



VILLAGE OF SUFFERN
BOARD OF TRUSTEES MEETING MINUTES
MONDAY, July 14, 2025
7:00 P.M.

Present: Michael F. Curley, Mayor
Jo Meegan-Corrigan, Deputy Mayor
Angela Hogue, Trustee
Steven Alpert, Trustee
Clarke Osborn, Trustee
Terry Rice, Village Attorney
Gregg Smith, Village Treasurer
Betty Vanderbeek, Village Clerk

Absent:

CALL TO ORDER

Mayor Curley called the meeting to order at 7:08 P.M. and led everyone in the Pledge of Allegiance. He asked for everyone to remain standing for a moment of silence for Theresa Shelder's father, Ronald Rybarczyk who recently passed away.

UPCOMING MEETINGS

A Regular Meeting is scheduled for Monday, August 4, 2025, at 7:00 P.M

A Regular Meeting is scheduled for Monday, September 8, 2025, at 7:00 P.M

APPROVAL OF MINUTES

MOTION To Approve June 2, 2025, Board of Trustees Meeting Minutes was moved by Trustee Meegan-Corrigan, seconded by Trustee Hogue with all in favor.

PUBLIC HEARING:

MOTION To set a Public Hearing for Handicapped Parking on Lafayette Ave and Suffern Place for August 4, 2025, meeting was moved by Trustee Osborn, seconded by Trustee Alpert with all in favor.

MOTION – To open the Public Hearing for 14 Wayne Avenue, was moved by Trustee Alpert and seconded by Trustee Meegan-Corrigan with all in favor.

MAYOR CURLEY: At this point, I'm going to be opening up a uh a public hearing. Mr.

Emanuel, if you would like to come up to the microphone here. I'm going to make a motion

to open a public hearing for 14 Wayne Avenue where he's uh wants to take a uh I'll let Terry Rice go ahead from here.

TERRY RICE: Um, just just so everybody is aware of of the procedural context for the application as well as the, um, the standards that apply. Um, I'm sure Mr. Emanuel will will explain to you that this is for an application for 14 Wayne Avenue for, uh, an auto mo automotive repair facility to be used in conjunction with 16 Wayne Avenue, properties located in the general business zone in which, uh, the use is a special permit use.

Um, I'll I'll describe what the special permit use standards are in a minute. Um, a Special Permit i..is something that's permitted by the Zoning Law, but because it has the, uh, attributes that might be more troublesome or require conditions, uh, it requires an additional approval. So, in in the procedure that occurred here is the applicant filed a an application for for a special permit with the Board of Trustees. It was referred to the Planning Board for its review and recommendation.

Uh, during that uh review um it was realized or or confirmed that variances were required. The applicant went to the Zoning Board of Appeals and they granted, uh, a number of variances.

In particular, um, the zoning law requires a minimum front yard of 30 feet and they were granted a, uh variance to 2 feet. The minimum lot width requirement is 100 feet. Uh, they were granted a variance to 80 feet and the required off-street parking requirement is 12. They were granted a variance to one (1). Um, in addition, the Planning Board, uh, made a number of recommendations, which I believe you have, uh, in their letter of, of memorandum dated January 15th, of this year, where they said, "If the Board approves it then," uh, "We think the following conditions," uh, "should be," uh, "required..." I won't read it all for the sake of time, but you have that document. Um, now just so you understand, um, they will also be

required should you approve it to, uh, go further with the Planning Board and obtain site plan approval. Now the Board of Trustees as the, uh, agency you act in an administrative capacity in reviewing a special permit, uh, application and there are, uh, general and specific standards.

Um, I would also add that because you are the legislative body, you're not necessarily, uh, confined by those standards, uh, that you can also, uh, consider anything else that's relevant to the application as as as I read these as you will see, uh, appears. So, the the standard, general standards are first of all the location and size of the special permit use; the nature and intensity of the operations involved in it or conducted in connection with it; the size of the site in relation to it; and the location of the site with respect to streets giving access to it are such that it will be in harmony with the appropriate and ordinary development of the area in which it's located. Secondly, the location, nature and height of buildings, walls and fences (closer) and fences and the nature and extent of existing proposed existing or proposed plantings on the site are such that the special permit use will not hinder or discourage the appropriate development use of adjacent land and buildings. Third, operations in conjunction with any special permit use will not be more objectionable to nearby properties by reason of noise, traffic, fumes, vibration or other characteristics than would be the operation of permitted uses, not requiring special permit use special permit. Uh, fourth, the parking areas will be of adequate size for the particular special permit use, properly located and suitably screened from adjoining residential uses and the entrance and exit driver shall be laid out so as to achieve the maximum convenience and safety. And then fifth, any additional considerations which relates to the public health, safety or welfare of the neighborhood surrounding area's community or general populace. So those are the general standards -- in particular, uh, with respect to an automotive repair facility.

