

City of Beacon
Comprehensive Plan Update

Adopted April 3, 2017

BFJ Planning

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Comprehensive Plan Update

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Executive Summary

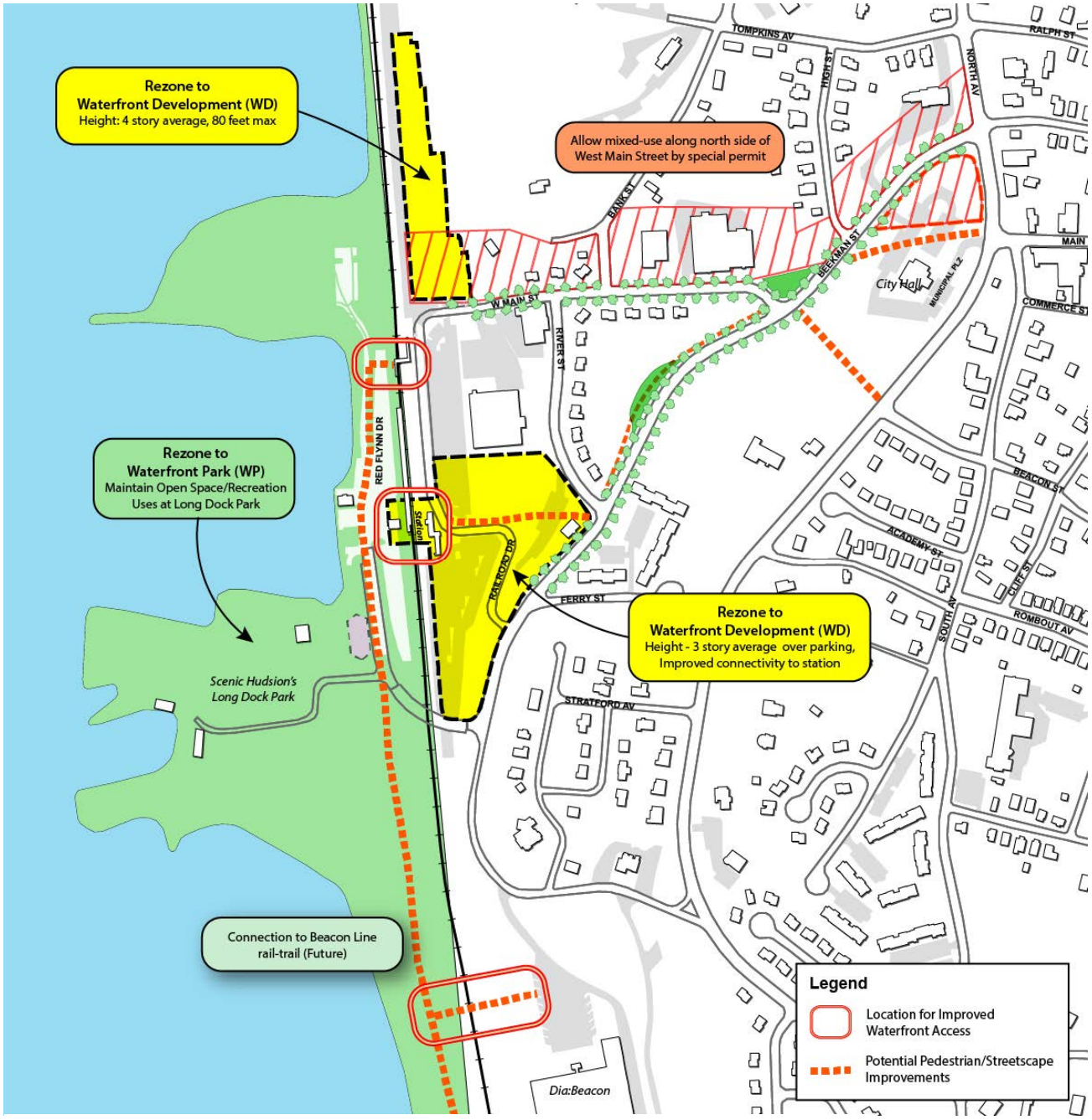


The City's 2017 Comprehensive Plan Update (2017 Plan) reflects land use, demographic and socioeconomic changes that have taken place since the prior plan was adopted in 2007. It also incorporates policies developed for other planning efforts (such as the City's Local Waterfront Revitalization Program (LWRP)), as well as feedback from City staff, civic representatives, residents and other key stakeholders. The 2017 Plan's updated recommendations address environmental protection, economic development, affordable housing and improved community services and facilities.

The primary focus area for the 2017 Plan is the waterfront and train station area (see Section 10). The vision for this area is to create a destination that serves as a "gateway" to Beacon, to reclaim the riverfront and to link that riverfront to downtown Beacon. Given the desire to create land use synergies with the resources present at the station area, this plan proposes zoning changes to allow for sufficient density to support a transit oriented community focused toward residents, workers and visitors who seek the convenience of transportation facilities in a walkable community framework. Building heights are limited along the waterfront and train station area to protect established upland views. The guidelines in Section 10 establish a basic framework for buildings with siting, massing, scale, materials and street rhythm that are compatible with the neighborhood context. The guidelines also consider elements such as public open space, transportation access and how buildings relate to each other.

It is recommended that the City rezone all of the area west of the train station and railroad tracks to Waterfront Park (WP). This would prohibit past plans for a convention center and hotel. This recommendation is consistent with the City's LWRP, which gives preference to water dependent and water enhanced uses within the waterfront area. It is also consistent with sustainable practice by minimizing development within the 100-year floodplain.

The changes proposed in the 2017 Plan consist primarily of restricting development along the waterfront. Development between the railroad tracks and the upland area on Metro-North property would be reduced in height and density from what was proposed in the previous Comprehensive Plan. This is intended to preserve upland views of the Hudson River and reduce traffic impacts. No additional commuter parking is proposed in the current plan, which will also reduce traffic impacts over what was proposed previously.



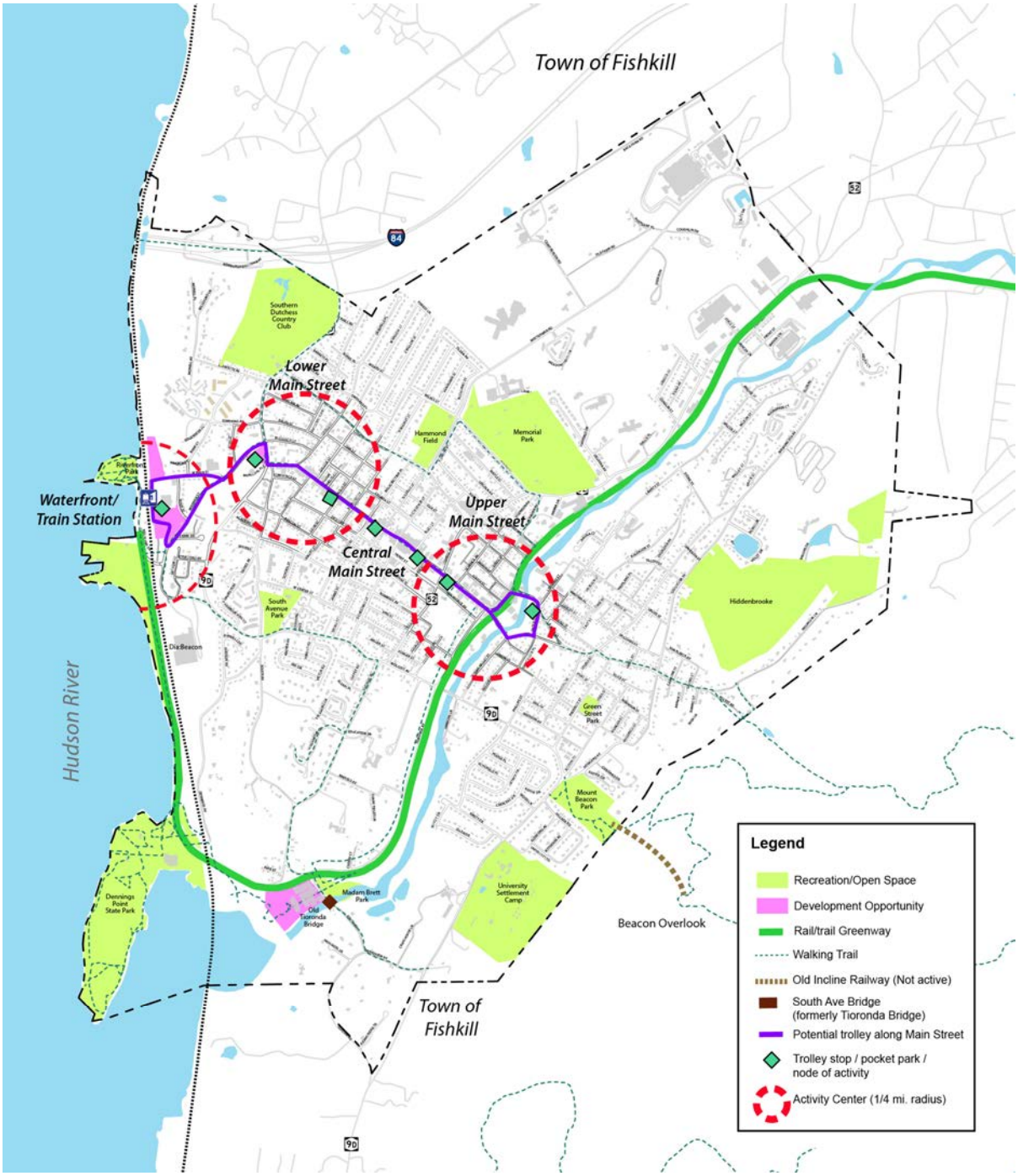
Recommendations for waterfront/train station area (see Section 10)

Most of the land uses proposed elsewhere represent the preservation and continuation of existing land uses, including established residential neighborhoods near Main Street, low-density residential areas in the south and east, and a mixture of business on ground floors and residential uses on upper floors on Main Street. The following zoning recommendations are items the City can pursue as it moves forward with implementation of the overall Comprehensive Plan. These items are summarized in Section 12.

- Rezone Scenic Hudson's Long Dock Property from Waterfront Development to Waterfront Park.
- Rezone two (2) areas in MTA Parking Lot to Waterfront Development (WD)
    - Allow 4 stories over parking on northern site
    - Allow 3 stories over parking on southern site
- Allow retail by special permit on north side of West Main Street in Linkage District
- Extend Central Main Street (CMS) regulations to upper (east end) and lower (west end) Main Street
- Extend CMS regulations to Route 52 between Main Street and Verplanck Avenue
- Rezone various areas along the Fishkill Creek to reflect adjacent zoning and existing land use.

One of the main goals for the 2017 Plan is to improve connections between Main Street, the waterfront/station area, and Dia:Beacon. Some of the recommendations that address this include:

- Improve streetscape between Main Street and train station (along Beekman Street and West Main Street);
- Improve connections across train tracks to waterfront area;
- Support rubber wheeled trolley service connecting Main Street to waterfront/train station area;
- Encourage infill development along Main Street as well as pocket parks at identified nodes of activity; and
- Support development of Beacon Line as a ped-bike path with potential for future commuter service (i.e. light rail).



Potential Main Street/Train Station Loop with stops at activity centers (see Section 6)

Section 1: Introduction

The Beacon Comprehensive Plan is a dynamic document that reflects the hopes and expectations of the people of Beacon, with specific objectives and recommendations about how to guide growth so as to preserve important environmental and historic resources and improve the quality of life of the residents, workers, and visitors in the community. The Plan should change as the existing conditions and the goals and objectives of the community change.

The New York State Legislature, in City Law Section 28-a, finds that "[a]mong the most important powers and duties granted by the legislature to a city government is the authority and responsibility to undertake city comprehensive planning and to regulate land use for the purpose of protecting the public health, safety, and general welfare of its citizens." While a comprehensive plan is not in itself a law or a regulation, it sets the stage for laws and regulations affecting a City's development by examining current conditions, existing regulations, and recommending regulatory changes. It helps to ensure that land use controls are based upon a factual understanding of a community's needs.

In 2007, the City adopted a Comprehensive Plan which included specific objectives and recommendations about how to guide growth in Beacon. The Plan represented a product of time and effort by City officials and residents. The 2007 plan had a special focus on opportunities for commercial and residential development along Main Street's Central Business District, industrial sites along Fishkill Creek, and the waterfront/train station area. The 2007 Plan was prepared for the City by Frederick P. Clark Associates.

The purpose of this plan is to review and update the existing 2007 Plan to reflect changes that have taken place since the original plan was developed. This includes updated policies that address environmental protection, economic development, affordable housing and improved community services and facilities. The 2017 Plan includes a new section which relates to use of the waterfront and train station area (Section 10). This planning effort was led by a Comprehensive Plan Steering Committee which is comprised of City staff, civic representatives and other key stakeholders.

1.1. Regional Location

The City of Beacon is located in the Hudson River Valley 60 miles north of New York City in the south-west corner of Dutchess County. The City of Beacon is connected to the region by I-84, which runs north of the city and across the Hudson River on the Newburgh-Beacon Bridge (see Figure 1-1). The Interstate provides connections to Taconic State Parkway, New York State Thruway, and Stewart International Airport. The airport is located 5 miles away and can be reached by a 10-minute bus ride from the Beacon Train Station.

Beacon has a number of arterial roads that accommodate thru-traffic and offer access to major development centers (see Figure 1-2). These include NY Route 9D, which runs south from the intersection with I-84, through Beacon toward Putnam County and NY Route 52.

Metro-North Railroad provides a commuter service between Beacon and New York City along the Hudson Line. The line also continues north to Poughkeepsie and this service is also utilized by commuters. The ferry service between Newburgh and Beacon has been restored to provide an alternative connection for Orange County commuters to Metro-North. A municipal bus service is provided by Dutchess County Public Transit, which also provides commuter and weekend services. On the weekend, the Putnam County Trolley provides shuttle service between Cold Spring and Beacon including stops at Mount Beacon, Main Street, the Metro-North Train Station and Dia:Beacon.

Beacon's Main Street is more than one mile long and its character changes along the corridor. It consists of three sections: 1) lower Main Street, which is the west end between Route 9D and Digger Phelps Court; 2) central Main Street which continues east to Route 52 (Fishkill Avenue); and 3) upper Main Street which is the west end from Route 52 to East Main Street at the Fishkill Creek.

There are several designated pedestrian trails within the city. These are part of a regional network of recreational paths and greenways such as the Fjord Trail. Other recreational opportunities include river-related activities and hiking on Mount Beacon and Denning's Point State Park.

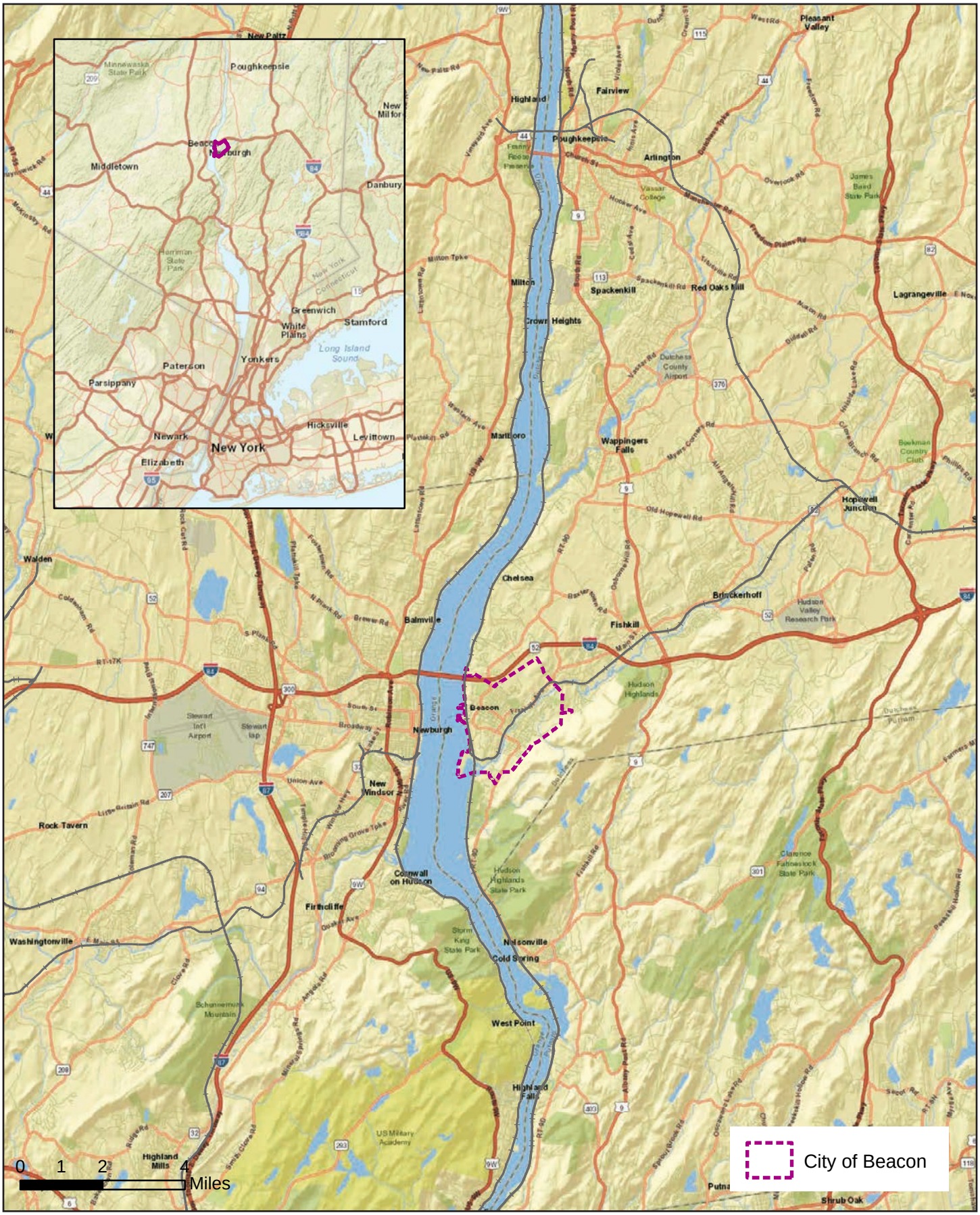


FIGURE 1-1: REGIONAL LOCATION MAP

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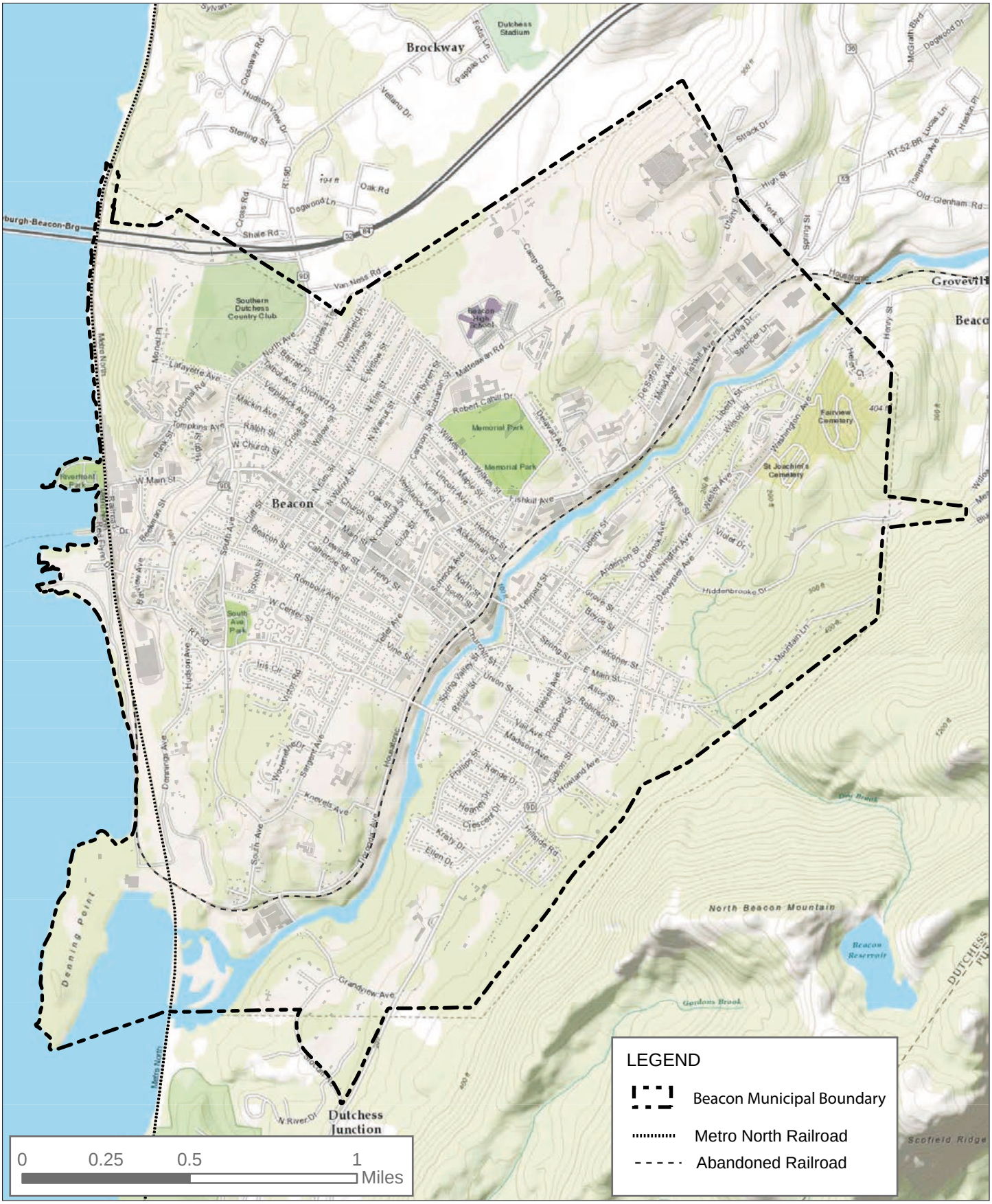


FIGURE 1-2: STUDY AREA

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1.2. Prior Planning Efforts

In 2007, the City adopted a Comprehensive Plan to address existing conditions and needs and to guide land development throughout the City. The Comprehensive Plan represents not only a product of much time and effort, but also the beginning of a process which involves changing existing conditions, regulations, and procedures in the City.

