and façade grants. In addition, a BID should provide funding for seasonal activities not hosted by the Chamber of Commerce, and provide for funding of promotional and downtown business recruitment activities that compliment the efforts of the Chamber of Commerce.

VII. STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

New York State's Environmental Quality Review Act (SEQRA) establishes a process to review an action's potential impact on a community and its environment, and to mitigate any adverse impacts which may result. The SEQRA process identifies and establishes thresholds for the types of activities likely to require no environmental review (Type II Action), or, conversely, activities likely to require the preparation of full documentation in the form of a draft and/or final environmental impact statement (Type I). The adoption of a Comprehensive Plan is considered a Type I Action.

In addition, SEQRA allows a local agency to designate a specific geographic area as a Critical Environmental Area (CEA). A CEA is a specific geographic area designated by a state or local agency having exceptional or unique environmental characteristics. The CEA most cover one or more of the following:

- Benefit or threat to human health;
- A natural setting (e.g. fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality);
- Agricultural, social, cultural, historic, archaeological, recreational or educational values; or
- An inherent ecological, geological, or hydrological sensitivity to change that may be adversely affected by any change.

Following the designation process of a CEA, the potential impact of a proposed action in the CEA is a relevant area of environmental concern and must be evaluated in the determination of significance.

APPENDIX A

**PARKING TABLE FROM 2002
SUFFERN COMMUTER PARKING STUDY**

**TABLE 3
COMMUTER AND RETAIL PARKING FACILITIES IN DOWNTOWN SUFFERN**

Lot Name and Map ID	Owner	Primary Use	Commuter Capacity	Retail/Visitor Capacity	Surrounding Land Use	Restrictions or Signs	Percent Occupied
Commuter Parking Lots							
Formal Lots							
R	NJ TRANSIT	Commuter	121	0	Transit, Residential	Free parking after 10:30 a.m., Federal holidays, and weekends	89%
A	Suffern Parking Authority	Commuter/Retail	80	45	Commercial, Transit	Designated spaces for commuters and shoppers	79%
B	Suffern Parking Authority	Commuter/Retail	62	163	Commercial	Designated spaces for commuters and shoppers	72%
C	Suffern Parking Authority	Commuter	15	0	Commercial, Transit	Commuter Parking	90%
D	Suffern Parking Authority	Commuter	74	0	Commercial, Transit	Commuter Parking	68%
E	Suffern Parking Authority	Commuter	184	0	Industrial, Recreation	Commuter Parking	94%
H	Suffern Parking Authority	Commuter	65	0	Residential, Transit	Commuter Parking	79%
T	Lafayette Theatre	Commuter/Retail	14	81	Commercial	Designated spaces for commuters and shoppers	92%
Informal Lots							
CFE	Campbell Fire Extinguishers	Industrial	20	0	Industrial, Transit, Recreation	Company vehicles Employees	100%
VFW	VFW	Community	40	0	Residential	Commuter and Visitors	100%
Subtotal Commuter Lots			655	289			83%
Retail Parking Lots							
1	Prudential	Commercial	0	10	Residential, Commercial	Customers	20%
2	Laxow, Berbit & Associates	Commercial	0	5	Residential	Customers	20%
3	Bagel Train Deli	Commercial	0	15	Commercial, Residential	Customers	53%
4	Laundromat	Commercial	0	11	Commercial	Customers	50%
5	OTB Metropolitan	Commercial	0	154	Commercial, Residential	No Parking 12 a.m. to 10 a.m.	78%
6	Vacuum Cleaner Co.	Industrial	0	10	Residential, Recreation	Employees	80%
7	Service	Commercial	0	29	Commercial	Customers	100%
8	Ramapo Valley Brewery	Commercial	0	73	Commercial	Customers	5%
9	Suffern Pking. Auth.	Shoppers	0	8	Commercial, Transit	2 hr; no overnite	0%
10	Mike Kennedy State Farm Insurance	Commercial	0	6	Commercial, Transit	Customers	33%
11	Da Nina Restaurant	Commercial	0	11	Commercial	Customers	9%
12	North Fork Bank	Commercial	0	22	Commercial	Customers/Employees	77%
13	Kip-Lou (22 Chestnut St)	Commercial	0	12	Commercial	Tenants of Kip-Lou	100%
14	Bank of NY	Commercial	0	27	Residential	Customers	59%
15	Provident Savings	Commercial	0	4	Commercial	Customers	0%
16	Pasquale	Commercial	0	17	Commercial	Customers	71%
17	Village Hall	Government	0	15	Residential	Village Business	60%
18	Theater/Bank/Salon	Commercial	0	25	Commercial	Customers	28%
19	Brite Spot Luncheonette	Commercial	0	5	Commercial	Customers	80%

**TABLE 3
COMMUTER AND RETAIL PARKING FACILITIES IN DOWNTOWN SUFFERN**

Lot Name and Map ID	Owner	Primary Use	Commuter Capacity	Retail/Visitor Capacity	Surrounding Land Use	Restrictions or Signs	Percent Occupied
20	Suffern Community Center	Community	0	11	Commercial	Visitors	55%
21	Kornfeld, Rew, Newman, & Ellsworth	Commercial	0	60	Commercial	Customers	23%
22	Anesthesiologists/Drum Surveying	Commercial	0	20	Commercial, Residential	Customers	70%
23	Sichol, Hicks Lawyers/ Dentist	Commercial	0	36	Commercial, Residential	Customers	44%
24	Vacant Lot	Vacant	0	50	Commercial, Residential		12%
25	Royal Coach	Commercial	0	18	Residential, Commercial	Auto Repair	94%
26	Conserv	Commercial	0	30	Commercial, Residential	Customers	57%
27	Auto Garage	Commercial	0	20	Residential, Commercial	Auto Repair	90%
28	Pest Shield Corp.	Commercial	0	25	Residential, Commercial	Customers	12%
29	Suffern Sales & Service	Vacant	0	40	Commercial	Used by Suffern Sales & Service	40%
30	202 Collision	Commercial	0	10	Commercial	Auto Repair	100%
31	Complete Auto Works	Commercial	0	50	Commercial	Auto Repair	80%
32	Auto Haus	Commercial	0	25	Commercial	Auto Repair	100%
33	Mugg's Pub	Commercial	0	20	Commercial	Customers	0%
34	NY Fire Chemical Corp.	Industrial	0	17	Residential, Commercial	Employees	53%
35	Irelands 32	Commercial	0	39	Residential, Industrial	Customers	13%
Subtotal Commuter Lots			0	930			51%
On Street Parking in Downtown Suffern							
	Lafayette Avenue		0	40		2 hour parking	90%
	Chestnut Street		0	32		2 hour parking	73%
	Park Avenue		0	2		2 hour parking	75%
	Suffern Place		0	22		2 hour parking	80%
	Orange Avenue		0	12		2 hour parking	85%
	E. Park Place		0	13		2 hour parking	86%
Subtotal On Street Parking			0	121			83%
Total Available Commuter and Retail Parking in Downtown Suffern			655	1340			88%