The standards are the site shall have frontage of at least 100 feet on a public road and shall have a depth of 100 feet. Ingress and egress points shall be defined by the use of poured-in-place concrete curb sections and radii and shall be designed to provide for safe and convenient travel without the potential for traffic backing onto the public way. Third, there will be no outside display of products. I'm sorry, no outside display of products shall be permitted, including vehicles for sale. Four, is landscaped areas. First of all, a 10-foot-wide landscape area shall be provided along all property lines, excluding points of ingress and egress, and property lines adjacent to existing commercial uses.

The Planning Board may require that the landscaped area be densely planted with a mixture of shrubs, trees, and/or a fence to create an opaque screen. Secondly, with respect to landscaping, all landscaped areas along property lines which are crossed by access drives may be planted with low shrubs to greater than 3 feet in height and trees with a branching habit of not less than 8 feet high. No planting shall cause a hazardous condition by interference with the line of sight needed for safe entering and exiting maneuvers by motor vehicles.

Um, at no time shall any, uh, unregistered or dismantled, uh, automobiles, ectara, um, be outside of the building or totally enclosed and fully screened outdoor adjacent.

(Mayor Curley asked Mr. Rice to speak louder.)

TERRY RICE: No car and truck rental shall be permitted. The, uh, there shall be no outside storage or display of accessories or portable signs, rubbish, ectara, uh, can't be outside. No repair work outside. Wrecks or damaged vehicles brought in for repairs shall remain visible from off premises for no more than 30 minutes. And all landscape areas designated on the site plan and the landscaping plan shall be maintained in a neat and healthy condition. So those are the considerations.

MAYOR CURLEY: Okay. At this point, I'd like to have a motion to open up the, uh, public hearing for 14 Wayne Avenue, please.

Motion, please. Motion

TRUSTEE ALPERT: Motion, Trustee Alpert.

TRUSTEE CORRIGAN: Motion.

MAYOR CURLEY: Motion made by Trustee Alpert, second made by Trustee Corrigan. All in favor?

ALL BOARD MEMBERS: Aye.

MAYOR CURLEY: Any opposed?

Silence

MAYOR CURLEY: Motion passes. Mr. Emanuel, please. Go ahead, sir. MR. IRA

EMANUEL, ESQ.: Thank you, Mr. Mayor. Good evening, everybody. Ira Emanuel, Emanuel Law, PC, New City. I am the attorney for the applicant. Can you can you hear me all right over there?

MAYOR CURLEY: Yeah. A little go, go if you go closer to mic. Pull it closer or something.

MR. EMANUEL: No, no problem.

MAYOR CURLEY: The mics ain't that loud. You can hear us good, Bruce? We're having a problem. Okay, good.

MR. EMANUEL: No, no problem. I I will say that I had a little bit of trouble, uh, hearing Mr. Rice, but I got the gist of what he was saying. Uh, the fans are obviously not helping. Um, we're good. Okay. Uh, as as Mr. Rice said, and as was, uh, noted in the public, uh, hearing notice, this is an application for a special permit to allow a auto repair auto repair facility at 14 Wayne Avenue. 14 Wayne Avenue is directly adjacent to 16 Wayne Avenue, which is Route 202 Collision, which I'm sure that all of you are familiar with. Right now,

although it's in a "BU Zone," uh, the 14 Wayne Avenue has a single-family residence on it. Uh, the single-family residence is a non-conforming use uh, in the district. And I'm getting feedback here. The single family, uh, residence is a non-conforming use in the in the uh BU, uh, district. Uh, the owner or the principal rather of Route 202 Collision has purchased 14 Wayne Avenue and would like to fold it into his business. The two lots will remain separate because there are differences in the ownership structure. Uh, but what he intends to do is he intends to, uh, knock down the existing residence, uh, put up a, uh, small garage of about 1,200 square feet. That would be a single story, uh, with some attic storage. Uh, the garage would have three bays and in those three bays he would be able to do repairs, uh, and, uh, and prep work, uh, for the vehicles that he's working on over at over at 16 Wayne Avenue. Right now, he's doing all of that work in the same building. Uh, and that makes things difficult and inefficient and the reason it's difficult and inefficient is because he has paint booths over at 16 Wayne Avenue and when those paint booths are in use, it makes it difficult and limits, uh, the work that can be done on vehicles elsewhere within the building. So, by purchasing 14 Wayne Avenue, putting up a prep and maint, uh, a prep and repair garage on 14 Wayne Avenue, he can have more efficient use of the business. Um and get cars in and out of there more quickly so that they're store, so that the cars are turned over more quickly and there are, uh, are not stored on the property, uh, for as long. Uh, there will be cross easements between the two that I'll work out with Mr. Rice or Mr. Magrino to make sure that the Village is is comfortable with that. Uh, but, uh, with respect to those easements, it's important to point out that, uh, vehicles will not uh travel directly from one lot to the other. Vehicles will be taken out onto Route 202 and taken up into, uh, either lot.

All of this was discussed with the Planning Board. All of this was discussed with the ZBA.