Numerous strategic plans and studies focusing on specific topics or areas of the City have also been prepared since the 2007 Plan, including an update to the City's 1992 Local Waterfront Revitalization Program (LWRP), traffic calming studies, zoning studies, open space inventories, environmental conservation plans, and water capacity and stormwater management studies. The 2017 Plan includes recommendations and policies from these prior planning efforts to ensure consistency including:

- City of Beacon Comprehensive Plan, City of Beacon (2007)
- Beacon Transportation Linkages Program, City of Beacon (2008)
- Harbor Management Plan, City of Beacon (2012)
- University Settlement Camp Master Plan, City of Beacon (2009)
- Waterfront Redevelopment Traffic Management Study, City of Beacon (2009)
- City of Beacon LWRP, City of Beacon (2012)
- Fishkill Creek Greenway & Heritage Trail Master Plan, City of Beacon (2013)
- Reservoir Safe Yield Analysis and Groundwater Supply, City Of Beacon (2014)
- Beacon Center City Parking Analysis, Dutchess County Department of Planning and Development and City of Beacon (2014)
- Annual Water Quality Report, City of Beacon (2015)
- Complete Streets Guidelines (2016)

Potential development around the Beacon Train station has been the focus of past planning efforts. The development concept considered by the City involves "transit-oriented development" (or TOD) which is a combination of compact residential, retail and office uses within a short walk of transit. A TOD concept was proposed by in the 2007 Comprehensive Plan; however Metro-North and the City were unable to come to terms on the appropriate density of the project and the mix of uses that are compatible with existing Main Street businesses. Section 10 addresses the waterfront and train station area, which is a focus area for the 2017 Comprehensive Plan update.

The City has taken steps to ensure that new development in the city is balanced in size and type and is affordable to a range of incomes. In 2010, the zoning code was amended to include a provision requiring that projects with 20 or more units contain at least 10% below-market rate units. A Senior

Affordable Housing Overlay District was also established in 2012 to create affordable housing opportunities for seniors and to provide for the adaptive reuse of older buildings.

In December 2016, the City adopted a Complete Streets Policy, to encourage the development of streets that provide safe, comfortable and convenient access for all modes, including pedestrians, bicyclists, motorists and transit riders.

REGIONAL PLANNING EFFORTS

This plan recognizes that the City of Beacon is one of several municipalities guiding development in southwest Dutchess County. Indeed, the City has participated in two rounds of inter-municipal planning and cooperation with neighboring communities, once in 1962, and again in 1973.

This Plan is in harmony with the Third Regional Plan for the New York-New Jersey-Connecticut Metropolitan Area, produced by the Regional Plan Association for the New York Metropolitan Area in 1996. The Third Regional Plan concentrates on five campaigns: Greensward, Centers, Mobility, Workforce, and Governance. This Plan contributes actively towards enhancing the city as a regional center, and proposes local improvements in public transportation and economic development. This Plan also contributes locally to the Greensward campaign through recognizing the Hudson Highlands as a valuable ecological area to be protected.

The 1987 Dutchess County Plan, *Directions*, places Beacon in the regional context as a small city, second to Poughkeepsie, and the focus of southwestern Dutchess County. The Plan calls for inter-municipal cooperation regarding sewer and water utilities, and envisions Beacon's municipal sewage treatment plant as eventually expanding to serve the Village of Fishkill and large portions of the Towns of Fishkill, East Fishkill and Wappinger. In terms of land use, the Plan recommends the following, which still remain as priorities for the City:

1. Protection of residential areas from incompatible development.
2. Renovation of the railroad station and the immediate vicinity.
3. Redevelopment and protection of the riverfront area.
4. Continued revitalization and strengthening of the downtown area.
5. Adoption and enforcement of strict standards for site and architectural design and building construction.
6. Expansion of the economic base.

Dutchess County's *Greenway Connections* document, dated March 2000, is in many respects a plan. The "Settlement Patterns" on page 24 recommends close-knit and compact centers that support central utilities and have a mixture of uses within a five- to 10-minute walk of surrounding

residential areas, all features of Beacon today. Beacon is also included in a list of communities that could benefit from transit-oriented infill development around the train station. Greenway Guides organized around the theme "Strengthening Centers" are all relevant to Beacon's current condition and future development. The City has joined the Greenway Compact, which provides grant opportunities and planning, environmental, and other benefits to the City.

The City of Beacon seeks to work closely with neighboring municipalities, particularly the Town of Fishkill, the Village of Fishkill, adjacent fire districts, and other neighboring communities where appropriate to improve the following:

I. Proactive and coordinated planning and development, following Greenway principles, with particular focus on areas near the municipal borders and transportation corridors along Route 9D and Route 52, including mutual code amendments to require notice to the City or the Town, as appropriate, regarding development at a scale beyond certain thresholds within these transportation corridors and near municipal borders;

II. Environmental protection and enhancement, including:
   - A. Protection of water quality near surface waters and aquifers
   - B. Preservation of the entirety of Mount Beacon and nearby open space
   - C. Protection of viewsheds, in particular views of the Hudson River, Mount Beacon and Fishkill Creek
   - D. Greenway corridors along the Hudson River and Fishkill Creek and trails between the City and Mount Beacon

III. Consolidation and/or sharing of municipal services (or at least active coordination) to achieve tax savings and/or service improvements, including:
   - A. Water, sewer, roads and other infrastructure
   - B. Emergency and public safety services
   - C. Recycling and trash
   - D. Recreational opportunities, both active and passive, and cultural programs
   - E. Administrative and other areas

IV. Annexation and/or swapping of lands, so as to best serve residents and preserve core elements of both the City of Beacon and the Town of Fishkill, including:
   - A. Portion of Hudson River fronting the City of Beacon
   - B. Portion of Mount Beacon facing the City of Beacon
   - C. Van Ness Avenue & I-84 environs
   - D. Dutchess Junction (accessible through the City of Beacon)

CITIZEN-BASED PLANNING PROCESS

This 2017 Comprehensive Plan Update is heavily based on the work and public outreach involved with the 2007 Comprehensive Plan. Public outreach for the 2007 Plan included four public visioning workshops held at various locations throughout the city in an effort to solicit the diverse views of City residents. The effort also included a 22-question survey sent to every household in the City, which asked residents to prioritize planning issues, identify potential recreational and cultural facilities to improve quality of life, and to identify strengths and weaknesses of the City.

Citizen participation was an important component of this planning process to test whether the goals from the 2007 plan are still valid, gain input on issues and opportunities that should be addressed, and to develop and test ideas related to the waterfront and train station area. The planning process included two public workshop, summaries of which can be found in the Appendix. Both workshops had a turnout of more than 100 participants, who were encouraged to provide feedback on issues and opportunities and voice any concerns, comments, or recommendations related to the Comprehensive Plan. Stakeholders were also encouraged to provide feedback on comment cards handed out at the public meeting or by email. The meetings were also taped and broadcast on the City's website.

The consultant team, led by BFJ Planning, met regularly with the Steering Committee and representatives from the City to gather feedback and ensure that the developed recommendations are supported to the maximum extent possible by residents, property owners and the City. This effort was also coordinated with key stakeholders to solicit feedback and gather information on existing conditions, planned projects and proposed recommendations. Documents relevant to the update (with Spanish translations), meeting updates and videos of the public meetings were posted on the City's website (cityofbeacon.org).



Public Workshop #1
September 22, 2016
~150 Participants



Public Workshop #2
November 17, 2016
~100 Participants

1.3. Comprehensive Plan Goals and Objectives

This Plan takes a comprehensive look at the range of factors that will affect future growth in Beacon, which are grouped into the following topic areas:

- Land Use and Zoning (Section 2)
- Population and Residential Development (Section 3)
- Commercial, Office and Industrial Development (Section 4)
- Water Supply, Wastewater and Stormwater Management (Section 5)
- Transportation (Section 6)
- Environmental Features (Section 7)
- Historic Resources (Section 8)
- Recreation and Community Facilities (Section 9)
- Waterfront and Train Station Area (Section 10)
- Land Use Plan (Section 11)
- Implementation Plan (Section 12)

For each of these topic areas, the Comprehensive Plan provides a complete picture of current conditions, issues and opportunities in the area, and identifies specific objectives and recommendations to accomplish the desired changes. The outcomes incorporate best practices for land-use planning, environmental constraints, fiscal realities and the limitations of the City's existing and anticipated future infrastructure system.

Section 11 includes the Future Land Use Plan which geographically illustrates general future land uses based on the policies stated in the Master Plan. While the Future Land Use Plan recognizes existing land use patterns and environmental constraints, it also considers potential future development, infrastructure improvements and economic trends.

Section 12 identifies specific measures to achieve the recommendations made in this Plan. The chapter explains how community members and public leaders can make use of this Plan, which represents a compilation of the best information available to date on how the City can guide growth in a way that is most beneficial to community members and to the environment as a whole.

A brief synopsis of the highest priority goals are listed below. These goals are generally consistent with those presented in the 2007 Plan. Each chapter provides updated objectives and recommendations that correspond to the stated goals.

2017 COMPREHENSIVE PLAN GOALS

Land Use (Section 2.0)

- Maintain the character of established neighborhoods, protect and preserve sensitive ecological areas and encourage the development of the Central Business District, the Waterfront/Train Station area and underutilized industrial sites along Fishkill Creek.

Population and Residential Development (Section 3.0):

The City, through its zoning and other policies should:

- Strive to maintain a variety of housing opportunities that are accessible to a wide variety of income levels;
- Preserve the existing density and settlement pattern of established neighborhoods;
- Encourage housing development at relatively greater densities within and adjacent to the central business district and the Waterfront/Train Station area;
- Encourage residential development of vacant and underutilized former industrial sites;
- Encourage redevelopment of vacant and underutilized industrial sites;
- Ensure continued racial, ethnic, age and economic diversity of the population through encouraging a wide range of housing choices.

Commercial, Office and Industrial Development (Section 4.0):

- Encourage a vibrant business community in harmony with existing commercial and industrial areas throughout the community. Employ all available mechanisms to meet the City's objectives for economic development.

Transportation (Section 5.0):

- Develop an integrated and efficient transportation system consistent with City land use patterns and objectives and the regional transportation plan to assure the effective and economic movement of people and goods within and through Beacon, including public transportation, pedestrian and bicycle systems.

Water Supply and Sewage Treatment Goals (Section 6.0):

- Maintain and improve City utilities, emphasizing environmental protection, health and safety. Work cooperatively with area municipalities to maintain and improve water and sewer utilities. Comply with the State's Stormwater Management Program.

Environmental Resource Goals (Section 7.0):

- Preserve environmentally significant features and create an open space system of sufficient size to reserve adequate areas for the protection of water related resources, wildlife, and land forms of particular environmental value. The rare assets of the City, such as the Hudson River and Fishkill Creek, should be protected, as should the Hudson Highlands on the slopes of Mount Beacon.
- Encourage high environmental standards for development and infrastructure, develop sources of renewable energy and improve the environmental performance of City-owned property.

Historic Resources (Section 8.0)

- Encourage the preservation of historically and culturally significant buildings, landscapes, and neighborhoods.

Recreation and Community Facilities (Section 9.0):

- Provide community services for all age groups should be provided consistent with the economic growth of the City and its available resources. Encourage regional facilities to locate in the City.
- Develop a recreational open space system of sufficient size and locational qualities to meet the complete range of recreational needs for the people.

Waterfront and Train Station Area (Section 10.0):

- Support sustainable development that will enhance the City while providing an improved connection to the train station (see Section 10 for additional goals and recommendations).

Public Awareness and Participation

- Continue meaningful public participation in local decision making through broad dissemination of clear and pertinent information.
- Support constructive citizen participation and involvement in the planning and implementation process and foster leadership for all groups. The City should be an open and welcoming place for people of diverse backgrounds, experiences and perspectives. Diversity is central to our civic strength. We strive to support all members of our community against intolerance and discrimination.

Section 2: Land Use and Zoning

2.1. Existing Land Use

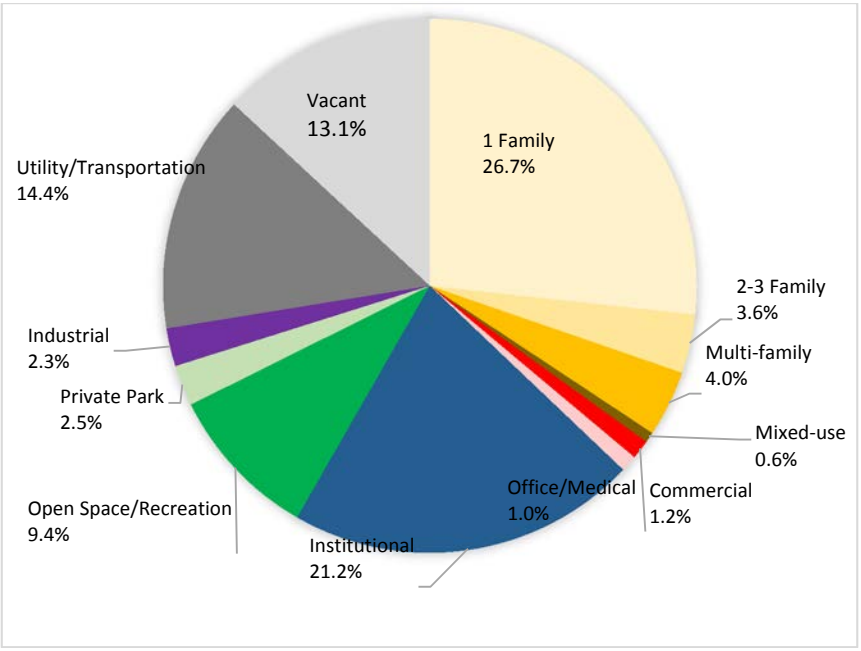
This chapter focuses on the existing types, amounts and locations of land uses in the City of Beacon. The Existing Land Use Map (Figure 2-1), shows the existing land uses, including the locations and concentrations of land use activities throughout the City.

Land use data were obtained from the Dutchess County Office of Real Property Tax. This information was analyzed, supplemented and updated through field checks and review of the aerial photography by the City's planning consultants and City staff. Field checks were made to verify recent land use changes. In addition, drafts of the land use maps were coordinated with, and reviewed by City staff.

A summary of current land uses, acreages and percentage of the total land area for each category in the City of Beacon are identified in Table 2-1, below.

Table 2-1: Beacon Land Uses

	Acres
1 Family	830.9
2-3 Family	110.6
Multi-family	124.9
Mixed-use	19.6
Commercial	36.3
Office/Medical	31.0
Institutional	658.9
Open Space/Recrea-tion	291.5
Private Park	76.9
Industrial	71.8
Utility/Transportation	449.0
Vacant/Underwater	407.8
Total	*3109.1*



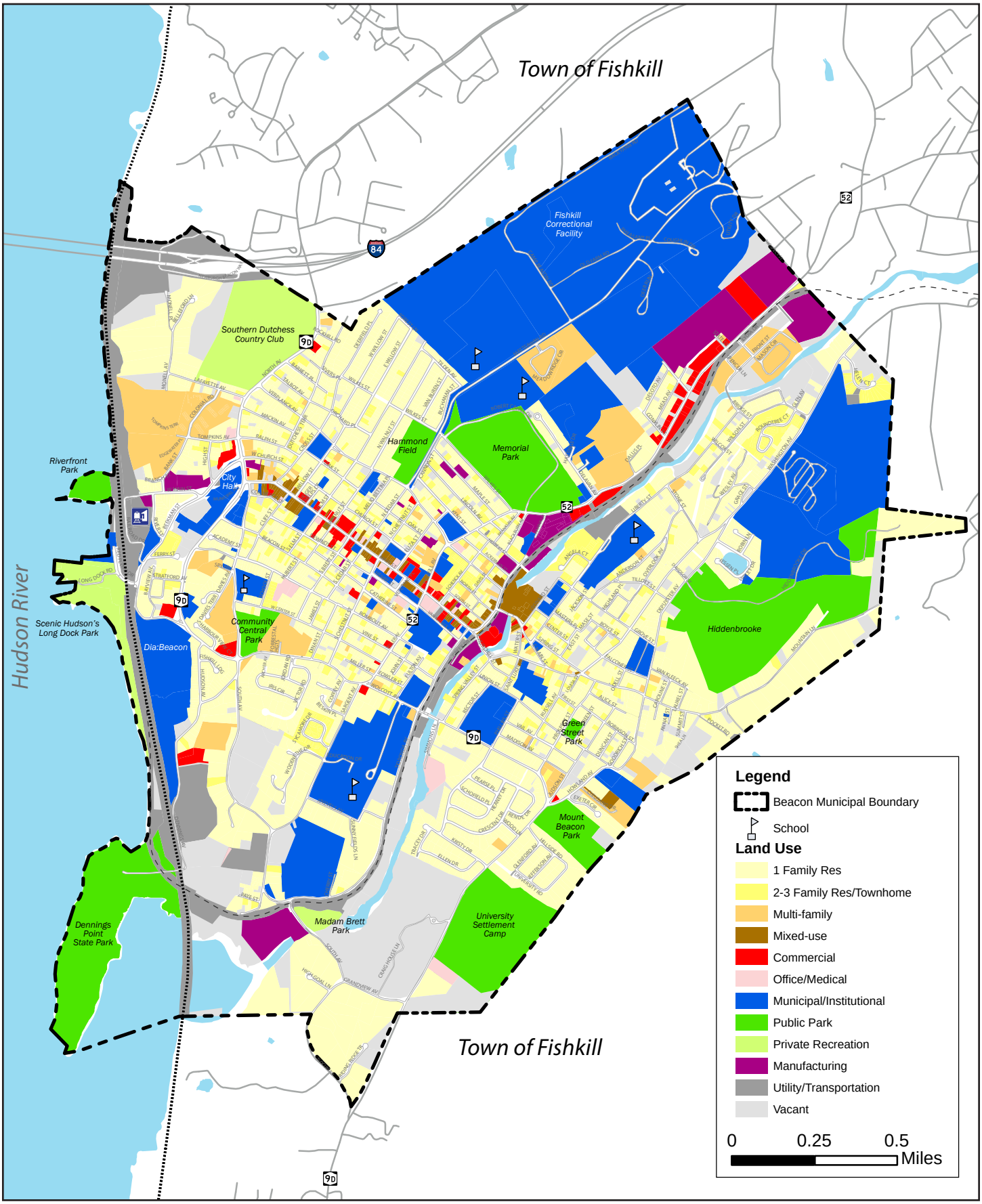


FIGURE 2-1: LAND USE

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Residential

The residential land uses have been classified as single-family residential, two- and three-family residential, and multi-family residential. Residential land uses comprised approximately 36% of the City.

Single-Family Residential

The Single-Family Residential category consists of detached, single-family dwelling units that are constructed to accommodate year-round residences. This category contains the largest land use category in the City, comprising approximately 27% of the area in the City.

The *Existing Land Use* map shows the distribution of single-family residential housing throughout the City. As can be seen in the figure, the vast majority of single-family residences are currently located within one-half of a mile from Main Street, with areas to the northeast and southwest settled at lower densities. The relative density of single-family development can be surmised from a review of the *Existing Land Use* map - the smaller the lot size, the more single-family residences there are in a given area.

2-3 Family Residential

The 2-3 Family Residential land use category consists of lands occupied by either: two-family residences, three-family residences, or lands that contain multiple residences (e.g., two single-family residences on one lot). Two-family residences are scattered among the single-family residences, clustered most densely between Verplanck Avenue north of Main Street and Rombout Avenue south of Main Street. Three-family residences are clustered in the area around the east end of Main Street. Approximately 4% of the City was occupied by such land uses in 2017.