Uh, both the Planning Board and the ZBA understood the, uh, proposal that's being made and both the ZBA and the, uh, the Planning Board uh have well the ZBA granted the variances the Planning Board issued, uh, what we feel is a very positive recommendation to this Board. Uh, Mr., uh, Mr. Rice went through the various general conditions and special conditions, uh, of the special permit. Uh, we have submitted a, um, a narrative summary, uh, dated February 16, 2024, uh, that went through all of those conditions. Uh, and we believe we met them. At the time that we wrote, uh, the, uh, narrative summary, it was before the Zoning Board of Appeals had granted the variances and so we wrote in the narrative summary that we were hopeful to be able to get the variances to meet those conditions, we now have those variances. And so therefore any, uh, conditions that rely upon the need for variances, uh, have now been met.

So, with that, uh, I'm happy to answer any questions. Uh, actually before I do that, uh, this property is on US 202 and it is adjacent to the New York State Thruway. Uh, I checked today. We do not yet have a GML, uh, from the Rockland County, uh, GML Review from the Rockland County Department of Planning, nor is there an indication that one was sent to the Rockland County Department of Planning. So, I'm going to defer to Mr. Rice with respect to that, uh, and whether or not you can act this evening.

MR. RICE: Obviously, until we get the GML Review, the Board can't take a vote on it. So, we we'll follow up to make sure we do get the review.

MR. EMANUEL: That That was my feeling as well. Uh, I'm frankly concerned that this has been before this Board, uh, on a formal basis since January of this year and no GML Review was even requested, but we're we're hopeful that, uh, and we would ask that that GML Review be sent out as soon as possible so that we can come back here probably at the

September meeting because it won't happen in time for August, uh, so that the Board could act at that time.

MAYOR CURLEY: Yeah, that's fine. That's good. Can I ask you a question about and and I heard tonight you said that there was a was there two houses on the property or just one?

MR. EMANUEL: Just one.

MAYOR CURLEY: There was there was a question asked at a ZBA meeting, uh, a resident or a person asked a question about the house, at the time, and they said about it, uh, being demolished and you represented, in that meeting, that the house was already demolished. You recall that?

MR. EMANUEL: Turned to his client and asked, has it been demolished? Turned and answered into the microphone, No.

MAYOR CURLEY: Well, if you look at the tape of that meeting, the ZBA meeting at 33 minutes and 49 seconds, you'll see that representation that you made. If you if if you did...

MR. EMANUEL: Then I made a....

MAYOR CURLEY: If you did, which is it, is it right today or right then? I just want to...

MR. EMANUEL: Mr. M Mr. uh Mr. Green, who is the principal, is there every single day he was there. I just asked him. He said the house has not been demolished. I misspoke.

MAYOR CURLEY: Okay. Thank you. I just want to make sure. So when they took that vote, they did it under the understanding that that house was demolished already. I assume.

MR. EMANUEL: I'm not sure that it would make a difference one way or the other.

MAYOR CURLEY: I I don't know if it would, but that's under law. I don't know if it would.

MR. EMANUEL: ...and and and and the ZBA certainly is local, would have had the opportunity, uh, to go out and do a site visit or even just a drive by.

MAYOR CURLEY: Yeah, I know. I'm just talking about our view now. We have we have our rights, too. I'm just exercising our rights.

MR. EMANUEL: As I said, I just asked my client. He was there half an hour ago. Okay. And the house is still there.

MAYOR CURLEY: Okay. Well, I'm just going based on your statement. That's all. So, I I So, I was I was confused. I didn't know if there was a second house that I missed.

MR. EMANUEL: Uh, wouldn't be the first time I've made a mistake. MAYOR CURLEY: That's okay. That's fine. On the, uh, the there's so there's two there's two separate pieces of property. Were both piece of properties purchased at the same time? I'm just curious.

MR. EMANUEL: No.

MAYOR CURLEY: One was purchased later?

MR. EMANUEL: (Turned to his client and asked,) Uh, yeah, when did you buy...come up... This is Daryl Green; he is the principal of Route 202 Collision and he's also the principal of the, uh, ownership of 14 Wayne Avenue.

MAYOR CURLEY: Okay.

MR. DARYL GREEN: Uh, so 16 Wayne Avenue was purchased in 2015 and then I purchased 14 Wayne Avenue, I believe, in '21 or '22.

MAYOR CURLEY: Right. Okay and and I recall it was it was actual house. People lived there for many years.

MR. GREEN: I I'm not sure how.... Yes, people did live there. No one lives there now.

MAYOR CURLEY: No one, okay. right. So, the hardship that was created. It wasn't something that always existed. Is that a fair statement?

MR. EMANUEL: Well, there's no hardship involved in this special permit, Mr. Mr. Mayor,

MAYOR CURLEY: What's that?

MR. EMANUEL: This this special permit is not dependent....

MAYOR CURLEY: I I I understand that. I I I I I would, I have a fair understanding....

MR. EMANUEL: ...nor were the varian....

MAYOR CURLEY: ...I just want to understand what's the whole...I mean, if you don't want, if you want to limit my questions, then then I guess I could....

MR. EMANUEL: No, no, no, I want...

MAYOR CURLEY: Well then good...Well, my question is

MR. EMANUEL: ...the term hardship has....

MAYOR CURLEY: ...I I understand the I understand the two. I'm just asking the questions.

If you want to go legal eagle game, I can go that legal eagle game, too.