Multi-Family Residential

The Multi-Family Residential Development category includes structures that have been built or converted into four or more dwelling units, and the various multi-family developments in the City. These residences are generally distributed near Route 9D on the western side of the city (often a consequence of urban renewal) and along former State property along Matteawan Road. Nursing homes are also included in the multi-family category. Multi-Family developments comprise approximately 4% of the City.

Commercial

Retail / Service

The Retail/Service land use category includes a variety of uses, including: retail stores and shopping centers; restaurants; motor vehicle sales, hotels, automobile services and gas stations; and such commercial uses. As shown on the Existing Land Use map, the majority of the commercial development is concentrated along the Main Street corridor, with a smaller cluster on Fishkill Avenue (Route 52). Such uses comprise 36 acres, approximately 1.2% of the City.

Office/Professional

This category includes professional offices, medical offices and banks. Such uses comprise 31 acres, approximately 1% of the total land area in the City. Office uses are generally located on Main Street.

Mixed Use

The Mixed Use land use category includes developments that contain a mixture of uses such as retail/service and multi-family residential on a single parcel of land. Such uses occur together on parcels that total approximately 0.6% of the total land area of the City. Mixed-use buildings are generally located along Main Street.

Industrial

The Industrial land use category consists of manufacturing, storage, warehouse and distribution facilities located within the City. This land use category comprises 72 acres, 2.3% of the land area City. Industrial uses are found on Main Street west of City Hall and on Fishkill Avenue. Some properties formerly designated as industrial, notably along Fishkill Creek, have been redeveloped for other uses (i.e. apartment buildings) and are no longer shown as industrial.

Public Uses

Institutional

The Institutional category includes schools and other educational facilities, hospitals and other health facilities, religious facilities, cemeteries, police and fire protection facilities. These uses comprise almost one quarter of the total land area in the City. While these land uses are distributed fairly evenly throughout the City, there are a few significant uses including the Fishkill Correctional Facility in the northern portion of the City and Dia:Beacon museum south of the train station.

Public Recreation/Open Space

The Public Recreation/Open Space category includes active State and local parks and community recreational areas such as playing fields and courts. These community uses comprise 291 acres of the total land area in the City, or 9.4%. University Settlement Camp, Memorial Park, Riverfront Park and Denning's Point State Park are the largest. The South Avenue Park and Green Street Park are smaller, more centrally located community parks. The Hiddenbrooke Property in the northeast portion of the City is another passive open space owned by the City.

Private Recreation/Open Space

Private recreation includes golf courses and private parks, and specifically includes Southern Dutchess Country Club near I-84, , Scenic Hudson's Long Dock Park and Madam Brett Park. Approximately 77 acres (2.5%) of the City constitutes this land use category.

Utilities

Roads and utilities comprise approximately 449 acres of the City. This includes paved roadways, the Metro-North Railroad right-of-way along the Hudson River and the railroad right-of-way along Fishkill Creek, the sewage transfer center, the closed landfill site, the land south of I-84 owned by the New York State Bridge Authority and a number of other smaller publicly owned utility sites throughout the City.

Vacant Land

This category includes the vacant parcels in the City which are not in use or without permanent improvements. Approximately 13% of the total land area in the City fits into the Vacant land use category. As shown on the Existing land Use map, there are only a few large vacant properties located throughout the City. Specifically, the majority of the vacant land consists of the following properties: land surrounding the Fairview Cemetery, a couple lots south of City Hall, land south of Dia:Beacon, land south of the closed landfill and adjacent to a vacant industrial site, and the Craig House site in the southern part of the City.

LAND USE CHANGES

Dutchess County has experienced rapid population growth over the last five decades, with approximately 100,000 additional residents in the County since 1960. Most of the development associated with this population increase has occurred in the southwest portion of the County surrounding Beacon, while the City itself has maintained a relatively constant population. Suburban growth surpassed the rate of growth in Beacon because the structure of the regional economy shifted from agriculture and mills on relatively small parcels in the 19th and early 20th centuries to an integrated metropolitan economy with industries and large employers located throughout the suburban periphery, where land costs were lower, power was no longer concentrated around sources of hydropower, and transportation was more convenient. Regional commercial centers are generally outside of the City in areas where auto-oriented transportation is more convenient and larger lots allow for large parking areas.

The following items highlight the major changes in development the City has experienced since 1960:

- Urban Renewal: In the mid-1960s, the City experienced a period of "urban renewal" where large swaths of residential housing were town down, the Route 9D arterial was built and Main Street was truncated several blocks from the Hudson River.
- Developed Land: In 1960, 68% of the land area of the City was developed (991 acres were undeveloped); in 2017 87% of the City was developed (408 acres were undeveloped). Recreation areas were included in a different category and not counted as undeveloped land.
- Residential Land: Acreage used for residences (only) more than doubled in this time period, rising from 407 acres (13% of City land) to 1,066 acres (34% of City land).
- Industry: Lands used for industrial purposes have decreased from 159 acres in 1960 to 72 in 2017.
- Recreation: Recreation (public and private) and open space lands comprise almost 400 acres, or 12% of the City. This use has significantly increased since 1970, which had 170 acres, or 5% of the city.
- Commercial Land: Use of commercial land (includes retail, service, office, and mixed use) has slightly increased between 1960 and 2017.

Some of the major land use changes since the prior plan in 2007 include:

- Some properties formerly designated as industrial, notably along Fishkill Creek, have been redeveloped for as multi-family or mixed-use buildings.
- The creation of Scenic Hudson Long Dock Park.
- The creation of two form-based zoning districts, the Linkage (L) District and the Central Main Street (CMS) District.

2.2. Existing Zoning

The City's zoning regulations are major influences on development patterns, along with subdivision regulations, the street network and environmental features. Existing land uses by and large conform to the City's zoning map, shown in Figure 2-1 and Figure 2-2. Zoning is the primary land use control device available to the City. Under the current regulations, Beacon has 30 zoning districts, with 15 residential zones, five commercial zones (business and office), two industrial zones, three waterfront districts, two form based districts, and three overlay zones. Table II-2 below contains a summary of the existing zoning in the City of Beacon and the amount and percent of land area associated with each zoning district.

Residential

Single Family Housing

Beacon has six single-family residential zoning districts: R1-120, R1-80, R1-40, R1-20, R1-7.5, R1-5. The districts range in density, as shown in Figure 2-1, permitting homes built on 1/8th acre lots (R1-5) to homes on 3-acre lots (RA-120). In addition to single-family homes, these districts permit religious institutions, schools, libraries, parks, municipal buildings, etc.

Designed Residence District

Beacon has seven Designed Residence zoning designations: RD-7.5, RD-6, RD-5, RD-4, RD-3, RD-1.8, and RD-1.7. The purpose of the Designed Residence districts is to allow a variety of different uses, such as single-, two- and multi-family units, senior housing and conservation and open space. Certain provisions are provided to the Planning Board to assure that the designated common areas for open space are well-designed and will be maintained for the intended purposes.

Multi-family Residence Districts

The City has two multi-family residence districts: RMF-1.5 and RMF-.8. These districts are not mapped for any locations in the City, however, RMF-1.5 residential densities are allowed in mixed use buildings in the CB district.

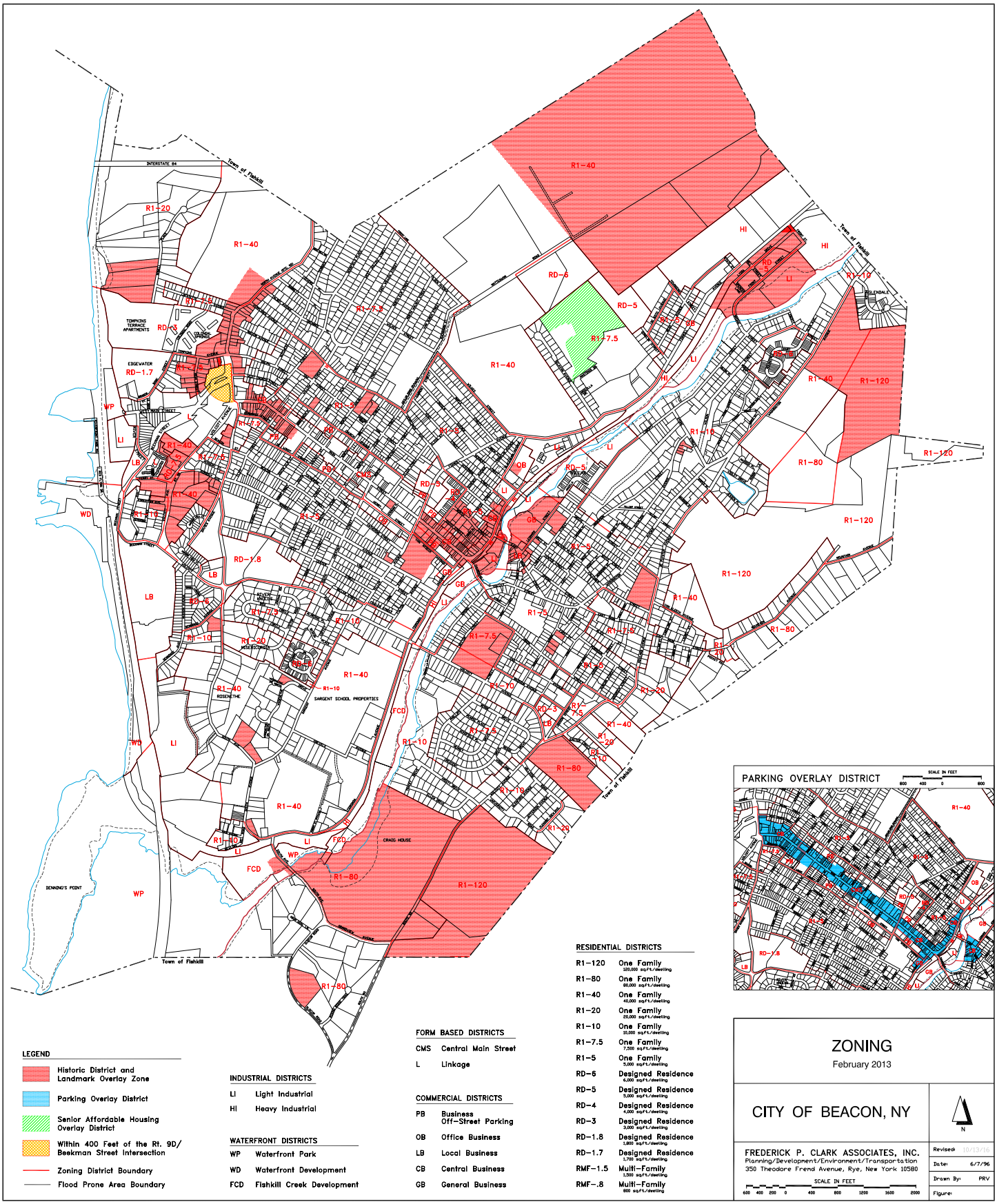


Figure 2-2: Zoning Map

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Table 2-2: Residential Districts

District	Permitted Lot Size	Maximum Height
Single Family Districts		
R1-120	120,000 sq. ft.	2.5 stories, 35 feet
R1-80	80,000 sq. ft.	2.5 stories, 35 feet
R1-40	40,000 sq. ft.	2.5 stories, 35 feet
R1-20	20,000 sq. ft.	2.5 stories, 35 feet
R1-10	10,000 sq. ft.	2.5 stories, 35 feet
R1-7.5	7,500 sq. ft.	2.5 stories, 35 feet
R1-5	5,000 sq. ft.	2.5 stories, 35 feet
Designed Residence District		
RD-7.5	7,500 sq. ft. per dwelling; minimum lot size 2 acres;	3 stories, 35 feet
RD-6	6,000 sq. ft. per dwelling; minimum lot size 5 acres;	2.5 stories, 35 feet
RD-5	5,000 sq. ft. per dwelling; minimum lot size 5,000 sq. ft.	3 stories, 35 feet
RD-4	4,000 sq. ft. per dwelling; minimum lot size 2 acres;	2.5 stories, 35 feet
RD-3	3,000 sq. ft. per dwelling; minimum lot size 5,000 sq. ft.	2.5 stories, 35 feet
RD-1.8	1,800 sq. ft. per dwelling; minimum lot size 5,000 sq. ft.	10 stories, 100 feet
RD-1.71	1,700 sq. ft. per dwelling; minimum lot size 5,000 sq. ft.	4.5 stories, 55 feet
Multi-family Residence District		
RMF-1.5	1,500 sq. ft. per dwelling; minimum lot size 5,000 sq. ft.	13 stories, 135 feet
RMF-.8	800 sq. ft. per dwelling; minimum lot size 5,000 sq. ft.	13 stories, 135 feet

Commercial

PB Business Off-Street Parking District (PB)

The purpose of this district is to allow for parking lots (by special permit), specifically in areas behind buildings that front on Main Street. In addition to allowing off-street parking for commercial uses on Main Street, the district permits residential uses from the least restrictive adjoining residential district.

OB Office Business District (OB)

This district permits office buildings and off-street parking areas. Restaurants, auto-repair shops and artist studios are allowed by special permit. Uses in the least restrictive adjoining residential district are also allowed. The maximum building height is 35 feet with a floor-area-ratio of 1.0.

[1] Added in 2010

LB Local Business District (LB)

The LB District allows uses permitted in the OB District along with retail stores and gallery/museums. Gas stations, bars, and artist live/work spaces are allowed by special permit. The maximum building height is 35 feet with a floor-area-ratio of 2.0.

CB Central Business District (CB)

The CB District is found along lower Main Street and upper Main Street. The CB District allows uses permitted in the LB District. Residential uses with densities permitted in RMF-1.5 are allowed on upper floors of buildings located on Main Street. The district also allows for a range of commercial uses including theaters, hotels, commercial recreation, colleges and instructional schools. The maximum building height is 35 feet with a floor-area-ratio of 2.0.

GB General Business District (GB)

The GB district allows uses permitted in the CB District in addition to wholesale commercial uses, workshops, and automotive commercial uses subject to special permit. The maximum building height is 35 feet with a floor-area-ratio of 2.0.

Industrial

LI Light Industrial District.

Allows for uses permitted in the CB District (not including residential uses) and workshops, industrial uses using electric power only, and offices. Auto related uses, adult uses, artist live/work spaces and wholesale storage (excluding junkyards) are allowed by special permit. The maximum building height is 35 feet with a floor-area-ratio of 2.0.

HI Heavy Industrial District

The HI District allows for uses permitted in the GB and LI districts and other non-residential uses deemed appropriate by the Board of Appeals.

Form-Based Districts

Beacon adopted two form-based districts in 2013, which have regulations intended to foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle. The codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Diagrams are provided to illustrate the appropriate form and scale of desired development. The

guidelines also provide for a simplified and streamlined review process that facilitates redevelopment in accordance with the provisions and the intent of the Comprehensive Plan

CMS Central Main Street District (added in 2013)

The purpose of this district is to "increase the vitality, attractiveness, and marketability of Main Street and the Central Business District by providing more flexibility of land use while maintaining and enhancing urban form as recommended in the City's Comprehensive Plan." Provisions in the code are intended to promote a vibrant public realm with a mix of uses. Residences are allowed on upper floors.

L Linkage District (added in 2013)

The Linkage District was created to implement the general intent of the Linkages Plan developed by the City. Regulations encourage residential development to help support Main Street businesses and to "create a vibrant, economically successful, walkable, and environmentally sustainable connection between Beacon's Central Business District and the train station and riverfront." The district allows residential uses excepting single family units, hotels/inns, artist studios and parks. Retail is allowed by special permit provided the use is less than 5,000 square feet and it is within 400 feet of the Route 9D-Beekman Street intersection. Office and manufacturing uses less than 25,000 square feet near the same intersection are also allowed by special permit.

Waterfront Districts

The three districts promote positive development and revitalization of waterfront areas in a manner consistent with the City's LWRP. The districts permit types and intensities of uses compatible with each districts' waterfront location as well as surrounding land uses. Regulations promote the protection of natural resources at the water's edge, while providing for development commensurate with the public services and facilities in the area.

WP Waterfront Park Zone (WP)

The WP Zone includes the publicly owned lands of Denning's Point and Riverfront Park. Provisions in the district ensure that proposed uses of these areas in the district remain primarily open space uses. The WP Zone allows for park and other recreational facilities that are related to the waterfront (i.e. swimming, fishing, boating and wildlife viewing).

WD Waterfront Development Zone (WD)

The WD Zone includes the privately owned property of the Long Dock Peninsula. The purpose of this district is to "stimulate the revitalization of the City and its waterfront by establishing a well-designed central focus for the City's waterfront area." Regulations encourage a comprehensively planned development at and around the Long Dock Peninsula that will have a high standard of site planning and

architectural design. A high priority is placed on increasing public access to the waterfront. The district allows for land uses consistent with the City's LWRP, including multi-family residential and waterfront commercial uses. All projects would include a waterfront development concept plan which shows the designation of land uses for the development of the Peninsula.

FCD Fishkill Creek Development District (added in 2010)

This district encourages the development/redevelopment of underutilized industrial properties along the Fishkill Creek with a mix of residential and nonresidential uses. The development of greenways for public recreation are encouraged along the Hudson River and Fishkill Creek as well as linkages to trails towards the Hudson Highlands and the slopes of Mount Beacon. Principal uses include apartments and multi-family dwellings, artist live/work spaces, inns, spas, restaurants, small business offices, galleries, community facility buildings, and light industrial uses. A Fishkill Creek development may be a single use, or a mixed use which incorporates various permitted land use elements as part of a comprehensive development plan.

Other Zones

Historic District and Landmark Overlay Zone (HDLO)

HDLO encourages "the protection, enhancement, perpetuation and use of buildings and structures and appurtenant vistas having special historical or aesthetic value which represent or reflect elements of the City's cultural, social, economic, political and architectural history." Exterior alteration of landmarks or properties within the district must obtain a certificate of appropriateness from the Planning Board or a certificate of economic hardship from the Zoning Board. This is not needed for interior alterations, or to architectural features not visible from a public street.

Senior Affordable Housing Overlay (SAHO) District

The SAHO District promotes affordable housing opportunities for seniors through the adaptive reuse of buildings more than 50 years old. A senior affordable housing project may consist of affordable studio/efficiencies, one-bedroom and two-bedroom dwelling units. There only area designated as SAHO is Saint Francis Hospital on Hastings Drive in the northeast portion of the City.

2.3. Land Use and Zoning Goals and Recommendations

GOAL:

Maintain the character of established neighborhoods, protect and preserve sensitive ecological areas and encourage the development of the Central Business District, the Waterfront/Train Station area and underutilized industrial sites along Fishkill Creek.

OBJECTIVES AND RECOMMENDATIONS:

A. Compatible Land Uses and Densities

Land should be distributed in a compatible arrangement so that conflicts between various uses and intensities are avoided and so that harmonious land uses are encouraged to locate near each other.

Regulations:

2.1 Regulate house size in relation to lot size promote housing at a scale that is contextual with established neighborhoods.

2.2 Discourage land subdivisions that will create lots with out-of-scale housing development. Encourage or require clustered housing wherever lots are 20,000 square feet in area or greater.

B. Focus Growth in the Central Business District

Encourage growth in and around the Central Business District, rather than spreading out along Route 9D and Route 52. Focus areas for greater densities should be within the City's central commercial core and the waterfront/train station area.

2.3 In portions of the R1-5 area closest to Main Street, consider reducing setback requirements to allow slightly larger footprints of homes on small lots (generally 50-feet by 100 feet). Current setback requirements limit the footprint of homes, effectively limiting density in an area where there is an important community interest in increasing density.

2.4 Additional recommendations for Main Street are provided in Chapter 4.

C. *Encourage Development of Activity Centers along Main Street*

Work with local business associations to encourage the development of different activity centers along Main Street. Each activity center should feature public open spaces (i.e. a pocket park) and should be served by public transportation.

2.5 Prepare an urban design plan concurrently with zoning amendments for Main Street to coordinate redevelopment and the location of new outdoor public spaces in the central business district.

2.6 Encourage public/private partnerships for the development of both public and private, interior and exterior spaces along Main Street.

2.7 Encourage trolley service along Main Street with stops at activity nodes (see Section 4.2)

D. *Neighborhood Stores*

Maintain and support local shopping areas that serve everyday needs or a distinct market niche. These shopping areas should remain at a small scale so as not to detract from the major commercial centers, and with a design that is harmonious within the neighborhood context.

2.8 Maintain LB (Local Business) Districts as presently indicated; evaluate the costs and benefits of any other isolated local businesses that may be pre-existing non-conforming uses in residential or other zones, and rezone accordingly.

2.9 Consider limiting the square footage of all non-residential uses in the LB District.

2.10 Neighborhood stores should have appropriate design that is harmonious within the existing built fabric.

E. *Waterfront/Train Station Area*

Encourage appropriate development which will improve conceptual and physical connections between Main Street and the waterfront/train station area.

R*ecommendations for the Waterfront and Train Station Area are provided in Chapter 10.*

F. *Brownfield Redevelopment*

Encourage the remediation and development of underutilized former industrial sites which may be polluted, and the adaptive reuse of existing buildings.

2.11 Change the zoning for former industrial sites along Fishkill Creek to allow for residential development or a mix of uses as specified in the Future Land Use Plan.

G. Regulation of Development

All development should be of high architectural quality and should be related to the scale and pattern of the existing built environment. The City shall maintain strong enforcement of building codes and improve regulatory standards for architectural design. The City shall also encourage high environmental standards for construction of new buildings and retrofitting of existing buildings.

2.12 The current standard of "not too similar, not too dissimilar" is not adequate. Revise Chapter 86 of City Code to establish clear, more objective standards which relate to the Secretary of the Interior's standards for Rehabilitation (which are the basis for tax credits). These include the following excerpt from Standard #3, "each new property shall be recognized as a physical record of its own time, place and use." New construction should respect its neighbors with regards to setback, orientation, scale, and proportion; massing, height, details and rhythm, however new and innovative design shall be encouraged when said design respects the aforementioned principles. These guidelines have been established in the CMS and L zoning districts. Detailed and descriptive guidelines shall be developed for Main Street, where more similarity is important, and made available through a publicly accessible format via the Beacon city website, the Planning Board, and/or a Building Department handout, resulting in more predictable and efficient applications.

2.13 Amend the Code to specify that applications involving only changes of use from a more intense use of land to an equal or less intense use of land should be reviewed by the Building Department when proposed in particular areas, such as in the Central Business District. Alternatively, the City could amend the Code so that applications meeting criteria such as described above could be processed by the Planning Board without holding a public hearing.

H. Implement land use regulations that promote sustainability.

2.14 Encourage new development to adhere to LEED and LEED Equivalency standards.

2.15 Increase permeable surfaces through green infrastructure projects (e.g. green roofs, rain gardens, permeable pavers, and bioswales).

2.16 Reduce stormwater run-off from all municipal owned grounds and structures.
Review floodplain development regulations in light of sea level rise projections.

Section 3: Population and Residential Development

The homes of Beacon, whether single-family or multi-family, renter- or owner-occupied, provide the social and physical context for daily living, and the foundations for the City's economy. This chapter provides an analysis of the state of residential development in the City, and goals, objectives, and recommendations for preservation and development. Also, by examining the population of Beacon, this chapter involves not just an accounting of the total number of people living in the City, but also an analysis of the demographics of the City, including the numbers of people in different age groups, racial and ethnic groups, and economic groups. The analysis of demographic trends helps us understand where the City has been and where it is going.

3.1. Demographic Conditions and Trends

The City's population has remained relatively stable over the past eight decades, while rural communities in Dutchess County grew rapidly following the 1950s, and the population of nearby cities fell dramatically for several decades, rebounding somewhat in the past two decades. The City's current population of 14,347 is slightly more than its 1950 population of 14,012. Beacon's population has been increasing slowly but steadily since 1980. As seen in Table 3-1, the City's population increased by 10.9 percent from 1980 to its population of 14,347 in 2015. This growth rate outpaced some of its neighbors, including the City of Poughkeepsie (+2.1%) but has been slower than growth in the City of Newburgh (+20.7%).

Table 3-1: Population of the City of Beacon & Surrounding Communities, 1980 to 2015

Year	City of Beacon	City of Newburgh	City of Poughkeepsie	Town of Wappinger	Town of Fishkill
Population Count					
1980	12,937	23,438	29,757	26,776	15,506
1990	13,243	26,454	28,844	26,008	17,655
2000	13,808	28,259	29,871	26,274	19,256
2010	14,599	28,866	31,045	27,048	23,049
2015	14,347	28,290	30,371	N/A	N/A
Percent Change					
1980-1990	+2.4%	+12.9%	-3.1%	-2.9%	+13.9%
1990-2000	+4.3	+6.8%	+3.6%	+1.0%	+9.1%
2000-2010	+5.7%	+2.1%	+3.9%	+2.9%	+19.7%
2010-2015	-1.7%	-2.0%	-2.2%	N/A	N/A
1980-2015	+10.9%	+20.7%	+2.1%	N/A	N/A

Source: US Census Bureau, Decennial Censuses & 2015 Annual Resident Population Estimate.

The population data does not account for recent development in the City, which includes approximately 500 units built in 2016 and 500 units planned for 2017. This growth will be shown in 2020 Census data. Population forecasts provided by ESRI[2] show that Beacon will continue attract new residents in the near future. It is anticipated that over the period from 2010 to 2021, Beacon will add 1,455 residents, a gain of 10 percent. As seen in Table 3-2 the projected population growth is larger than those of its neighbors.

Table 3-2: Population of the City of Beacon & Surrounding Communities, 2010-2021

Year	City of Beacon	City of Newburgh	City of Poughkeepsie	Town of Wappinger	Town of Fishkill
2010 (historic)	14,599	28,866	31,045	27,048	23,049
2021 (forecasted)	16,054	30,473	31,964	28,265	23,600
Change, 2010-2021	+10.0%	+5.6%	+3.0%	+4.5%	+2.4%

Source: US Census Bureau, 2010 Decennial Census & ESRI Population Forecasts, 2021.

Age

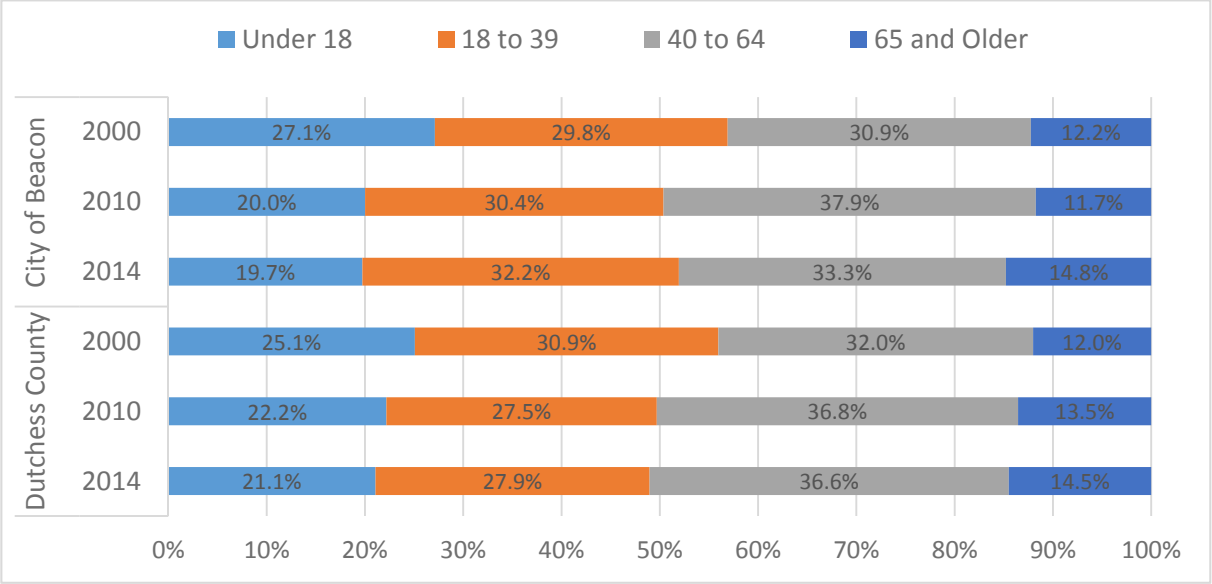
Like the rest of the County and the State, Beacon has seen increases in the size of its senior population. Between 2000 and 2014 the median age of Beacon residents increased by 2.3 years from 36.4 to 38.7. Beacon residents remain slightly younger than Dutchess County residents as a whole, which had a median age of 40.8 in 2014. The share of seniors aged 65 or older increased in both the City of Beacon and Dutchess County, from one-in-eight to one-in-seven residents.

As seen in Chart 3-1, the population of residents under the age of 18 has fallen in the past five years. Roughly one-fifth of both residents in the County and in Beacon were under age 18 in 2014, down from more than a quarter in 2000. The share of the supportive or working age population (aged 18-64) in Beacon climbed almost 5 percentage points to 65.5 percent of the population. In terms of economic and fiscal health, this type of growth ensures a large labor force capable of paying local taxes and improvements in public services.

Decennial Census data and ESRI population forecasts (see Chart 3-2) suggest that Beacon will continue its recent trend of attracting early stage families and young adults aged 18 to 39 in addition to empty nesters and seniors aged 55 and older through the next five years. The share of youth under age 18 and the population aged 40 to 54 are both expected to decrease. The declining population under 18 means that there will be fewer school children and less pressure to expand school facilities.

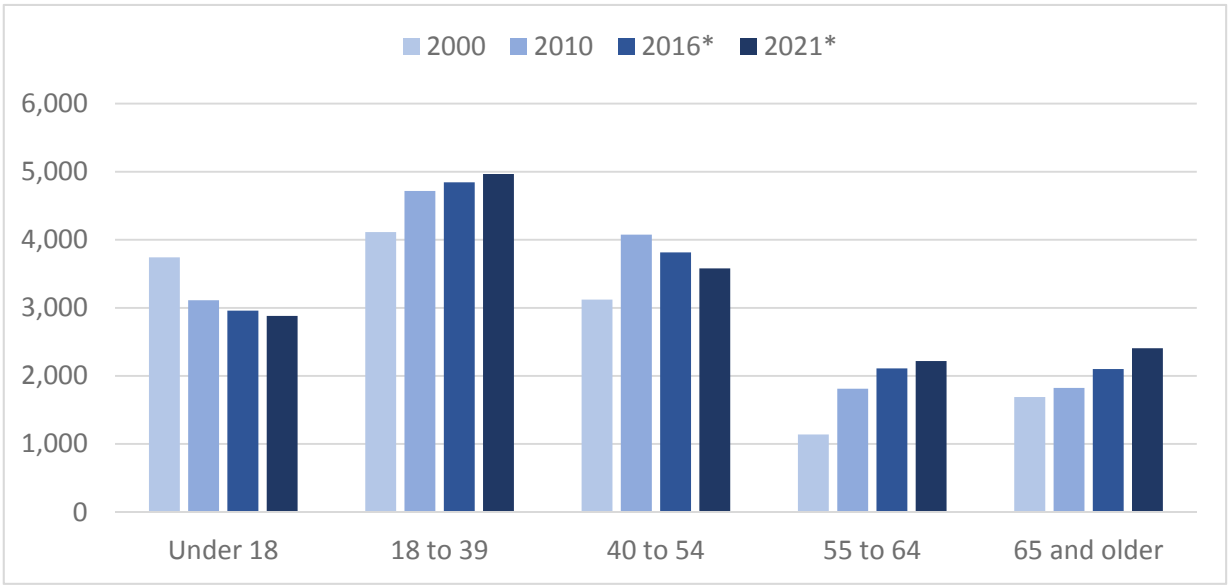
[2] ESRI population forecasts are prepared for household and group quarters populations using the 2010 Decennial Census as a base year with annual updates informed by county-to-county migration data from the IRS, building permits and housing starts, plus residential postal delivery counts. Additional data inputs on household change are obtained from Experian and Metrostudy, a Hanley Wood company, in addition to several ancillary sources.

Chart 3-1: Population by Age Cohort, 2000-2014



Source: US Census Bureau, Decennial Censuses & ACS 2010-2014 5-Year Estimate.

Chart 3-2: Historic and Forecasted Population by Age Cohort, City of Beacon, 2000 to 2021



Note: (*) ESRI Population Projections
Source: US Census Bureau, 2000 & 2010 Decennial Censuses, ESRI 2016 & 2021 Population Projections

Race-Ethnicity

The demography of the City has changed over the years, and Beacon has become more ethnically and culturally diverse. In 2014 the City of Beacon was more diverse than Dutchess County; just over half of the population identifies as White non-Hispanic (56.9%) compared to 73.5 percent of Dutchess County residents overall. As shown in Table 3-3, Hispanics are the most prevalent minority group at 20.2 percent of the total population in Beacon, followed by Black or African American Non-Hispanic residents at 17.3 percent.

Table 3-3: Population by Mutually Exclusive Race-Ethnicity, City of Beacon, 2000 to 2014

	Count			Change	
	2000	**2010***	**2014**	**2000-2010**	**2010-2014**
Total population	13,808	14,599	14,437	+12.6%	-7.1%
White, non-Hispanic	8,377	7,828	8,211	-0.5%	-1.5%
Black or African American, non-Hispanic	2,556	3,036	2,494	+26.4%	-22.8%
Asian/Other, non-Hispanic	232	333	312	+53.0%	-12.1%
Two or more races, non-Hispanic	309	378	499	+30.1%	+24.1%
Hispanic or Latino	2,334	3,024	2,921	+37.9%	-9.3%

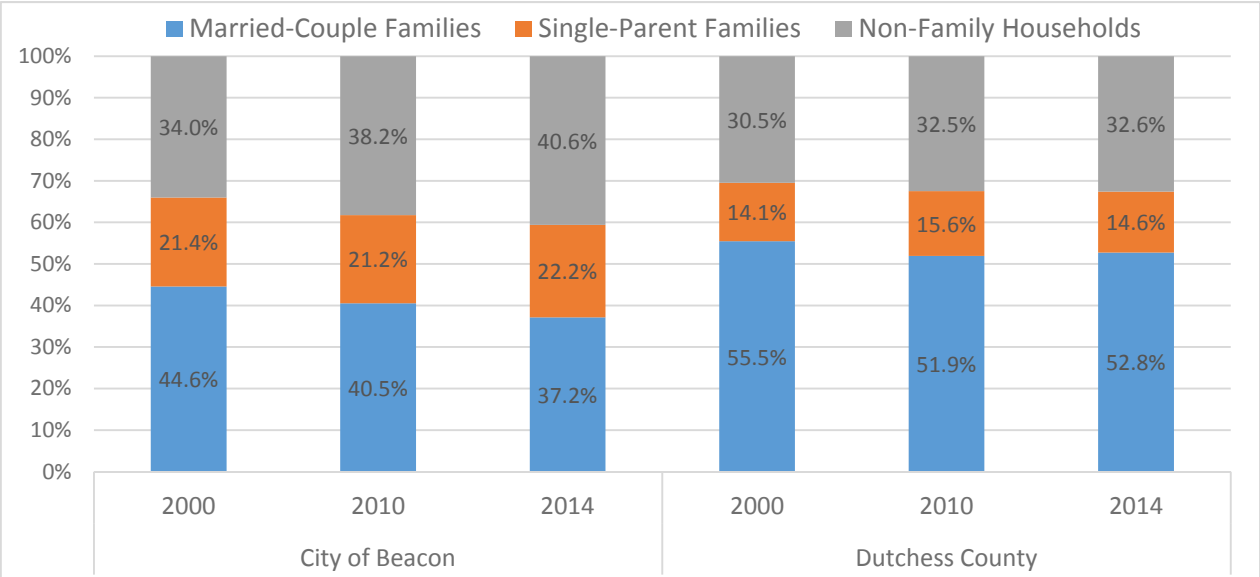
Note: (*) Race and ethnicity population estimated for 2010 by Urbanomics based on the 2010 Decennial Census and following population count revision released by the US Census Bureau on 10/22/2012.

Source: US Census Bureau, 2000-2010 Decennial Censuses & ACS 2010-2014 5-Year Estimate.

Household Formation

The number of households in Beacon has increased approximately seven percent from 2000 to 2014, which is comparable to household gains for Dutchess County. Much of this growth in the City can be attributed to increased non-family households, including people who live alone or who share their residence with unrelated individuals. Over the 15-year period, these types of households increased in number by 27.8 percent while traditional married-couple families have decreased by 10.7 percent. Single-parent households increased by just over 10 percent. The share of Beacon households with children has dropped from 38.0 to 29.1 percent from 2000 to 2014, mirroring a similar decline in the County. If these trends continue over the long-term, demand for housing will expand even if the population decreases.

Chart 3-3: Distribution of Households by Type, 2010-2014



Source: US Census Bureau, 2000-2010 Decennial Censuses & ACS 2010-2014 5-Year Estimate.

Educational Attainment

As the City of Beacon's economy has increasingly diversified beyond manufacturing and embraced the creative economy, the share of highly educated residents has proliferated. Since 2000, the City of Beacon has experienced a steady gain in the number of residents aged 25 or older with a college degree or higher. At the same time, the number of residents with less than a high school diploma has fallen sharply. As a share of the population aged 25 or older, residents with four years of college or more increased from 18.8 percent in 2000 to 30.5 percent in 2014 while those without a high school diploma fell from 22.4 percent to 12.1 percent.

Labor Force Participation

According to the US Census Bureau, from 2000 to the 5 year period from 2010 to 2014[3], Beacon's labor force expanded by 1,208 workers, an increase of 18.7 percent. Relatively speaking, this gain was larger than that experienced at the County level and was largely driven by an influx of minorities and millennials seeking employment. As job growth failed to keep up with population growth, the unemployment rate rose during this period from 5.7 percent in 2000 up to 11.5 percent in 2014. The labor force participation rate peaked in 2010 at 65.3 percent then edged down to 63.0 percent in 2014.

[3] The Census Bureau's American Community Survey trends are drawn from estimates over two 5-year periods, 2006 to 2010 and 2010 to 2014, showing the change in economic conditions prior to and following the 2007-2009 recession.

Household Income

Beacon experienced declines in the number of households at both the upper and lower tiers of the income spectrum from 2006 to 2014,[4] a sign that wealth has increased primarily among upper middle-class households.[5] The drop among those middle-class households earning $50,000 to $99,999 (Shown in Table 3-4) suggests that middle income households may have found themselves priced out of a once highly affordable city as housing prices have surpassed gains in income.

Table 3-4: Households by Annual Household Income, City of Beacon & Dutchess County, 2010-2014

	2010		2014		Change, 2010-2014	
	Dutchess County	City of Beacon	Dutchess County	City of Beacon	Dutchess County	City of Beacon
Total households	106,952	5,789	106,898	5,452	-0.1%	-5.8%
Less than $50,000	37,605	2,541	36,668	2,374	-2.5%	-6.6%
$50,000 to $99,999	36,298	1,896	34,107	1,584	-6.0%	-16.5%
$100,000 to $149,999	19,512	922	19,655	1,042	+0.7%	+13.0%
$150,000 to $199,999	7,737	222	9,040	345	+16.8%	+55.4%
$200,000 or more	5,800	208	7,428	107	+28.1%	-48.6%

Source: US Census Bureau, ACS 2006-2010 and 2010-2014 5-Year Estimates.

From 1999 to 2014, the City of Beacon and Dutchess County's median household income climbed by 39.9 percent and 36.5 percent, respectively (see Table 3-5). This does not consider the effects of inflation over time. In both areas, the adjusted median household income failed to keep up to pace with inflation, decreasing by 1.5 and 3.9 percent respectively.[6]

Table 3-5: Median Household Income (Unadjusted), 1999-2014

	Median Income			Percent Change	
	1999	2010	2014	2000-2010	2010-2014
City of Beacon	$ 45,236	$ 60,987	$ 63,284	+34.8%	+3.8%
Dutchess County	$ 53,086	$ 69,838	$ 72,471	+31.6%	+3.8%

Source: US Census Bureau, 2000 SF3, ACS 2006-2010 & 2010-2014 5-Year Estimates.

[4] The Census Bureau's American Community Survey trends are drawn from estimates over two 5-year periods, 2006 to 2010 and 2010 to 2014, showing the change in economic conditions prior to and following the 2007-2009 recession.

[5] It should be noted that the Census Bureau measurement of money income does not reflect income-producing investments such as stocks, bonds, or income from rental property which could substantially elevate the upper income bracket affluence.

[6] According to the Bureau of Labor Statistics, annual inflation in the New York area, measured as the monthly price of urban food and services, rose 42 percent over the period from 1999 to 2014.

3.2. Housing Conditions and Trends

Housing Supply

The City of Beacon has experienced a steady gain in housing development since 2000 (see Table 3-6), adding 456 units from 2000 to 2014 (+8.4%). Dutchess County added 12,745 units over that period, a gain of 12 percent.

According to the Census Bureau's Building Permit Survey, Beacon's Buildings Department issued 434 building permits for new units from 2000 to 2015 of which just over half (53.5%) were issued for single-family homes. Multifamily housing accounted for the remainder of building permits including four permits for buildings with 3-4 units and 198 permits for buildings with 5+ units.

Table 3-6: Housing Supply

	Count			Percent Change	
	2000	2010	2014	2000-2010	2010-2014
City of Beacon	5,406	5,715	5,862	+5.7%	+2.6%
Dutchess County	106,103	118,638	118,848	+11.8%	+0.2%

Source: US Census Bureau, 2000-2010 Decennial Censuses & ACS 2010-2014 5-Year Estimate.

Vacancies and Tenure

According to the US Census Bureau's American Community Survey, rental vacancy rates fell from 7.4 percent to 5.5 percent from 2010 to 2014, a sign that rental markets are strengthening with moderate growth in rents. . These rates were slightly less than the County as a whole. Since 2000, the homeowner vacancy rate in Beacon has remained very low, falling below 1 percent in 2014, a sign that homeowner turnover is minimal and homeowner values are rising sharply. Census data show that from 2000 to 2014, there was absolute and relative growth in renter households as well as reductions in the number of homeowner households in the City. If current trends continue, rental households will likely become the majority over the next decade.