MR. EMANUEL: ...I want to...

MAYOR CURLEY: I'm just asking questions. I want simple answers. MR. EMANUEL: And I'd love I'd love to answer that question.

MAYOR CURLEY: Okay. Is there a mortgage on both properties or just one property?

They're separate properties, I assume.

MR. GREEN: I'm sorry, what was that?

MAYOR CURLEY: Are the mortgages on both properties at this time? MR. GREEN: Uh, no, just on 16. Not on 14.

MAYOR CURLEY: So, So, are these properties going to be adjoined or not be adjoined?

MR. GREEN: No. No.

MAYOR CURLEY: They're going to be separate properties and separate businesses then.

MR. GREEN: There's two different LLC's for them.

MAYOR CURLEY: They're two different corporations, two different businesses. Okay. All right. So, so are we joining these properties with with one entrance and one entrance or as one business or two separate entrance or two separate businesses?

MR. EMANUEL: Each will maintain a separate entrance, but they will be operated by a single business.

MAYOR CURLEY: And what so what makes these businesses they're going to be operated as two separate LC LLC's or...?

MR. GREEN: The real estate...the real estate are two LLC's.

MAYOR CURLEY: Correct.

MR. GREEN: Correct.

MAYOR CURLEY: All right. So you so could he could you sell off one off the other then at any point? I'm just curious.

MR. GREEN: No, I'm not looking to sell any of them off.

MAYOR CURLEY: Well, you could. I mean, right.

MR. GREEN: I could, but that's not the direction I'm going.

MAYOR CURLEY: I'm just curious.

MR. EMANUEL: If, if if the concern, Mr. Mayor, is that one of the properties would be sold off without the other and that that would have a a negative impact on what you're doing, uh, we've agreed, uh, and stated from the very beginning and it's in all of our narratives that there would be a binding easement tie and covenant tying the two properties together for as long as they operate together and we'll work that out to the satisfaction of the village attorney or the deputy village attorney.

MAYOR CURLEY: Right. So, okay. So, if they separated at some point, the... if I, if I'm reading correctly, it it was required to have 12 spots and the ZBA said you could have one spot. Is that...

MR. EMANUEL: We, we we we'd probably have to revert back to a new site plan for any business that would operate there and variances would be adjusted accordingly.

MAYOR CURLEY: Right. So, if you did split up, what would happen then then with that? Could it...

MR. EMANUEL: If it was split.. If it was split up the ownership...

MAYOR CURLEY: Would you build a house again?

MR. EMANUEL: No, because that's a non-conforming use, Mr. Mayor. MAYOR CURLEY: Right, I I understand that, I understand that, but that was that was self-created non-conforming use because somebody stopped using it. MR. EMANUEL: Well, that may be...

MAYOR CURLEY: I didn't do it.

MR. EMANUEL: That that that that's fine. Uh but I I I think we're getting into into an area that that we don't really need to. Uh, the bottom line with respect to and I understand your concern.

MAYOR CURLEY: Right.

MR. EMANUEL: This this is not an unusual concern nor is it an unwarranted concern. Uh, and that is why we've offered to provide the appropriate uh covenants uh, and easements to make sure that the that so long as they uh the uh the lots are to be used uh to in conjunction with one another that they'll stay uh bound to one another. Uh the time may come...

(Mayor Curley was speaking to Mr. Rice)

MR. EMANUEL: ...the time may come, Mr. Mayor, when the business is sold. **(Cell phones alerts were heard)** Yeah, my phone's been blowing up also.

MAYOR CURLEY: Go ahead. I'm sorry.

MR. EMANUEL: The the time the time may come when Mr. Green will decide he's going to retire or that he's had enough of uh the business uh and at some point he may want to separate the two out. At that point, we would probably have to come back to the Village uh for that separation or somehow satisfy the Village that the separation of the two businesses is warranted and appropriate under the zoning code.

MR. RICE: Ira, I think one of the conceptual problems is that it it it's proposed that they operate as one use, but but they're operating as separate entities, separate uses actually, because there's no interconnection between the two sites, and with with the parking variance for just one parking space and the narratives all indicate that that they're integrated as far as parking and moving parking back and forth. Even if you had easements, if one of the parcels were to be sold and you have two separate businesses operating there, there there's an issue.

MR. EMANUEL: Well, yes, and I agree. You're you're right. That is an issue and that's why we're offering to to put covenants in that would prohibit that from happening.

So long as the business is operating on both lots would prohibit that from happening. Once the business stops operating over both lots, then we would have to have a mechanism to to allow for separation... **(Mayor Curley and Mr. Rice were speaking to each other)**

MR. EMANUEL: ... and if that would require a trip back to the to the to the Planning board or or even to this Board, uh, so be it.

MAYOR CURLEY: So, at some point earlier, um I guess a representative, the owner here came to me, uh was an architect and asked if the Village would provide him with parking cause he had he didn't have enough parking for that property for 16 Wayne Avenue and I said, "The Village doesn't have the parking." So, I I do have a concern that you're taking on

another piece of property without enough parking, yet you don't have enough parking for the business that exists already. MR. EMANUEL: Well, okay.