Units in Structure

Regionally, single-family housing remains the dominant form of residential development, though in the last few years, it has become slightly less common as multi-family housing construction has increased. In Beacon, since 2000 the share of single-family homes has dropped by approximately 4 percent (to 55.7 percent) while the share of multi-family units increased by 4 percent (to 44.2 percent). In Dutchess County, the share of single family housing units saw a minimal decline of just a single percentage point. In terms of actual units, single-family homes in Beacon increased by 42 units (+1.3%) as multi-family housing expanded by 422 units (+19.4%). Despite a gain in multi-family housing, the City of Beacon has

largely maintained its small city character, largely due to the expansion of moderate-density residential buildings.

Housing Costs

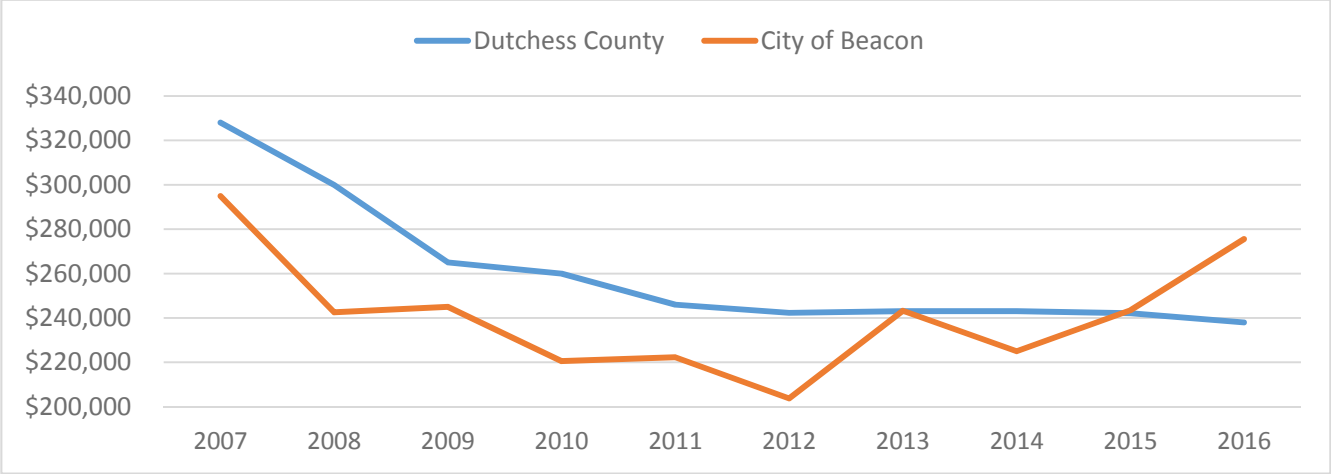
Housing costs in both Beacon and Dutchess County far exceeded the 42 percent rise in national inflation (or national average consumer price index for urban consumers) over the period from 1999 to 2014. Among renter households, the median cost of housing, including both rent and utilities, increased by roughly 60 percent in both the City and the County, an 18 percent rise beyond inflation. For homeowners, those with a mortgage saw housing costs rise by 62.8 percent in the County and 76.8 percent in Beacon while those without mortgages saw housing costs increase by 83.3 percent in Dutchess County and 81.2 percent, nearly double the rise in inflation. By 2014, housing costs in Beacon had risen to levels close but slightly less than those in Dutchess County. Median monthly rental payments reached $1,061 in Beacon compared with $1,124 in the County while monthly housing costs for mortgage holders reached $2,109 in Beacon, $167 less than those housing costs in the County.

According to Houlihan Lawrence, a leading realty services firm in the region, median single family home sales prices in the City of Beacon have been on the rise from a 10-year low in 2012 of $203,723 (see Chart 3-4) while home sales in Dutchess County have steadily declined since 2007. The City has historically maintained lower housing prices than the County, but that trend started to change in 2013 when median home sales were equal in both areas. By 2016, Beacon had a higher median sales price than the County for the first time since 2007 ($275,525 in Beacon compared with $238,000 in Dutchess County). While neither the City of Beacon nor the County have fully recovered from the recession of 2007-2009, single-family housing prices in Beacon remain just 6.6 percent below 2007 levels, while prices in the County are down 27.4 percent.

Affordability

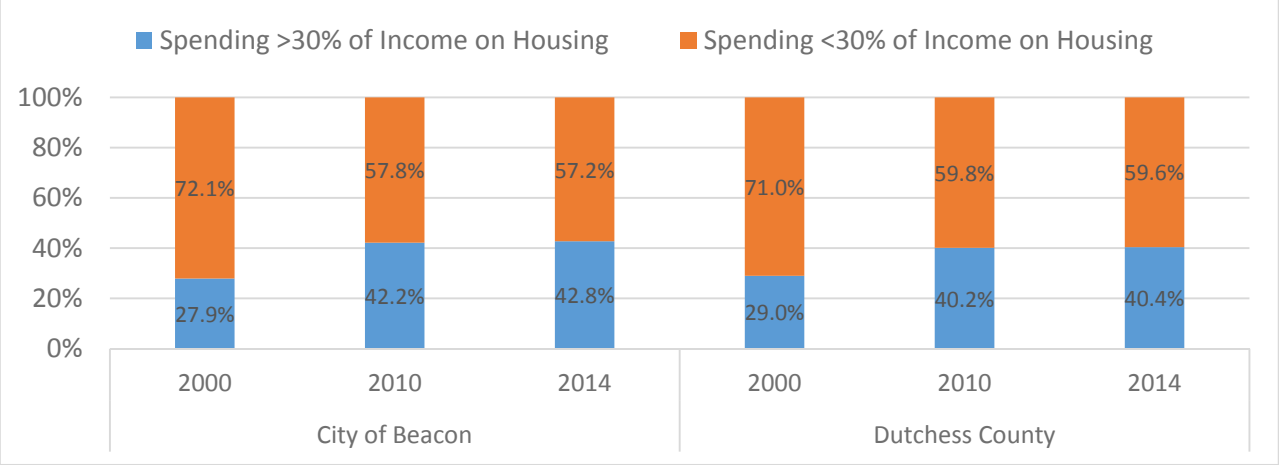
While the national economy has greatly improved since the financial crisis of 2007-2008, housing affordability continues to be a major cause for concern in the region. In both the City of Beacon and the County, the share of households that spend more than 30 percent of their income on costs, such as mortgage or rent payments and utility bills, an indicator of housing cost burdened households, has remained largely unchanged over the period from 2010 to 2014 (see Chart 3-5). The share of cost burdened households remains high, accounting for 42.8 percent of Beacon households in 2014, up from 27.9 percent in 2000. This trend was also seen in Dutchess County, signifying that the regional supply of affordable housing remains low and largely unchanged in recent years. The long-term growth in housing-cost burdened households is likely a result of reduced household income due to changes in the regional economy.

Chart 3-4: Median Single Family Home Sales Price, 2007-2016



Source: Houlihan Lawrence and MHMLS, 2016.

Chart 3-5: Housing Cost Affordability, 2000-2014



Source: US Census Bureau, 2000 SF3, ACS 2006-2010 & 2010-2014 5-Year Estimates.

3.3. Population and Residential Development Goals and Recommendations

This sections provides goals, objectives and recommendations for preservation and development of residential housing. These goals were informed not only by an analysis of the state of housing, but through public outreach and discussion of issues and needs. A public survey completed for the 2007 Plan showed that Beacon residents favor single-family homes on mid-sized lots, as well as homes for seniors and homes for low- and moderate-income residents. Many people participating in the visioning workshops for the 2007 Plan valued Beacon's diverse population, including cultural, racial, and economic diversity. Both newcomers and long-term residents stressed the importance of the affordability of housing in Beacon as a factor for choosing to live in the City. Participants expressed a desire for affordable housing with high standards of architectural quality, for both single-family and multi-family types of housing. Many felt that there should be a City-wide housing policy encouraging or requiring affordable/workforce housing in all areas of the City.

Workshop participants felt that new single-family housing in the City has been too large and out of scale with the character of the adjacent areas and the City as a whole. Many agreed that housing density on and near Main Street should be increased, particularly in the area between Elm and Teller; participants felt that more people living in the vicinity of Main Street would help ensure the economic vitality of Main Street. Some participants also wanted to see denser residential development around the train station. Finally, some workshop participants expressed a belief that there continued to be an unmet demand for artist live/work space.

Part of the 2017 Comprehensive Plan Update included a public workshop that asked participants to reflect on goals adopted in the 2007 Comprehensive Plan. Participants strongly agreed with promoting housing that maintains the scale and pattern of the existing built environment with high architectural qualities. Participants were also supportive of the idea of developing an urban design plan for Beacon's waterfront and the area around the train station. Participants also supported developing housing affordable to residents who were raised in Beacon and ensuring affordability for the growing artist community in the City.

The Plan's recommendations, listed below, will guide future development in areas that can feasibly accommodate residential growth, while preserving natural, historic and cultural resources. They will help meet the demand of alternative housing options for Beacon's growing workforce and senior populations and protect existing housing stock, helping to preserve the City's quality of life and character.

GOALS:

The City, through its zoning and other policies should:

1. **Strive to maintain a variety of housing opportunities that are accessible to a wide variety of income levels;**
2. **Preserve the existing density and settlement pattern of established neighborhoods;**
3. **Encourage housing development at relatively greater densities within and adjacent to the central business district and the Waterfront/Train Station area;**
4. **Encourage residential development of vacant and underutilized former industrial sites; and**
5. **Ensure continued racial, ethnic, age and economic diversity of the population through encouraging a wide range of housing choices.**

OBJECTIVES AND RECOMMENDATIONS:

A. Variety of Housing and Diverse Income Levels

Housing should be provided across a wide range of size, type and character, and should be provided for all income levels.

3.1 Ensure that City taxing methods do not unduly burden existing moderate-income homeowners and those on fixed incomes. The City should periodically compare taxes for a sample of properties with incomes in various brackets. If taxes are found to be unduly burdensome, the City should focus on alternative sources of tax revenue, such as expanding the base of commercial properties, or other revenue-generating sources.

3.2 Encourage the provision of work/live housing to support the bourgeoning artist and craftsman community in the City.

3.3 Study where to encourage or require a percentage of privately constructed affordable/workforce housing as a portion of market-rate development. Zoning regulations should be adjusted according to the capacities of the market to produce such housing, as well as the infrastructure capacities of the city and consideration of neighborhood character.

3.4 Provide incentives, such as increased density, for including affordable housing as defined in residential development projects. All affordable housing units so constructed should be consistent with the exterior architectural quality of market-rate housing in the same development, and may be smaller in size, so long as they are similar in exterior appearance to market rate housing. The City currently requires 10% workforce housing in developments with 20 or more units. The City is also in the process of developing new recommendations and regulations that support affordable housing.

B. Senior Housing

Encourage the development of age-restricted housing, senior housing and assisted living facilities to meet the needs of the City's senior population.

3.5 Actively encourage housing types frequently preferred by seniors, such as flats and townhomes with master bedrooms on the same floor as kitchens, dining areas, and living rooms.

3.6 Encourage senior housing in locations near transit.

Section 4: Commercial, Office and Industrial Development

This section looks at the location and type of retail, office, and industrial development and other activities. Existing economic conditions, such as employment trends and labor resources, as well as growth trends and regional context are also covered.

The traditional settlement pattern of the City naturally focuses transportation, social activity and economic activity along the spine of Main Street, and as such, it is the most important civic space in the City. Economic development is important to the continued revitalization of Main Street, for the development of good jobs, for the production of a satisfactory variety of goods and services, and for a strong tax base that can reduce pressure on residential property taxes.

The key areas that drive economic activity in the City include Main Street, which is made up of different segments with very different characteristics (e.g., the East, Central and West Main Street); the City's natural resources, including the waterfront and Mount Beacon which provide tourism opportunities; the concentration of industrial buildings along Fishkill Creek, many of which are potentially suitable for restoration or redevelopment; Dia:Beacon and other cultural assets that have positioned Beacon as a major regional tourist destination and a center for the arts and industry; and Beacon's transportation assets, including the Metro-North station. Not to be lost is the positive impact that the schools, libraries and various non-profit partners play in Beacon's resurgence. All of these elements are significant factors in the future economic development and health of the City of Beacon.

4.1. Local Business Trends

Establishment Trends

According to the US Census Bureau's Economic Survey, Beacon added 40 additional firms (20% increase) over the period from 2007 to 2012 as revenues expanded from $210.5 million to $236.6 million. All of the sectors aside from the Real Estate sector expanded, with the largest gains in retail, manufacturing; information; administration, support, waste management and remediation services.

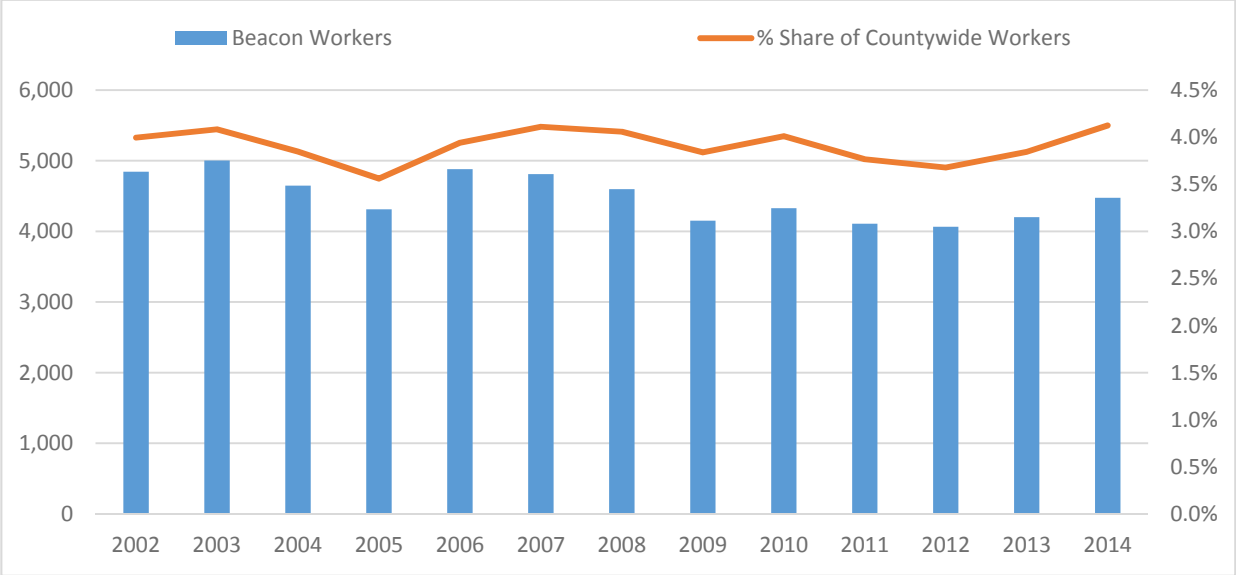
Employment Trends

Over the period from 2002 to 2014, the number of jobs within the City of Beacon hovered around 4,000 to 5,000 in total, falling from 4,845 to 4,151 from 2002 to 2009, then increasing to 4,475 by 2014 (see Chart 13). Since 2007, the City of Beacon lost 7 percent of its jobs (-335), slightly less than the relative

rate of job losses in Dutchess County (-7.3%). Beacon experienced major job losses in 2003 and 2004, unaffected by Countywide trends, and saw employment levels reach a 12 year low in 2012 followed by moderate growth from 2012 to 2014(+10.1%).

During the recent recovery from 2012 to 2014, job gains were highest among higher-income workers. Over this period, job gains among workers 25 years or older were highest among those with 1-4 years of college (43.6%) followed by workers with a Bachelor's degree or higher education (25.7%) with less than a high school education (16.2%) and those with a high school education (14.5%). These demographic trends among recent hires suggest that that the City of Beacon's employment base is becoming increasingly both higher educated and better paid, all signs that the City is becoming more oriented toward a service economy.

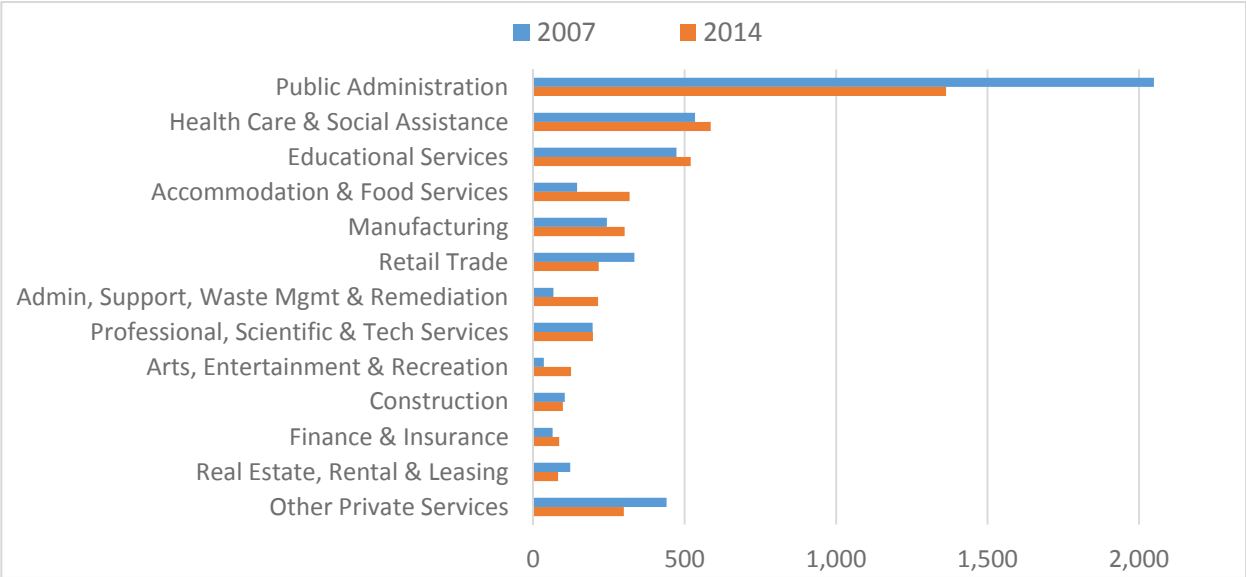
Chart 4-1: City of Beacon Workers and Share of Countywide Workers, 2002-2014



Source: US Census Bureau, LEHD Program & QCEW.

In 2014, Public Administration remained the largest industry sector in the City with 1,363 jobs, though the industry lost 686 workers from 2007 to 2014 (see Chart 14), mirroring a trend among government agencies across the nation in response to a reduced tax base following the 2007-2009 recession. Aside from Retail and Construction which also both suffered job losses, eight of the City's 10 largest industry sectors all experienced job gains.

Chart 4-2: City of Beacon Workers by Industry Sector, 2007 & 2014



Source: US Census Bureau, LEHD Program & QCEW.

Retail Trends

According to the Census Bureau's Economic Census (see Table 8), the City of Beacon saw growth in the retail sector from 2007 to 2012, with the addition of three establishments, growth in revenues from $128,623,000 to $144,552,000 and employment increasing from 246 to 250 workers.[7] Estimates of the retail sector by ESRI and InfoGroup provide a more up-to-date and detailed view of the industry. These estimates show that the retail sector is diverse including a broad selection of convenience and luxury goods.

[7] Given the small size of the economy, data for several retail subsectors were withheld due to privacy concerns.

Table 4-1: City of Beacon Estimated Retail & Food Establishments, 2016

	Firms	
	Count	**Percent**
Total	149	100.0%
Food Services & Drinking Places	52	34.9%
Retail Trade	97	65.1%
Motor Vehicle & Parts Dealers	9	6.0%
Furniture & Home Furnishings Stores	4	2.7%
Electronics & Appliance Stores	7	4.7%
Building Material & Garden Equipment & Supplies Dealers	1	0.7%
Food & Beverage Stores	15	10.1%
Health & Personal Care Stores	11	7.4%
Gasoline Stations	4	2.7%
Clothing & Clothing Accessories Stores	11	7.4%
Sport Goods, Hobby, Book, & Music Stores	5	3.4%
General Merchandise Stores	4	2.7%
Miscellaneous Store Retailers	24	16.1%
Nonstore Retailers	2	1.3%

Source: ESRI & InfoGroup, 2016

Gaps Analysis of Retail and Restaurant Activity

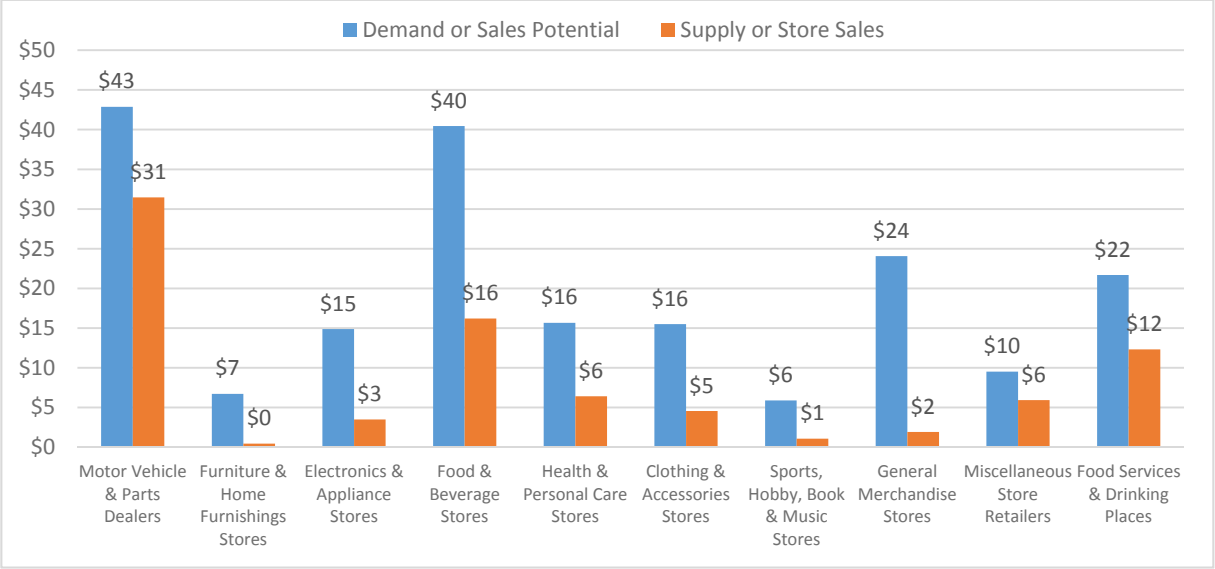
The total value of Retail Trade and Food Services sales in the City of Beacon was estimated at $90.1 million in 2016.[8] The demand, or retail sales potential estimated by the market size and disposable income of the resident community was $223.2 million. Therefore, the local supply or retail sales falls short of demand or retail sales potential by $133.0 million. This deficit suggests that the volume of retail and restaurant activity in the City is less than half that of local demand. Since this analysis does not account for demand from non-residents including visitors to Dia:Beacon and Mt. Beacon, actual demand is likely far greater, especially among restaurants and drinking places.

As the City's retail sector is concentrated along Main Street in the form of traditional storefronts, much of Beacon's retail sector is structured to serve the local community. At the same time, Dia:Beacon, the nation's largest contemporary arts museum, has been largely responsible for the City's transformation as a top destination for the arts in the Hudson Valley with 105,000 annual visitors in 2015. The weekenders and tourists that are drawn both to Dia and Mt. Beacon (roughly 30,000 visitors annually) as well as the city's transplant population of musicians, writers, artists, and art-enthusiasts strongly support the city's large concentration of art galleries, cafes and restaurants.

[8] Source: ESRI Retail MarketPlace Profile & InfoGroup, 2016

Just two store types exceed local demand in Beacon: Alcoholic Drinking Places as well as Beer, Wine and Liquor Stores. Together, sales at these establishments exceeded local demand by $493,500 or 13.8 percent, likely the result of both regional tourism and weekend visitors from surrounding communities. All other store types have unmet demand. It is likely that this demand is being met in neighboring towns with shopping centers along high traffic roads where accessibility is strong such as in the Town of Fishkill at the Dutchess Mall (580,000 SF), Hudson Valley Towne Center (100,000 SF), Fishkill Plaza (126,000 SF) and in the City of Newburgh at the Mid Valley Mall (244,400 SF), The LOOP-Hudson Valley (650,000 SF), Newburgh Plaza (248,000 SF), and Newburgh Mall (380,000 SF).

Chart 4-3: City of Beacon Estimated Retail Demand & Sales, 2016 ($1,000,000s)



Note: Building Materials, Gasoline, and Nonstore Retailers were excluded because they are not urban retail uses
Source: ESRI & InfoGroup, 2016

Trends in the composition of retailers and revenues suggest that Main Street has become reenergized in recent years. A count of new retailers by Urbanomics found 14 clothing retailers, with all but one opening since 2007, and 15 art galleries including seven that have opened since 2007. As sales potential has increased, older general merchandise retailers have been replaced by niche retailers that offer unique high-quality products that command greater sales prices. Main Street continues to be dominated by small independent business owners, but as sales potential increases, higher rents may follow.

Retail Trends

According to asking prices provided by LoopNet and Gate House Realty in September 2016, there were just four retail properties for rent, all located on Main Street. Asking rents ranging from $16 to $35 per square foot on an annual basis with an average rate of $27. Average retail rates were nearly 70 percent higher than those in Dutchess County at $18 per square foot. Three retail properties for sale were all located beyond Main Street and ranged in price from $82 to $317 per square foot with an average price of $183 per square foot.

Little new retail space has been constructed in recent years, while older industrial buildings are increasingly being converted for retail use. One East Main Street, a former industrial building, is currently being converted into a mixed-use property with five retail spaces totaling 5,500 square feet, and 426 Main Street is being converted into a hotel with a roof-top restaurant.

Office Trends

Table 10 provides an overview of the range of service sector industries. The largest sector (by number of workers) is professional, scientific and technical services (23.4% of office workers), followed by Real Estate, Rental and Leasing (19.9% of office workers), Administrative, Support, Waste Management and Remediation Services (13.5% of office workers).

The City has seen little office development in recent years, while live/work units have become increasingly popular for artists and home business use. Notable projects include The Lofts at Beacon (114 live/work units under construction) and The Lofts at Beacon Falls (5 live/work units completed in 2010).

Table 4-2: Estimated Office Industries & Workers, City of Beacon, 2016

	Firms		Workers	
	Count	**Percent**	**Count**	**Percent**
Total	181	100.0%	704	100.0%
Information	12	6.6%	78	11.1%
Finance & Insurance	31	17.1%	85	12.1%
Central Bank/Credit Intermediation & Related Activities	27	14.9%	59	8.4%
Securities, Commodity Contracts & Other Financial Investments	2	1.1%	7	1.0%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	2	1.1%	19	2.7%
Real Estate, Rental & Leasing	28	15.5%	140	19.9%
Professional, Scientific & Tech Services	48	26.5%	165	23.4%
Legal Services	16	8.8%	56	8.0%
Administrative, Support, Waste Mgmt & Remediation Services	15	8.3%	95	13.5%

Source: ESRI & InfoGroup, 2016

Industrial Trends

Over the period from 2007 to 2012, the US Census Bureau reported that the City of Beacon increased its number of manufacturing firms from 16 to 18 firms. However, numerous industrial properties in the City have been recently converted into other uses, and there have not been any new industrial construction projects recently, a sign that industrial rates will continue to climb as supply is reduced and demand remains strong.

MAIN STREET BUSINESS DISTRICT

The Central Business District, which runs the length of Main Street, consists of approximately 30 acres and 185 properties, including 157 lots with buildings covering an area of approximately 11 acres, with a total floor area of approximately 890,000 square feet. The upper and lower areas of Main street are zoned CB, which have a maximum floor area ratio (FAR) of 2.0 and a limit of building height to three stories. The central area is zoned CMS which has a maximum building height of four stories (five on north side with a special permit), and no maximum FAR. Even with the considerable development potential, there has been a relatively small amount of new construction, indicating that this area has not been viewed as sufficiently profitable and/or that the development review process has not been viewed as sufficiently predictable by owners and potential developers.

Although there has been little new construction of retail, office or mixed-use buildings on Main Street in the past 10 years, there has been much investment in the renovation of existing structures. According to the City Building Department, one new building has been constructed (The Inn and Spa at Beacon at 151 Main) and two more have been approved since 2007. There were 30 significant building permits issued between 2007 and 2016 for Main Street properties, all of which were renovations ranging from several thousand dollars of work to approximately one million dollars invested. The Building Department estimates that more than half of the buildings on Main Street have been renovated within the last decade. This level of investment in improvements of real property on Main Street exceeds that of the past several decades. Currently, there are no buildings on Main Street that are vacant; however there may be a few storefronts that are currently not occupied.

4.2. Goals and Recommendations

Public outreach conducted for the 2007 Plan affirmed that the primary economic development goal was to preserve and enhance Main Street vitality. Participants in the workshops stated that they were generally proud of Main Street as the civic heart of the city, noting the walkable scale of the city, and the prevalence of locally-owned shops and restaurants in the historic buildings on both ends of Main Street. Workshop participants expressed a desire for a greater variety of goods and services on Main Street, including a high-quality supermarket, a butcher, baker, hotel and theatre. Increasing job opportunities and the availability of retail goods and services was the second-highest ranking issue. Improving access to parking, traffic circulation, public transportation and sidewalks were also ranked as a third priority.

Beacon residents want to encourage the development of a balanced local economy that provides good jobs, not just goods and services for residents and weekend visitors. Workshop participants commented that encouraging more businesses in the City could reduce the municipal tax burden on residences.

While Main Street is viewed as an important asset of the City, many residents expressed the need to improve the "transition area" between Teller and Digger Phelps Street. This area lacks the density and architectural features of the more historic sections of Main Street to the east and west. The 2007 Plan stated that many residents felt the City should encourage the development of more residences on Main Street, particularly in the transition area, which would help provide a larger local market for businesses. Participants also expressed interest in the creation of a community center and one or more centrally-located parks in the transition area.

The 2007 Plan also cited the lack of a strong connection between Main Street and Dia:Beacon and the train station. Workshop participants recommended several methods of improving connections between these areas, which included more bus routes and/or a trolley, improving signage and kiosks, promoting walking tours of the City, encouraging residential development along Beekman Street to provide for a more attractive and interesting streetscape, and encouraging the installation of public art on Main Street.

Participants felt that the business district on Route 52 served the needs of larger businesses requiring large buildings and on-site parking. Suggestions for this area included improving the streetscape and landscaping, and encouraging the development of a movie theater, office supply store, garden supply store, supermarket, large office buildings and education centers.

Community feedback from the 2017 Comprehensive Planning process echoed many of the ideas expressed by the Public for the 2007 Plan. Participants in the first public workshop gave support to encouraging commercial growth along the waterfront that is not in competition with Main Street. Participants also desired better public transit, pedestrian, and biking options that connect the waterfront, main street, Dia:Beacon, and the open space network.

The decade-long revitalization of Main Street has encouraged residents and weekend visitors to rediscover the goods and services available in the civic heart of the City. However, Main Street lacks a strong connection to Dia:Beacon and the train station, and the section of Main Street between Digger Phelps and Teller is considered by many residents to be economically and aesthetically weak. The Main Street business district needs an increased residential population in the area near Main Street in order to support a larger market necessary for long-term economic viability. There appears to be available parking in the Main Street area during weekday business hours, and traffic congestion is minimal. There are opportunities for redevelopment of underutilized industrial sites, and for streetscape and landscaping improvements to the Route 52 business district. If the City is able to address these issues and opportunities in a timely and effective manner, there is considerable potential for the kind of economic developed envisioned by the citizens of Beacon.

One way to improve access and movement for residents and visitors along Main Street and to and from the train station and waterfront is a rubber-wheeled trolley. This service has been previously attempted in Beacon but failed for lack of ridership. However, much has changed since these previous efforts. Beacon has grown and with the establishment of Dia:Beacon and renewed economic life and stability on Main Street, it is an idea that remains relevant and viable.

If service were to be reestablished, it should be provided at low-cost or be free to riders. This suggests that the City should seek outside funding and private partners to supplement costs. This model of sponsorship has established and been successful in other locations in New York and nationwide.

For a trolley to be successful, riders need predictability in both the trolley's route and schedule of service. An idea to help ensure this was mentioned in the 2007 Comprehensive Plan and has been updated for this Plan. It involves creating designated stops along Main Street to connect the activity centers to the east and west as well as strengthen Main Street's center section by providing improved access (see Figure 4-1). Other key stops for the trolley would include far eastern locations of Main Street, City Hall, the train station and Dia:Beacon.

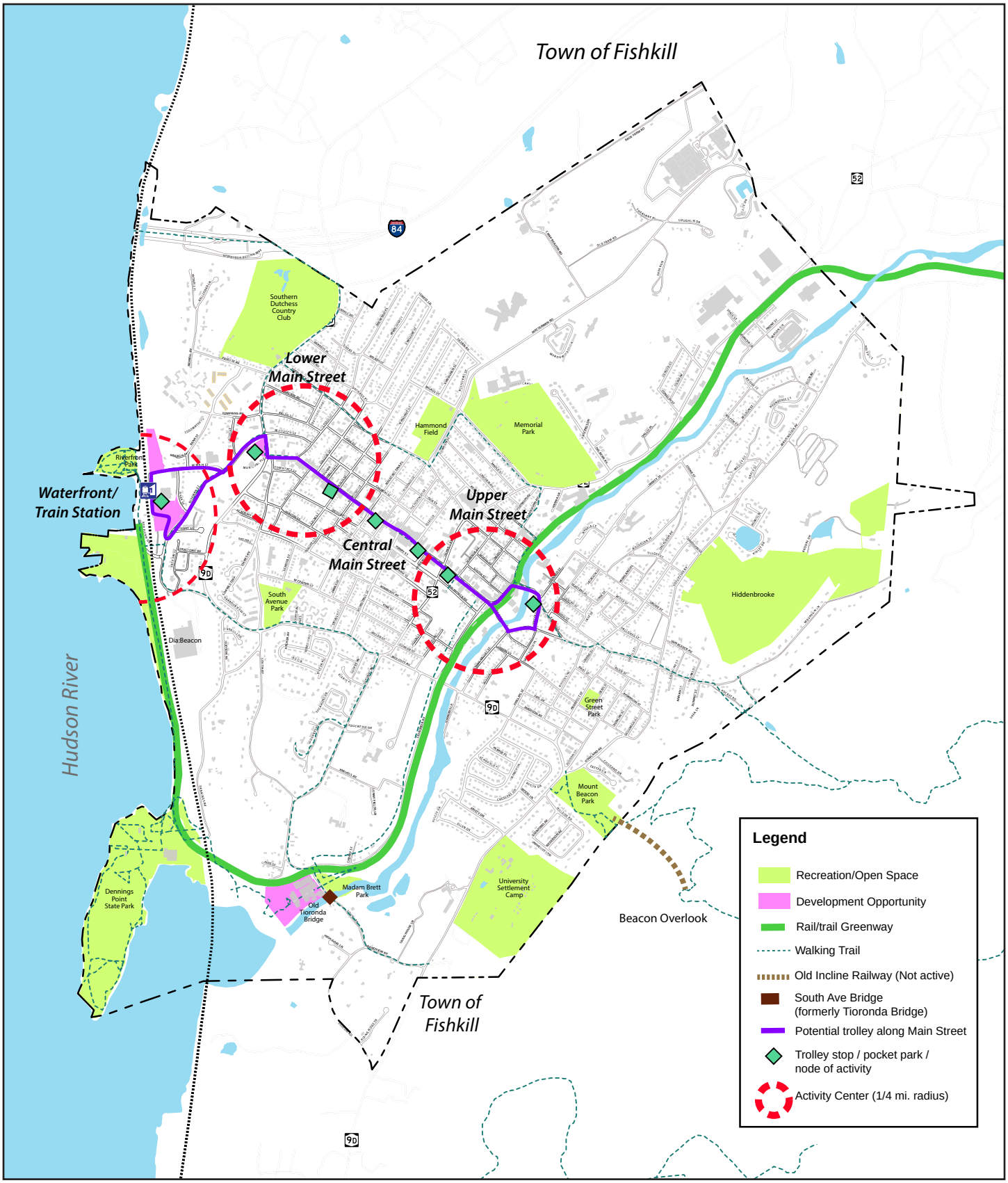


FIGURE 4-1: ACTIVITY CENTERS AND POTENTIAL MAIN STREET TROLLEY

BFJ Planning

Main Street is more than one mile long, and a trolley running on a predictable schedule with designated stops that are more than a sign on a pole, but are pleasant places to sit, stay and wait for a ride, would help improve trolley ridership. Therefore, in certain locations, stops could be established and made identifiable with designated green spaces (or pocket parks). These could be developed in conjunction with private mixed-use development investment, coordinated by the City. For example, as shown in Figure 6-1, the Dutchess County Center parking lot could be improved substantially by reconfiguring the parking thus providing area for a new infill building and a small green as a resting place along Main Street. This could be designed to accommodate a pull-in lane for the trolley to accept passengers without obstructing traffic flow along Main Street. Of note is that the sketch plan for this improvement results in no loss of parking for the County Center.

Another opportunity to create a pocket park/trolley stop could be at Veterans' Place. Here Veterans' Place could be closed between Main Street and Henry Street, and a small pocket park with a trolley pull-in lane could be accommodated. The County bus stop could be relocated to Main Street, placing it in a more accessible location, and the pull-in lane could accommodate the bus as well as the trolley.

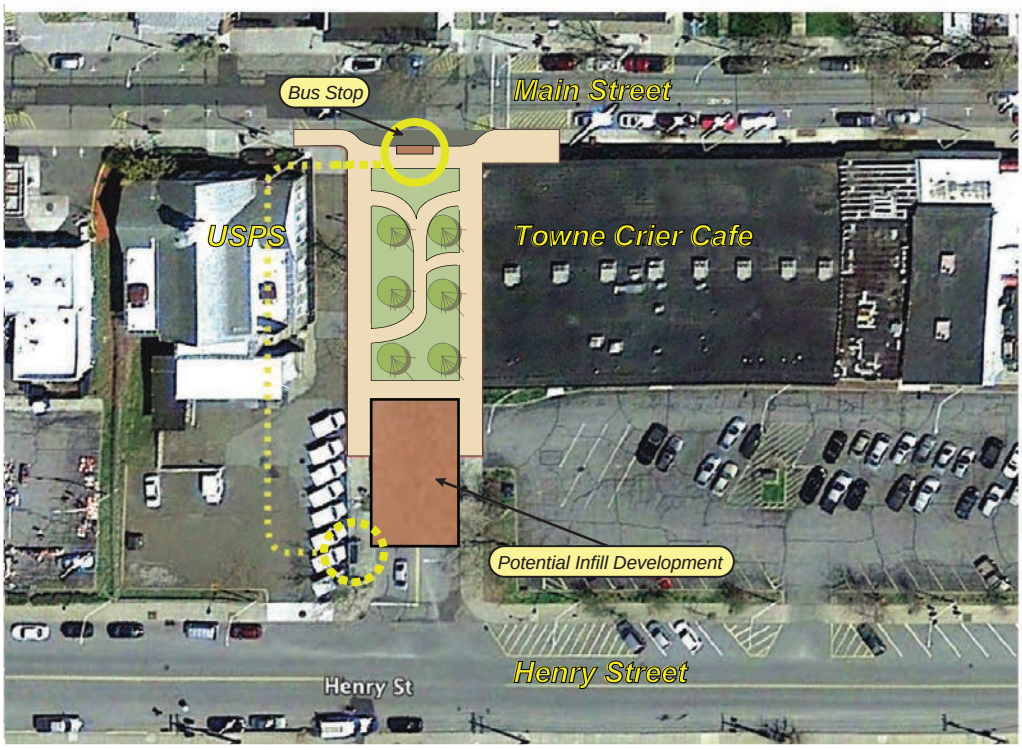
Any effort to create a successful trolley should include a great signage program to clearly identify stops, route and schedule. Such signage, if done well, would be aesthetically pleasing and contribute positively to Main Street's identity and sense of place.





Dutchess County Center

Source: John Clarke









Park and Potential Infill Development at Veterans Place

Source: John Clarke, BFJ Planning

Figure 4-2: Potential Main Street Nodes of Activity

GOAL:

Encourage a vibrant business community in harmony with existing commercial and industrial areas throughout the community. Employ all available mechanisms to meet the City's objectives for economic development.

OBJECTIVES AND RECOMMENDATIONS:

A. Main Street

Encourage the growth of commercial services, offices and governmental services in the Beacon central business district to help improve the quantity and quality of available services and make the area more retail- and consumer-friendly. Encourage the development and redevelopment of mixed use structures which have been an important economic driver fueling the City's resurgence. All development should be of high architectural quality and should be related to the scale and pattern of the existing built environment. Restoration of historic properties on Main Street should be encouraged to occur in a timely fashion. Renovation and redevelopment of properties between Digger Phelps Street and Teller Avenue, in the central portion of Main Street, should be encouraged through incentives. New structures should be located on the front of the lot along the sidewalk, except in locations designated otherwise by the City.

See Section 5 for additional recommendations.

4.1 Develop a Main Street Corridor Plan to address the urban design of the corridor, identification of activity centers, future parking improvements, public transportation improvements and outdoor public spaces.

4.2 Provide density bonuses in areas between Digger Phelps and Teller on Main Street and around the waterfront/train station area when amenities such as affordable housing, structured parking and shared parking facilities are provided.

4.3 Establish a Main Street Improvement Tax Zone between Teller and Digger Phelps. Provide property tax incentives such as discounting property taxes on improvements for approved projects in historic districts for 10 years (Section 199-10 of City Code). Development qualifying for the incentive may include the replacement of existing non-historic buildings with new buildings or the improvement of specifically identified buildings, based on certain conditions such as increasing density, building height and achieving architectural standards established for the Tax Zone.