MAYOR CURLEY: And I understand there are concerns that were addressed at the ZBA, but there's still concerns that this Board has allowed to have. And that's where I I do have concern. I have concern even a fire engine pull it in there. I have concern about about a lot of things with with space and not getting in. But but you didn't as the business and if you go I I go that way multiple times a day. You know, I go left or right or or and and I want to put on the record that I I am within the 500 ft. my property isn't within the 500 ft, but it doesn't change any decision I would make on that because since I've been in this Village, parking has been a big concern of mine with with the downtown in general with parking lots and how we move people from certain lots. We made them walk to the F lot. But for the business that exists there now, there is a there is a fair statement that there is a parking problem. What was told to me already and what I see with my own eyes.

MR. EMANUEL: Okay. I think we have to make a distinction between parking and storage. Most of the vehicles that are on that lot are being stored there while they are being worked on. Okay, this is not a situation where customers come, park, okay, do their business and then leave. Okay, it's not like a downtown parking lot. It's not like uh the parking lot over here in Village Hall or at Ace Hardware or something like that. Customers come, they drop off their vehicles, the vehicles are then stored on the site until such time as their uh their the work is completed and at that point they're removed from the site. When we went to the ZBA with respect to a part with respect to a parking variance, okay, we went there because your zoning code has requirements for parking. Okay, and quite frankly, we couldn't meet those requirements for parking. And so that's why we went to the ZBA. When we explained this the business operation to the ZBA, and by the way to the Planning Board, they had an

understanding uh that this is what was going on that this is not a situation where people where cars are actually parked. It's more of a storage situation. So, we're not talking about the type of uh parking problems that you've recognized being in the downtown area.

MAYOR CURLEY: I I I I 100% think your situation is even worse than the one I talk about because when I talk about the cars come and move, especially when they're for 2 hours and they leave or they don't stay there and they don't stay overnight. Your situation is actually worse because the cars do stay there. As you mentioned, uh I think auto body shops, they have to wait, they have to get they have to get estimates, they have to so the time that they spend there and it's the amount of cars that are coming there, there's a problem. So, I actually think that your situation is worse than the situation than the other thing. I I I respect that...

MR. EMANUEL: Now, I I if I may, Mr. Mayor, but they are not taking up parking spaces that would be used for other businesses.

MAYOR CURLEY: Excuse me.

MR. EMANUEL: They are not taking up parking spaces that would be used for other businesses or other residents in the area.

MAYOR CURLEY: I guess I guess what I what I've noticed is that now if you put another building where you can do your business even, which is the intent behind it. Okay. You're going to then need more parking spots and more cars there and and and that street in general is a and not just this property there. It's a it's a nuisance as far as people parking on the sidewalk in the streets and and continually cause it is it is not a wide street. So, it it is a problem where the parking authority guys numerous times you know gone, 'Hey can you move? Can you move? Can you move?,' trying to be fair to the businesses. Okay. So that but then that's another issue now. But but the business as is I mean I would have loved if they said I mean we know the house went deteriorated. They let it deteriorate. As I say it's what

they call a self-created hardship. I do not agree with our ZBA and their vote. I believe it was a self-created hardship, but that is not what I'm basing my thought process on now. Okay. And again I'm going to follow all the rules here. I'm going to wait for the GML and I'm going to wait for our planner to come back with a report also and then you know with open mind we'll make a, you know, everyone will make their choice and make their decision, but I believe that it it the the the argument that it it doesn't the fact that it needed 12 spots and the ZBA could go to one is mindboggling to me and I think was one of the poorest decisions I ever seen in this Village in 30-something-years of coming to meetings. That's my personal belief. Right. Well, what from my experience, from what I've read and from what I see, right? And because of the parking, maybe I have a better hold and a better handle on the parking problem that that exists in this Village. Okay. And and um I I I think this I think this uh uh uh again, I I I still have an open mind. I still need to see more things. I don't uh and and I I want to see more things on it before I before I make my mind up yet. I've read your materials. I've seen things and even even building a building and supposed to have I think 30 feet, you know, 30 feet of, you know, in, and we have 2 feet in like, you know, it's not even like we're making it the house that was there has more than that. So, actually, you're building a building that's going to take away more parking, not add parking.

MR. EMANUEL: Mr. Mayor, not a single one of the vehicles that's on that lot would otherwise be parked in the business district. I know you you're talking...

MAYOR CURLEY: No, I'm not I'm That's not what I'm saying, sir.

MR. EMANUEL: No, Mr. Mayor. Well, then let let me finish.

MAYOR CURLEY: Okay.

MR. EMANUEL: You've expressed concern that there's insufficient parking in the area. Okay. And you're concerned that there's not going to be enough parking because this

business may attract uh more business because it's going to become more efficient. Uh my my answer to that, by the way, is that because it's going to be more efficient, it's going to be able to get the cars and the vehicles out of there more quickly. But not a single one of those vehicles would otherwise be parked in that area because they wouldn't. You don't go to a body shop, you don't go to a repair shop unless you need the work. Okay? But visitor cars that are coming to that location are coming there for a specific per purpose. It's not a driveby situation. They're not going to leave the car there and then go go into one of the downtown businesses or or go to uh to a restaurant or a bar and get a drink or or or or food. They're going there for a specific reason. And if that body shop was not there, the parking the cars would not be there. It's very simple. So, it's not going to have a negative impact on the overall parking situation irrespective of what you feel about the numbers.