4.4 Encourage the improvement of the streetscape along Main Street, such as encouraging businesses and owners to provide high quality landscaping, signage and facade treatments. The City should also explore funding opportunities for street improvements, including street trees, street benches, sheltered bus stops, bicycle racks, restrooms, information kiosks and public art displays. Existing street trees should be protected and maintained under the direction of a certified arborist.

4.5 Encourage the infill development of sites along Main Street to create new public spaces/pocket parks. Areas discussed in Section 4.2 include the Dutchess County Building and Veterans Place.

4.6 Change the zoning of areas on East and West Main Street to reflect density allowed in Central Main Street district.

4.7 Extend Central Main Street District north along Route 9D to Verplanck Avenue.

B. Artist Community

Cultivate the growing artist community so that it remains a part of the economic vitality of the City.

4.8 Encourage local and regional economic development organizations to study and provide direction regarding potential institutions or other strategies to attract and retain artists, art-related entrepreneurs, and potential consumers of their products and services.

4.9 Encourage creation of artist live/work spaces. Study the effect of Section 223-24.3 on the development of these spaces, and consider revising procedures which currently require the renewal of the special permit for artist live work space every two years. The City should consider the alternative of requiring renewal upon change of ownership or tenancy.

4.10 Support and nurture existing organizations that promote the development of Beacon's artist community.

C. Route 52

Maintain existing retail and service mix in the Route 52 business district while improving the character of the area through pedestrian amenities such as sidewalks and street trees, and improved architectural design.

4.11 Require property owners in this business district to provide sidewalks, street trees, and improved architectural design during site plan review.

4.12 Explore funding opportunities, including public and private grants, to provide streetscape amenities in this area, including sidewalks, street trees, street benches, sheltered bus stops, bicycle racks and information kiosks.

D. Waterfront/Train Station Area

Encourage commercial development in a mixed-use environment within designated areas with attention to architectural design and pedestrian amenities. Newly proposed retail and services should be related to their unique location near the waterfront and should not unduly compete with existing commercial areas in the central business district of Main Street.

See Section 10 for recommendations.

E. Neighborhood Stores

Local shopping areas should be encouraged, but at a small enough scale not to detract from or compete unduly with the Main Street commercial district.

See Section 2 for recommendations.

F. Vacant Industrial Sites

Encourage the environmental cleanup and redevelopment of the unused or underutilized industrial sites along Fishkill Creek for new light industrial, commercial, or residential uses, as appropriate. New uses proposed for the vacant sites away from Main Street should not conflict or compete unduly with existing uses in the City.

Zoning and Regulatory Changes:

4.13 Consider increasing the allowable density in areas within or adjacent to the Central Business District and around the Waterfront/Train Station area in cases where estimated environmental cleanup costs make cleanup and development not economically feasible.

4.14 Continue to limit review of the proposed redevelopment of contaminated sites to those aspects not already reviewed by the State Department of Environmental Conservation (DEC).

4.15 Develop an effective regulation or other intervention that will encourage redevelopment while protecting core historical aspects where feasible.

Inventory and Analysis:

4.16 Analyze the future marketable uses of underutilized former industrial sites.

G. Business Development and Employment Opportunities

Encourage variety in the opportunities for employment within the community and ease of movement and freedom of access to surrounding employment centers.

Outreach, Marketing and Coordination:

4.17 Designate a staff person or consultant to represent economic development interests on behalf of the City government to promote the City to potential new businesses and to help sustain and improve existing businesses throughout the City.

4.18 Work with existing businesses and organizations to identify businesses or institutions that would complement the City's market and location. Potential institutions identified during the visioning workshops included a 'Beacon Culinary Center' similar to 'Food Works' in Poughkeepsie, a 'School of the Arts', and a multimedia performance space/theatre.

4.19 Cooperate with local and regional economic development organizations to promote the development of new and small businesses in specific areas or within specific buildings, such as redeveloped industrial sites.

4.20 Work with civic organizations and local and regional economic development organizations to recruit and support new businesses and/or non-profit organizations to fulfill the targeted businesses the city has identified. Encourage the development of additional grocery stores, a theater for film and/or performance, tourist lodging and restaurants. Encourage other specific businesses to promote a useful mix of businesses and services as community needs change.

Inventory and Analysis:

4.21 Conduct an inventory of occupied versus unoccupied building space that is available for business uses. For unoccupied space, determine whether renovation or redevelopment is appropriate or feasible. City planners should provide updated lists of suitable, unoccupied sites to existing organizations such as the Dutchess County Chamber of Commerce, Beacon Economic Development Task Force (BEDTF), Beacon

Arts Community Association (BACA) (now BeaconArts) and others on a regular basis so that these sites can be more fully utilized.

H. Tourism

Encourage local regional residents and tourists to visit the City, highlighting the historic, cultural and recreational opportunities of the City. Beacon has enormous potential for ecotourism and the city should capitalize on this to improve the local economy.

4.22 Attract train station commuters to Main Street through coordinated campaigns involving discounts for commuters and business hours tailored to meet commuters' needs.

4.23 Provide information and maps about City tourist destinations and Main Street parking areas at principal tourist centers in the City, including Dia:Beacon, the train station, Main Street, the Beacon Institute for Rivers and Estuaries, and the Incline Railway (when complete).

4.24 Work with neighboring municipalities and business and tourism associations and the State and County to attract regional visitors and tourists to Beacon and to encourage area residents to visit Beacon.

4.25 Encourage local residents to support local businesses through 'buy local' campaigns.

4.26 Support the Beacon Historical Society in its efforts to improve and expand historical exhibits and displays.

4.27 Beacon's "Gateways" are entry points where aesthetic and wayfinding opportunities to City business districts and other major destinations are crucial. Explore potential Gateway land use controls and design standards for gateway locations. Additionally, explore additional signage opportunities on I-84 in the vicinity of the Newburgh-Beacon Bridge approaches.

4.28 Improve wayfinding and pedestrian connections (sidewalks, trails, public transit) between important destinations

4.29 Support improvements to protect and enhance natural areas along the waterfront to encourage ecotourism

I. Transportation on Main Street

Encourage an integrated and efficient transportation system to assure the effective and economic movement of people and goods within and through Beacon, specifically along Main Street.

Additional transportation recommendations are provided in Chapter 6.

4.30 Monitor traffic on Main Street and make improvements such as turning lanes and improving alternate routes as necessary to facilitate traffic flow so that traffic does not detract from the quality of life in Beacon.

4.31 Monitor parking needs, utilize parking management strategies and expand parking supply as necessary.

4.32 Work with the Dutchess County to identify new bus routes to Main Street, and to identify opportunities to increase the frequency of bus service along Main Street.

4.33 Work with the County to fund a free or low-cost trolley to stop between frequent intervals along Main Street and the train/ferry station.

J. Regional Cooperation

Promote regional cooperation in economic development planning.

4.34 Cooperate with neighboring municipalities, neighboring business organizations and Chambers of Commerce, the Dutchess County Planning Department and the Dutchess County Economic Development Corporation to identify unique strengths and niches for each community and capitalize on these areas.

Section 5: Water Supply and Sewage Treatment

Water supply and sewage treatment infrastructure represents large investments of public resources in construction, operation, and maintenance. Beacon has a well-developed system that provides service to every corner of the city, as well as to some neighboring areas. The City has improved its access to greater amounts of drinking water resources, and has invested in water treatment and sewage treatment facilities capable of handling much larger volumes than presently exist.

The 2006 Public Opinion Survey asked how important residents felt it was to improve drainage infrastructure, and whether it was important enough to be addressed with tax dollars. During the June 2006 visioning workshops, some participants expressed a concern about the potential impact of residential or commercial development on existing water and sewer infrastructure. Participants suggested that a water and sewer infrastructure plan and capital budget should be prepared to assess the capacities of the existing systems relative to potential new development.

Community feedback from the 2017 Comprehensive Planning process was similar to the feedback from 2006. Participants were supportive of developing a comprehensive water and sewer plan.

5.1. Water Systems: Existing Conditions

Beacon owns and operates its water supply, transmission and distribution system which serves the entire City. The system also serves several households in the Town of Fishkill: in the Glenham, Dutchess Stadium area north of the City and west of Route 9D, and in the Dutchess Junction area to the south of the City. The Fishkill Correctional Facility, with over 4,000 inmates, uses approximately one-third of the City's water supply, and is the single largest water user.

The City's water supply has improved over the past three decades. Water supply is measured by a standard of 'safe water yield,' which is the amount of water that would be available at a time of severe drought. The City's estimated safe water yield currently exceeds demand by approximately 1.0 mgd (million gallons per day), which means that the City has an abundance of drinking water on tap, even at the end of a long drought. The supply is estimated to be 3.74 mgd, while the current average day water demand is approximately 2.8 mgd. Please refer to the table below for a summary of the City's water supply and water demand information.

The water district's primary storage system is contained in three surface sources: Cargill, Mt. Beacon, and Melzingah reservoirs. The City is also served by ground water sources: City of Beacon wells 1 & 2 and Village of Fishkill well 8. Each water source is used at different rates depending on the condition and demand for water. The water filtration facility is located at 470 Liberty Street. The capacity at the water treatment plant is 4 million gallons per day, and the average flow of water is approximately 2.8 million gallons per day.[9]

Table 5-1: Summary of City of Beacon Safe Yield

Water Supply Sources	Safe Yield (Millions of Gallons per Day)
Combined City Reservoirs	1 mgd
City of Beacon Wells	1.54 mgd
Fishkill Wells	1.2 mgd
Total	3.74 mgd

Source: City of Beacon Reservoir Safe Yield Analysis and Groundwater Supply (2014)

[9] Reported by Ed Balicki, Water and Wastewater Superintendent, City of Beacon

Beacon Water Supply and Demand Summary			
	1974	**2006**	**2020**
Storage (units = million gallons)			
Melzingah Reservoir	58	58	58
Mt. Beacon Reservoir	125	125	125
Cargill Reservoir	158	158	158
Water tanks	two @ 0.5 mg ; one @ 1.0 mg	one @ 0.5 mg; three @ 1.0 mg	one @ 0.5 mg; three @ 1.0 mg
Flows (units = million gallons per day)			
Wells (safe yield)	one 0.7 mgd	two w/ combined total of 1.54 mgd; one 1.2 mgd	two w/ combined total of 1.54 mgd; one 1.2 mgd
Combined 3 Reservoirs (safe yield)	0.71	0.77	0.77
TOTAL capacity (safe yield)	1.4	3.45	3.45
Water leased to Town of Fishkill	0	-0.18	up to -0.5
TOTAL demand by City of Beacon	-2.0	-2.4	-3.0
Water Supply Status	risk of shortage	reliable supply	at capacity

The Beacon City Water District has two wells to the north of the City. These two wells have the capacity to deliver a safe yield of 1.54 mgd. The City also uses a well in the Village of Fishkill, which provides 1.2 mgd safe yield. The City also has a contract to sell up to 0.5 mgd directly to the Town of Fishkill. Currently, approximately 0.28 mgd is actually utilized by the Town of Fishkill. The City built a water treatment plant in 1990 near the point at which the Fishkill Creek enters the City. The plant has a current capacity to treat up to 4.0 mgd, and was designed so that it could be expanded to treat up to 6.0 mgd.

The table above is based on a 1992 report from an engineering firm, O'Brien and Gere. The report assumed a 25 percent increase in water usage between 1992 and 2020, which would result in a demand of 3.0 mgd. The analysis presented below is based on a demographic analysis of the City's previous and potential future population growth, and instead uses an assumption of a 5 percent population growth rate per decade. The City declined slightly by 1.4% between 2000 and 2010 but grew by 11.8% between 1990 and 2000. Therefore, a 5 percent growth rate per decade is a conservative assumption.

The City is also in the process of developing another well at the existing Water Treatment Plant property pat 460 Liberty Street. This location was identified as a target parcel for drilling because the underlying

bedrock geology appears favorable to produce high-yielding wells. The City has hired Leggette, Brashears & Graham, Inc. to oversee the supply test well and planning for the site. Assuming the wells are successful, engineering design plans and specification will be prepared and submitted to the DCDOH and New York State Department of Health (NYSDOH) for approval to connect the new wells to the water system.

In 2013, The County of Dutchess Department of Health (DCDOH) conducted an inspection of the Town of Fishkill's Rombout Community Public Water Supply. DCDOH notified the Town that their 400,000 gallon (0.4 MG) water storage tank in the low-pressure portion of the system is not effective and needs to be replaced by a new elevated water storage tank or a formal agreement for water storage established with the City of Beacon. DCDOH stated that currently, the City of Beacon is supplying the treated water storage needs for the City as well as the area served by the Town of Fishkill's 400,000 gallon storage tank.

In September 2015, O'Brien & Gere was retained by the City to identify the surplus (or deficit) in treated water storage in the City's water system by comparing the volume of storage recommended to meet the City's needs with the volume of treated water storage available in the City's water system. The analysis concluded that the City of Beacon currently has an adequate capacity to meet the recommended water storage needs in the Rombout water system after the existing 0.4 MG tank in the Rombout water system is taken out-of-service. It is recommended that the City develop a formal agreement with the Town of Fishkill to supply their water supply needs.

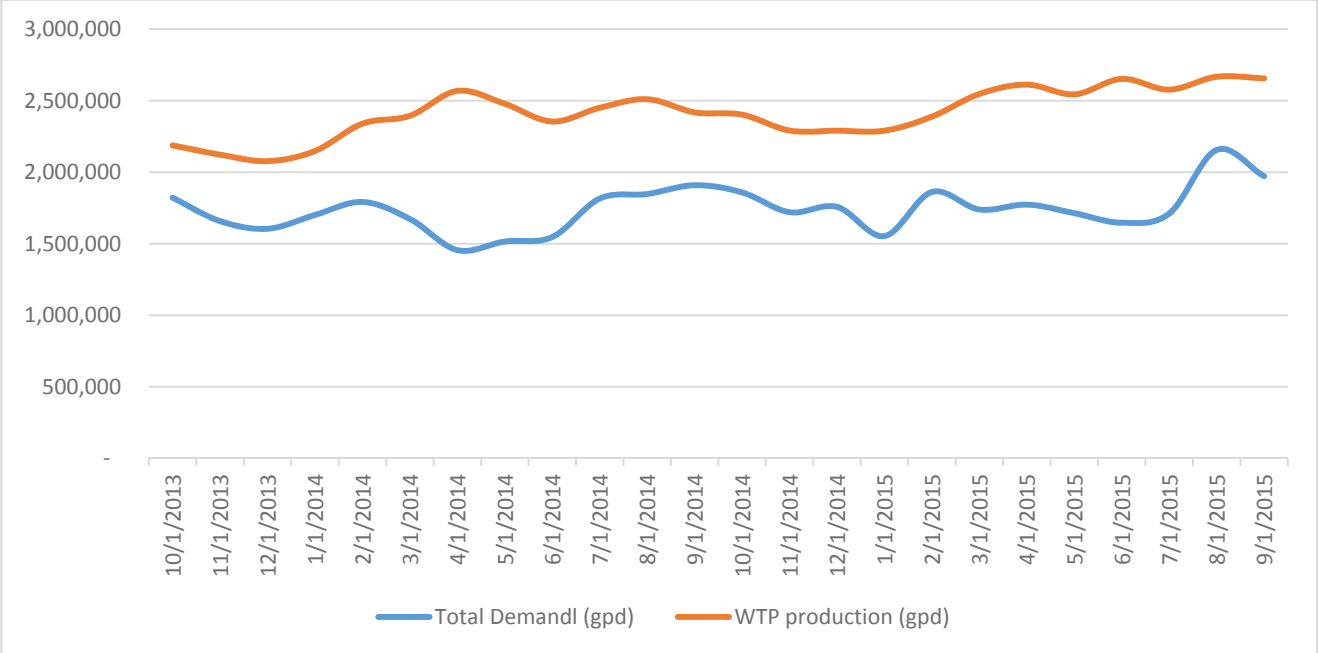
The primary water supply issues have more to do with maintaining Beacon's aging infrastructure, rather than having enough supply for existing and new development. The distribution network system for the Beacon Water District consists primarily of 8", 10" and 12" feeder mains. One concern with the distribution system is that a small percentage of the distribution system consists of asbestos-based pipes installed from the late 1940s to the late 1950s. These pipes should continue to be replaced whenever roads are upgraded throughout the City.

5.2. Sewage Treatment System: Existing Conditions

The City of Beacon has a public sewerage system that serves most of the City. The City's sewage treatment plant was built in 1963 and upgraded in 1972. The plant has a design flow of 6 mgd and a present usage of 3.0 to 3.5 mgd, which includes approximately 1.0 mgd pumped into the City's system from the Town of Fishkill.

Existing data and City staff have indicated that the plant has sufficient capacity to handle sewage flow from the entire drainage basin area for the foreseeable future. While the City's treatment plant is more than adequate to handle *sewage* volume, during rainstorms or other weather events that increase water flow within the drainage basin, the treatment plant receives up to 10 or more mgd of sewage and stormwater, or 4.0 mgd more than its effective capacity. Over the past ten years, the City has made a significant capital investment to investigate and remediate inflow and infiltration of groundwater and stormwater into the sanitary sewer system. Technologies used to detect problem areas have included smoke testing, video cameras, and sewer flow meters.

Figure 5-1: WWTP Water Demand and Production



5.3. Water Supply and Sewage Treatment Goals and Recommendations

GOAL:

Maintain and improve City utilities, emphasizing environmental protection, health and safety. Work cooperatively with area municipalities to maintain and improve water and sewer utilities. Comply with the State's Stormwater Management Program.

OBJECTIVES AND RECOMMENDATIONS:

A. Identify Issues and Maintain Sewer and Stormwater Systems

Continue to detect issues, repair and upgrade sewer and stormwater infrastructure.

Programs, Research and Funding:

5.1 As a MS4 Community, the City should educate property owners and construction contractors about the detrimental cumulative effect of connecting sump pumps and other drainage systems to the sewer system (which is illegal), and about the applicable regulations, funding, and infrastructure alternatives.

5.2 Research and apply for additional sources of funding, including non-profit grants and state and federal funding to support the City's ongoing efforts to remove Inflow and Inltration (I & I) from the sewage system.

5.3 The City should develop a program including regulation, funding and outreach to specific areas or types of property owners and education to address stormwater connections to sewer lines on private property.

5.4 Explore opportunities to cooperate with neighboring municipalities to improve sewage treatment systems within the drainage basin.

5.5 Explore opportunities to cooperate with state and federal agencies to improve sewage treatment systems within the drainage basin.

5.6 Encourage stormwater management, such as pervious paving, in areas of the City where there is heightened concern about stormwater treatment.

Inventory and Analysis:

5.7 The City should identify areas not served by stormwater lines and investigate appropriate means for property owners to treat storm water.

B. New development and redevelopment.

Ensure that as a part of the development review process, new development minimizes stormwater impacts.

5.8 Encourage or require low-impact development techniques to minimize stormwater impacts of new development.

5.9 Encourage or require conservation subdivisions, which result in less impervious surfaces than conventional subdivisions due to shorter road and driveway lengths.

5.10 Create incentives for minimizing stormwater impact for new development. (See also Objectives F and G in the Environmental Features Chapter).

C. Asbestos Main Replacements

Replace asbestos-based water mains whenever road construction provides an opportunity.

5.11 Continue to inventory possible locations of asbestos-based water mains.

5.12 Based on anticipated road construction schedules, density of residential population and other relevant factors, establish a non-binding schedule of replacement for asbestos-based water mains identified in the inventory.

5.13 Seek additional funding from non-profit, state, and federal sources for replacement of water mains and/or other mitigation measures.

D. Water Supply Improvements

Continue to improve water mains for domestic water and firefighting purposes. Preserve the quality of the water supplied.

5.14 Based on the density of residential population, the degree of deficiency in volume and/or pressure, anticipated road construction schedules, and other relevant factors, establish a non-binding schedule of replacement for all under-sized water mains identified in the inventory. (See also Objective F of the Environmental Features Chapter.)

5.15 Encourage the use of water-efficient fixtures in existing buildings and new construction.

5.16 Continue to improve water supply infrastructure with smart technology (i.e. automatic leak detection).

E. Plan for Improvements

Develop a sewer and water infrastructure plan, which should be linked with a capital budget.

5.17 The plan should identify existing conditions within the system and existing needs.

5.18 Based on current and proposed land uses and zoning, and based on anticipated rates of development, the plan should estimate future needs for 5, 10, 15, and 20 years into the future.

5.19 Based on the previous two steps identified above, the plan should identify proposed infrastructure improvements at specified times and identify funding sources within the context of a City-wide capital budget.

5.20 Explore establishing development fees for projects outside of the city using sewer and water infrastructure.

F. Public Outreach

5.21 Raise public awareness with flyers, training and workshops to educate the public on water conservation and reuse.

5.22 Educate homeowners and responsible City agencies about alternative stormwater management and drainage systems, including improvements such as rain barrels and roof downspout disconnects where feasible.