MAYOR CURLEY: I'm not....You're not understanding anything I'm saying, Sir.

MR. EMANUEL: Then I apologize.

MAYOR CURLEY: With all respect due, that's not that's not my argument. That's not what I'm saying they're going to be in the business district. I'm saying there's not enough cars, for the business, on that property itself. Based on what I see and witness just if you go there right now or yesterday, maybe. You'll see that there are cars parked where you would have that building. Okay.

MR. EMANUEL: Mmhum.

MAYOR CURLEY: You have cars, you know, crushed in around that building. Isn't that fair? Have you been there recently?

MR. EMANUEL: No, I have not.

(Mr. Green was speaking from his seat.)

MR. EMANUEL: Yeah

MAYOR CURLEY: The answer is yes. Right. Yeah. So, when that buildings there, you're going to have the new cars that you're working on, but you but those those spaces are going to be missing now, too. So, you're actually going to have more. You're not going you can say, 'Well, we're going to have three inside' and you wanted to claim I think you wanted some up top, too, something like that if if they were up on on lift or something. Okay. But the reality is is that is that there's not enough parking for that business now. But it's there and it's pre-existing and I respect that. But to bring another buil and and and I understand your contention is that then well you take those cars and you move things you move things cause then you have you're your, you know, your your paint shop. Okay. But cars are constantly parked on the sidewalk. I've got complaints from women with baby carriages not being able...

MR. GREEN: ...parking lot... you know that....

MAYOR CURLEY: But all respect due...

MR. GREEN: You know that...

MAYOR CURLEY: Sir, I don't I'm not here... it's all the parking lots up there...

MR. GREEN: **Inaudible**

MAYOR CURLEY: ...because I've had Bobby Conklin and I'll bring him as a witness if I need be, okay who's actually gone to every one of youse and said, 'You got to keep your cars off these lots' because we're trying not to punish businesses. So, that's happened. And the Chief of Police can tell you this also. So, we have pro it's a problem already and I know it's a commercial. I know that's the kind of thing it is. All right. We've had another piece of property there who's been in front of the who's been in front of the ZBA and actually got denied with with with a big with a big lot there. So, it's it's not like it's not, I'm not saying it's it's one. I'm saying it's it's it's the area in general, but do we have to keep on uh letting the

area become what what I what I perceive as a problem, because when cars are parked on, and all of them, I can name I can name each one of them individually who've been asked to move their cars, and you know what they do they do, but it's but it's a constant it's a constant thing. Okay. It's a constant thing, because the because the customer who comes up with their car and the lots are full. So, they park there to go to go into the businesses and talk to the business. Okay. I can't imagine people on Main Street. It's bad enough we have trouble with U-turns. I mean, it's a constant thing with me and double parking. I can't imagine people would pull their cars up on the sidewalk to go to to to to a restaurant or to get a haircut or something like right on the side where you can't even walk by and that is a constant thing on that street and I'm just telling you what I've seen through personal experience. Through 10 - 20 years and it's not getting any better. So I'm, so I, So I say to myself, if you go to another, you're just bringing more of the same. You're making it worse. And I'm not and and I say I say freely and honestly every shop there has done it. Okay. The only benefit of the one shop across the street from there is it has two exits. You actually have some of the shops there who actually take parking spots and I don't know if you do, but you take parking spots from from the Village?

MR. GREEN: My employees park there.

MAYOR CURLEY: Yeah. Correct. So So you do have to use some of the Village parking...

MR. GREEN: ...use the parking lot...

MAYOR CURLEY: Excuse me?

MR. GREEN: There are other shops that use the municipal parking for their damaged cars. I don't do that.

MAYOR CURLEY: I don't I don't allow that. And we have to talk to people. I don't allow that. So it's I I would You're more than...

MR. GREEN: I disagree with that, but that's...

MAYOR CURLEY: Well, I know we disagree with... I don't know...you're telling me I allow it?

MR. GREEN: I don't know if *you*...

MAYOR CURLEY: ...or have?

(Mr. Green and Mayor Curley were talking over each other.)

MAYOR CURLEY: So it's it's not allowable. We don't allow it. And a matter of fact, Bruce was actually addressing things like that. He works in our Parking Authority in the back. Right. So, I'm just, listen, I just see it as I see it as I see it as more of the same more of a parking problem, but I'm going to listen out. I want to see what the GML says, I want to see what the planner says, and I and I just don't parking has been a big concern to me from day one and and and it is it is and I I've actually had where and again you say it's not the same thing but but and again it's not it's just what what is...

MR. GREEN: If I'm adding building, I'm putting cars in there so there'll be less cars on the street.

MAYOR CURLEY: Well, well, no, I hear what you're saying, but but your building is bigger than the house that's there, is it not?

MR. GREEN: No, it's the same.

MAYOR CURLEY: The building is here is going to take more of a footprint than the house, is it not?

MR. GREEN: So, no, it's the same.

MAYOR CURLEY: Well, isn't it coming out? Isn't it coming out to the road?

MR. GREEN: No, we weren't allowed to do that at all. No, that's not what the architect designed to...

MAYOR CURLEY: Isn't the building coming closer to the road?

MR. GREEN: No.

MAYOR CURLEY: Then why do you only need 2 feet instead of the 30 feet back? Is it more than 2 feet there now.

MR. GREEN: I'm not sure what that...

(Mr. Emanuel pulled out plans to show Mr. Green.)

(Mayor Curley spoke to Mr. Rice.)

MR. EMANUEL: Mr. Mayor, it's...

MAYOR CURLEY: Mr. Mr. Emanuel, we're going to put it over to the planner. I'm going to have a motion. We're going to, cause we we still want to look at it. I bet, it's better if I get a clearer picture from the planner and from the GML. So, I'm going to put it over to the planner. Okay.

MR. EMANUEL: That's fine. But I just want to I just want to respond to this one point.

MAYOR CURLEY: Yes.

MR. EMANUEL: Okay. Uh the uh the proposed garage is at approximately the same location at as the house. It is 22 feet from the property line.

MAYOR CURLEY: Okay. It's supposed to be 30, right?

MR. EMANUEL: That's correct. We got variance for that.

MAYOR CURLEY: Right. Okay.

(Mayor Curley spoke to Mr. Rice.)

MAYOR CURLEY: Okay. Uh, anybody have any questions or any points?

TRUSTEE ALPERT: Is there a plan then in in the in the variance that gave him two feet instead of...

MAYOR CURLEY: No, no, it's on the other side. That's okay, Steve.

All right. So, I get a motion. Can I get a motion to put over the the the public hearing to the uh to the September meeting, please? Motion, please.

TRUSTEE MEEGAN-CORRIGAN: Trustee Corrigan

MR. RICE: September 8th.

MAYOR CURLEY: September 8th.

MR. EMANUEL: I'm sorry. What's the date?

MAYOR CURLEY: September 8th.

MR. EMANUEL: Thank you.

TRUSTEE ALPERT: And I second that motion.

(Mayor Curley spoke to Clerk Vanderbeek.)

MAYOR CURLEY: Motion made by Jo Corrigan and second by Trustee Alpert. All in favor?

BOARD IN UNISON: I.

MAYOR CURLEY: Motion passes.

MR. EMANUEL: Okay.

TRUSTEE ALPERT: Can you provide the drawings to the board as well?

MR. EMANUEL: Yeah, you should have them.

TRUSTEE ALPERT: I may have...

MAYOR CURLEY: You've got them on your thing.

TRUSTEE ALPERT: Oh, I may have it. Yeah, I apologize.

MR. EMANUEL: Yeah, it's you know, frank frankly, this was submitted back in January.

TRUSTEE ALPERT: Okay.

MR. EMANUEL: So, yeah.

MAYOR CURLEY: Thank you.

MR. EMANUEL: Thank you.

MOTION – To close the Public Hearing for 14 Wayne Avenue, was moved by Trustee Meegan-Corrigan and seconded by Trustee Alpert with all in favor.

POLICE DEPARTMENT:

Chief Loughlin

Presented the Police Department statistics for the month of June 2025

“Officer Dunn has decided to end his lengthy law enforcement career and has moved out of state to enjoy his retirement years. Uh, we at the police department wish him all the best from his future endeavors.”

RESOLUTION NO. 093 OF 2025

A RESOLUTION ACCEPTING THE RESIGNATION OF STEPHEN DUNN AS PART-TIME POLICE OFFICER

BE IT ENACTED by the Board of Trustees of the Village of Suffern as follows:

WHEREAS, Stephen Dunn resigned from that position, effective on June 19, 2025.

NOW, THEREFORE BE IT RESOLVED, the Village of Suffern Board of Trustees hereby accepts the resignation of Stephen Dunn, effective on June 19, 2025; and

A motion to approve the foregoing resolution was made by Trustee Osborn and seconded by Trustee Meegan-Corrigan, with all in favor.

Adopted: July 14, 2025

FIRE DEPARTMENT:

RESOLUTION NO. 094 OF 2025

ACCEPTING JENAY CALDWELL AS A NEW MEMBER IN VOLUNTEER HOSE CO. 1

RESOLVED, the Village Board of Trustees accepts Jenay Caldwell, as a new member in the Volunteer Hose Co. 1, with the approval of the Village Attorney.

A motion to approve the foregoing resolution was made by Trustee Alpert, seconded by Trustee Hogue, with all in favor.

Adopted: July 14, 2025

We have an issue with an intermunicipal agreement for mutual aid with the Mahwah Fire Department. We're going to do a motion on it. This is where we've been doing mutual aid with the Mahwah Fire Department and other things for years. We also have a separate one with Rockland County. We're going to pass it but there's a few things that we need to change that we'll deal with them on. The way it's written is as if we're a district and we're not a district. It wouldn't apply to the village. So, we will get Terry to work with them. It will be pending with the approval of the Mayor and Terry Rice.

MOTION For an interim municipal mutual aid agreement with Mahwah, New Jersey, pending approval of Terry Rice and Mayor Curley. Was moved by Trustee Osborn and

seconded by Trustee. Motion made by Trusty Osborne, seconded by Trustee Meegan-Corrigan with all in favor.

PUBLIC COMMENT:

MOTION to open the public comment period was made by Trustee Alpert and seconded by Trustee Hogue, with all in favor.

No Public Comments

MOTION to close the public comment was made by Trustee Meegan-Corrigan and seconded by Trustee Hogue.

PUBLIC WORKS

Mr. Charles Sawicki presented the board resolutions.

**RESOLUTION NO. 095 OF 2025
RESOLUTION AUTHORIZING SOLICITATION OF FORMAL BIDS FOR THE
ROADWAY IMPROVEMENTS PROJECT PHASE 15**

BE IT ENACTED by the Board of Trustees of the Village of Suffern as follows:

BE IT RESOLVED by the Board of Trustees of the Village of Suffern that the solicitation of formal bids for the Roadway Improvements Project Phase 15 is hereby authorized with a return date of July 31, 2025 at 2:30 P.M.

A motion to approve the foregoing resolution was made by Trustee Meegan-Corrigan and seconded by Trustee Alpert, with all in favor.

Adopted: July 14, 2025

**RESOLUTION NO. 096 OF 2025
RESOLUTION AUTHORIZING SOLICITATION OF FORMAL BIDS FOR 2025
RIGHT OF WAY IMPROVEMENTS PROJECT**

BE IT ENACTED by the Board of Trustees of the Village of Suffern as follows:

BE IT RESOLVED by the Board of Trustees of the Village of Suffern that the solicitation of formal bids for the 2025 Right of Way Improvements Project is hereby authorized with a return date of July 31, 2025 at 3:00 P.M.

A motion to approve the foregoing resolution was made by Trustee Meegan-Corrigan and seconded by Trustee Alpert, with all in favor.

Adopted: July 14, 2025

A couple years back we brought an expert in. The expert said we had enough lighting. I don't think we have enough lighting. So, we're actually going to be looking at doing ourselves. We're going to add a lot more light bulbs and at the same time we're going to have DPW putting lights in ourselves. We're going to do it lights in all the trees just to brighten the downtown a lot.

**RESOLUTION NO. 097 OF 2025
RESOLUTION AUTHORIZING SOLICITATION OF FORMAL BIDS FOR
BUSINESS DISTRICT LIGHTING MODIFICATIONS PROJECT**

BE IT ENACTED by the Board of Trustees of the Village of Suffern as follows:

BE IT RESOLVED by the Board of Trustees of the Village of Suffern that the solicitation of formal bids for the Business District Lighting Modifications Project is hereby authorized with a return date of August 26, 2025 at 3:00 P.M.

A motion to approve the foregoing resolution was made by Trustee Meegan-Corrigan and seconded by Trustee Alpert, with all in favor.

Adopted: July 14, 2025

RESOLUTION NO. 098 OF 2025

A RESOLUTION AUTHORIZING CHANGE ORDER NO. 1 TO MAK GROUP, LLC FOR THE FOR THE VILLAGE HALL ROOF REPLACEMENT PROJECT IN THE AMOUNT OF \$22,087.13

BE IT ENACTED by the Board of Trustees of the Village of Suffern as follows:

NOW, THEREFORE, BE IT RESOLVED by the Board of Trustees of the Village of Suffern that Change Order No. 1 to Mak Group, LLC for the Village Hall Roof Replacement project in the amount of \$22,087.13 for installation of a roof membrane on the upper roof, is hereby authorized.

A motion to approve the foregoing resolution was made by Trustee Meegan-Corrigan and seconded by Trustee Alpert, with all in favor.

Adopted: July 14, 2025

RESOLUTION NO. 099 OF 2025

A RESOLUTION CONFIRMING MAYOR CURLEY'S APPOINTMENT OF MICHAEL STEWART TO A GRADE 12 MEO II POSITION

NOW, THEREFORE, BE IT RESOLVED that Mayor Curley hereby appoints Michael Stewart to a Grade 12 MEO II Position with a salary of \$33.29 per hour, said appointment is hereby confirmed by the Board of Trustees of the Village of Suffern.

A motion to approve the foregoing resolution was made by Trustee Osborn and seconded by Trustee Meegan-Corrigan, with all in favor.

Adopted: July 14, 2025

MAYOR

Kathy, I want to say good job with the pool party. We all had a good time here

I'd like to accept the resignation of Andy Dale from the planning board and to thank him. I personally had a lot of respect for him. Richard Burn on the planning board who's a who's an alternate. I want to appoint him, as a regular member for the remaining term of the Andy Dale term

ADJOURNMENT

A motion to adjourn the meeting at 7:56 P.M. was made by Trustee Meegan-Corrigan, seconded by Trustee Hogue, with all in favor.

Respectfully,

Betty Vanderbeek, Village Clerk