Section 6: Transportation

6.1. Existing Transportation Network

The transportation system connects residences with work, shopping, recreational and community facilities. In Beacon, as in the rest of Dutchess County, the primary element of the transportation system is the road network. Other elements of the transportation system include the sidewalk and trail network, the network of bicycle paths and lanes, the Metro-North rail system, regional and inter-city bus service, waterborne transportation, and the regional airport in Newburgh.

The public outreach done in 2006 suggests that Beacon residents value the ability to walk safely and conveniently throughout the City. Residents felt that daily needs were generally within either walking distance or a short drive. Many participants felt that the City should improve public transportation to Main Street, and along the length of Main Street, with a trolley or shuttle. Other suggested general city-wide improvements were more sidewalks, improved lighting, more bicycle paths and clear signage indicating bicycle routes.

The community feedback during the Comprehensive Plan Update prioritized developing stronger public transit options between major commercial attractions (Main Street, the waterfront, and Dia:Beacon). Participants were also interested in developing opportunities to easily walk or bike to local natural areas.

Regional Context

The City of Beacon is connected to the region by I-84 which provides connections to the Newburgh-Beacon Bridge, the Taconic State Parkway, New York State Thruway, and Stewart International Airport. Figure 6-1 illustrators the functional classification of roadways in Beacon.

Beacon has several arterial roads that can accommodate thru-traffic and link Beacon to regional economic centers. NY Route 9D connects to I-84, runs through Beacon's downtown to Putnam County. NY Route 52 runs through Beacon and connects to major retail destinations in the area.

The City is also served by several public transit options. Metro-North Rail provides connection to Beacon via the Hudson Line. The Hudson Line connects to Poughkeepsie to the north and New York City to the south. Ferry service connects Beacon to Newburgh via the Hudson River. The City is also served by the Dutchess County Public Transit. Stewart Airport is located 5 miles away and is accessible via bus from the Beacon Train Station.

Interstate

I-84 is a four-lane highway that traverses the northern portion of the City of Beacon. Exit 11,the closest exit to the City, is the last exit before the Newburgh-Beacon Bridge. I-84 provides connections to New York communities west of the Hudson River, Pennsylvania, and Connecticut to the east.

Principal Arterials

Route 9D (North and Wolcott Avenues) is a two to three-lane arterial road that traverses the length of the City, crossing into Beacon north near I-84, then curving east toward Mount Beacon before turning south toward Cold Spring.

Minor Arterials

Route 52 (Fishkill Avenue and Teller Avenue) is a two-lane arterial road that serves as the northeast gateway into Beacon and runs south along the abandoned railroad line adjacent to Fishkill Creek before turning west at Memorial Park and meeting Route 9D at Wolcott Avenue.

South Avenue is a two-lane arterial road that begins at Main Street in the Central Business District and ceases its designation as a minor arterial at the intersection of Wolcott Avenue (Route 9D).

Traffic Volumes

New York State Department of Transportation releases Average Annual Daily Trip (AADT) data which provides estimates for the average daily traffic volumes on different route segments at a particular count station location. Figure 6-1 illustrates the AADT data for roadways in the City of Beacon. Arterial roadways in Beacon, those urban roads that are able to accommodate high volumes of traffic, are indeed servicing the majority of traffic volume in the City of Beacon. The highest traffic volumes are along I-84 where an estimated 67,696 vehicles utilize the Newburgh-Beacon Bridge on a daily basis. New York State Route 9D carries the second heaviest amount of traffic where an estimate 23,021 cars utilize this roadway. State Highway 52 is the other major arterial roadway in Beacon, and it is estimated to handle 10,054 vehicles per day.

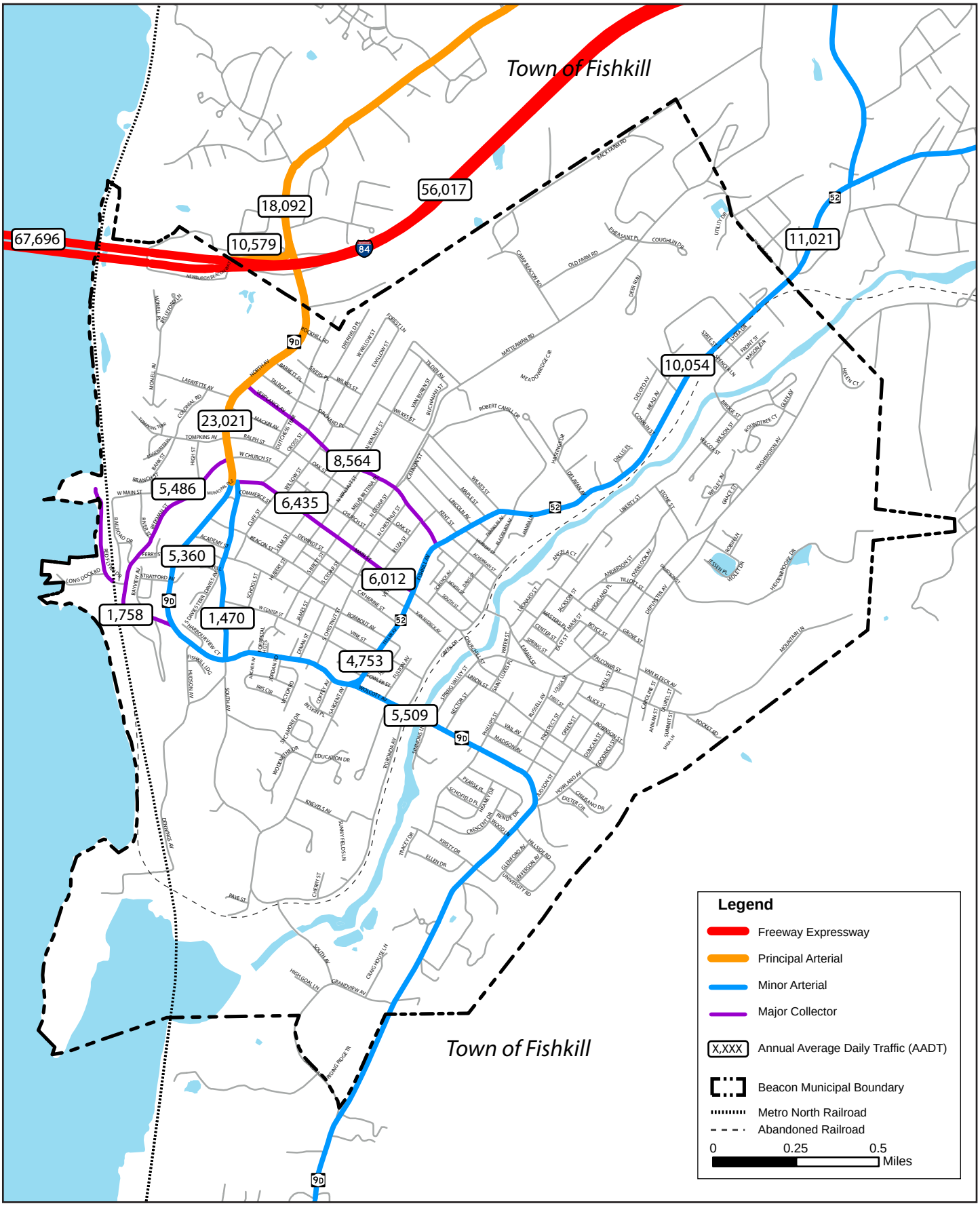


FIGURE 6-1: ROADWAY CLASSIFICATION AND TRAFFIC VOLUMES

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The 2009 Frederick P. Clark Associates study also provided a Level of Service (LOS) of service analysis for major intersections in the downtown and waterfront areas. LOS is determined by the average delay per vehicle during a peak 15-minute period during a peak 1-hour period. Table 6-1 provides the classification of level of service for signalized and unsignalized intersections. Table 6-2 provides the results of the LOS analysis for downtown Beacon.

Table 6-1: Level of Service for Signalized and Unsignalized Intersections

	Control Delay (Seconds per Vehicle)	
Level of Service	**Signalized Intersection**	**Unsignalized Intersection**
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	More than 80.0	More than 50.0

Table 6-2: Level of Service

Intersection	Control Type	Lane Group/ Movement		2008 Existing Conditions		
				Week-day Morning	Weekday After-noon	Saturday Mid-day
Route 9D at -84 West-bound On-Off Ramps	Traffic Signal	Overall		A	B	B
Route 9D at I-84 East-bound On-Off Ramps	Traffic Signal	Overall		B	B	B
Route 9D at Verplanck Avenue	Traffic Signal	Overall		B	C	B
Route 9D at Beekman Street (North)/West Church Street	Traffic Signal	Overall		B	C	B
Route 9D at Main Street (Route 52)/Municipal Plaza	Traffic Signal	Overall		A	A	A
Route 9D at South Avenue	Traffic Signal	Overall		B	B	B
Main Street (Route 52) at South Avenue	Unsignalized	WB	LT	A	A	A
		NB	LR	B	B	B
Route 9D at Beekman Street (South)	Unsignalized	EB	LR	B	B	B
		NB	L	A	A	A
Beekman Street at Flynn Drive	Unsignalized	EB	LR	A	B	A
		NB	LT	A	A	A
Beekman Street at Railroad Drive	Unsignalized	EB	LR	A	B	A
		NB	LT	A	A	A
Beekman Street at West Main Street	Unsignalized	EB	LT	A	A	A
		SB	LR	B	B	B

The 2009 study found that the key signalized intersections along Route 9D and Main Street are currently operating at acceptable Levels of Service during peak traffic hours. Traffic volumes were also expanded to reflect a 2027 design year with the anticipation of development and redevelopment over a 20-year period. The analysis was conducted under the assumption that several significant development proposals in the waterfront area would be completed, but many of those proposals are no longer under consideration by the City Council.

Three development proposals were considered in the analysis, including: the Metro-North TOD, the Long Dock Development and the Edgewater developments. The full (Phase 2) Metro-North proposal would total 617 residential units and 114,000 square feet of mixed-use commercial space, as well as a total of 400 commuter parking spaces. The Long Dock development included a 166-room hotel, 12,339-square-foot Sport Center, 8,514-square-foot Quality Restaurant, 8,902-square-foot high turnover restaurant, 1,004 square feet of retail space and a 22,600-square-foot area for public amenities. The Edgewater development comprised 236 dwelling units.

As discussed in Section 10, the future land use plan is significantly scaled back from what was included in the 2009 study: the Long Dock development will remain open space; there will be no additional commuter parking spaces at the Metro-North lot; and the development proposed for the train station is significantly scaled back in density. Therefore, traffic impacts would be significantly less than what was studied in 2009.

Even with the proposed development, the 2009 study found that all but one of the intersections will continue to operate at acceptable levels. The intersection at Route 9D and Beekman/West Church Streets would have significantly worse delays, especially during peak traffic volumes in the evening. Main Street intersections would continue to operate at acceptable levels but with greater delays during peak periods.

The City will need to conduct further traffic/roadway analysis in the future as plans evolve in relation to the development of specific areas in the waterfront/train station area.

Parking

The City of Beacon is well-served by current public and private parking facilities. Figure 6-2 illustrates existing parking facilities and on-street parking in the downtown area. In 2014, the Dutchess County Department of Planning and Development inventoried existing public parking facilities and current utilization rates. The Center City area parking capacity for on-street parking and parking lots is provided in Table 6-3. Utilization rates of parking in the Center City area are provided in Table 6-4. The data collected in 2014 suggests there is still ample parking capacity in the downtown area for future growth.

Table 6-3: Center City Parking Capacity[10]

Type	Number of Spaces
On-Street (Main Street)	326
On-Street (other than Main Street)	778
On-Street Total	**1,104**
Private Lots	316
Municipal Lots	478
Parking Lot Total	794
Study Area Total	**1,898**

Table 6-4: Utilization Rates for Center City[11]

Time Period of Count	In Parking Lots	On-Street
Weekday morning	53%	38%
Weekday afternoon	59%	47%
Weekday evening	31%	40%
Saturday morning	43%	43%
Saturday Afternoon	43%	44%
Saturday evening	38%	40%

[10] Dutchess County Department of Planning and Development, "Beacon Center City Parking Analysis," November 2014
[11] Dutchess County Department of Planning and Development, "Beacon Center City Parking Analysis," November 2014



FIGURE 6-2: DOWNTOWN PARKING INVENTORY

BFJ Planning

Public Transit

The City of Beacon is connected to the region by several public transit options, including Metro-North Railroad, Dutchess County Public Transit and the Newburgh/Beacon ferry service. On the weekend, the Putnam County Trolley provides shuttle service between Cold Spring and Beacon. Current levels of service of each public transit option is provided in the section below.

Rail

The Metro-North rail service between Beacon and New York City operates seven days a week. Trains depart approximately every 20 minutes during weekday and weekend peak morning and afternoon hours. During the weekend, the service runs every hour. This train service is heavily utilized, both during the week and on the weekend. The service from Beacon to Poughkeepsie is also well utilized by commuters. Table 6-5 provides ridership data for 2015 at the Beacon Station and surrounding train stations. Further information on ridership and issues and opportunities pertaining to the train station area, will be discussed in Section 10: Waterfront and Train Station Area.

Table 6-5: 2015 Metro-North Railroad Inbound Passenger Counts

	Weekday	Weekday	**Total**			**Total**
Location	AM Peak	Off-Peak	**Weekday**	Saturday	Sunday	**Weekend**
Beacon	1,711	658	**2,369**	1,651	1,217	**2,868**
New Hamburg	824	213	**1,037**	562	426	**988**
Poughkeepsie	824	860	**1,684**	1,773	1,415	**3,188**

Bus

There are seven Dutchess County Public Transit buses, four of which converge at Main Street in Beacon. Two of these buses connect the downtown to the train station. The RailLink line runs every Monday through Friday during peak hours in the morning and afternoon. The Route G Bus line operates Monday through Saturday during the afternoon and runs every 60 minutes until 6PM. Route G connects the Beacon Train Station with Dia:Beacon and Main Street. The RailLink operates as a commuter shuttle to the Beacon Train Stations during morning and afternoon peak hours. The RailLink connects to the Intermodal Center on 9D where a free Park and Ride lot is located for patrons of the train station. The Leprechaun bus service provides commuters a connection between Newburgh, Stewart International Airport and Beacon Station. The service operates every 30 minutes during peak AM and PM hours on weekdays.

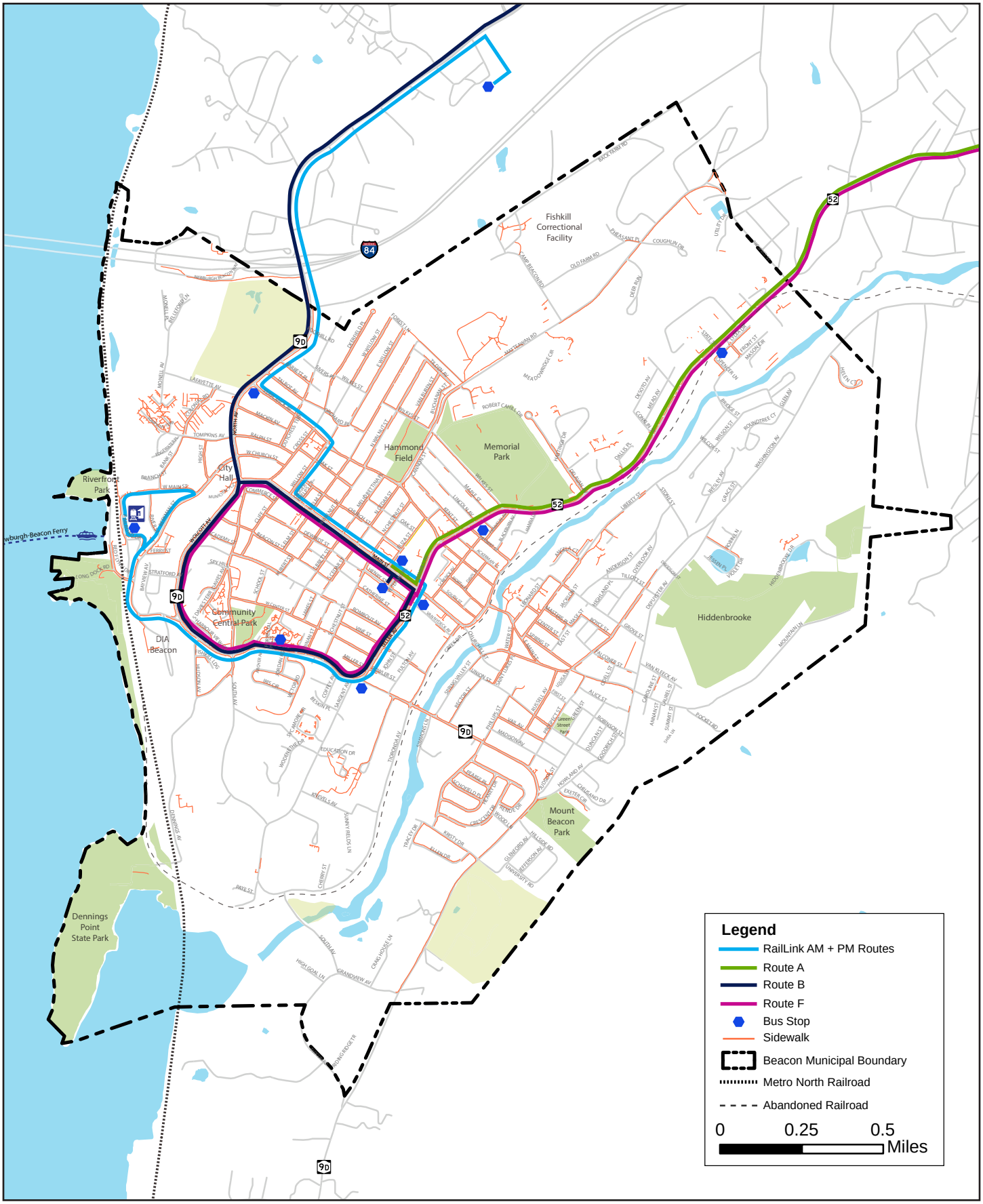


FIGURE 6-3: SIDEWALKS AND PUBLIC TRANSPORTATION

BFJ Planning

On the weekend, the Putnam County Trolley provides shuttle service between Cold Spring and Beacon including stops at Mount Beacon, Main Street, the Metro-North Train Station and Dia:Beacon. The trolleys provide pickups hourly between noon and 6PM.

Ferry

The Newburgh-Beacon ferry carries passengers across the Hudson River between the two cities in just 10 minutes. The service runs on weekdays and is primarily a transportation service for commuters from the west side of the river, wishing to take the Metro-North Hudson Line to New York City. Six ferries operate in the morning between the hours of 5 AM and 8 AM, and eight ferries run in the evening between the hours of 5 PM and 9 PM.

Bicycle and Pedestrian Circulation

Main Street, the major commercial hub for Beacon, features pedestrian amenities including continuous sidewalks and tree plantings on both sides of the street. Sidewalks and trails are shown in Figure 6-3. Citywide, there are important gaps in the sidewalk network, particularly in proximity to schools and parks. Two examples include Blackburn Avenue, which leads to Memorial Park, and Sargent Avenue from Route 9D to Wodenethe/Education Drive which leads to Sargent School/soccer fields. Both streets have a lot of pedestrian activity and apparent space for a sidewalk on one side. While sidewalks are not necessary for all streets, the City should consider locations where development of these facilities is needed.

There is a lack of street furniture that would enhance the pedestrian experience. Portions of Main Street lack visual or commercial amenities, and there is a lack of connectivity between the east and west ends of Main Street. Main Street attracts a large amount of pedestrian activity on Saturday afternoons due to the cultural activities and the historic atmosphere along the commercial corridor. Accessing Main Street from other areas in Beacon by foot or bicycle is a challenge due to the steep slopes that surround the area.

There are no dedicated bicycle lanes on Main Street and bicyclists share the road with other vehicles. While more bicycle facilities have been placed since the prior plan, residents expressed the need for additional racks in the downtown and secure and covered parking at the station.

Walk Bike Dutchess

In 2014, the Poughkeepsie-Dutchess County Transportation Council (PDCTC) developed Walk Bike Dutchess. The pedestrian and bicycle Plan provides policy and design guidance to municipalities and other agencies, to help improve conditions for walking and bicycling. It also provides design guidelines for walking and bicycling facilities and recommends education, encouragement, enforcement and

evaluation programs to improve safety and promote walking and bicycling. The Plan identified the following needs in Beacon:

- Improve the safety of walking and bicycling on Main Street– reduce the danger of bicyclists being hit by car doors, and increase driver yielding to people at crosswalks.
- Create a walking and bicycling connection between the Beacon waterfront, Madam Brett Park, and Main Street.
- Create consistent wide shoulders on Route 9D.
- Implement the Beacon Loop Trail and Hudson Highlands Fjord Trail (a path from Beacon to the Putnam County line, ultimately linking to Cold Spring).
- Implement the Fishkill Creek Greenway & Heritage Trail.
- Provide bicycle parking at public buildings, commercial destinations, and provide bike lockers at train stations.
- Upgrade traffic signals to respond to bicycles.
- Educate people about how to safely share the road when driving, walking and bicycling.

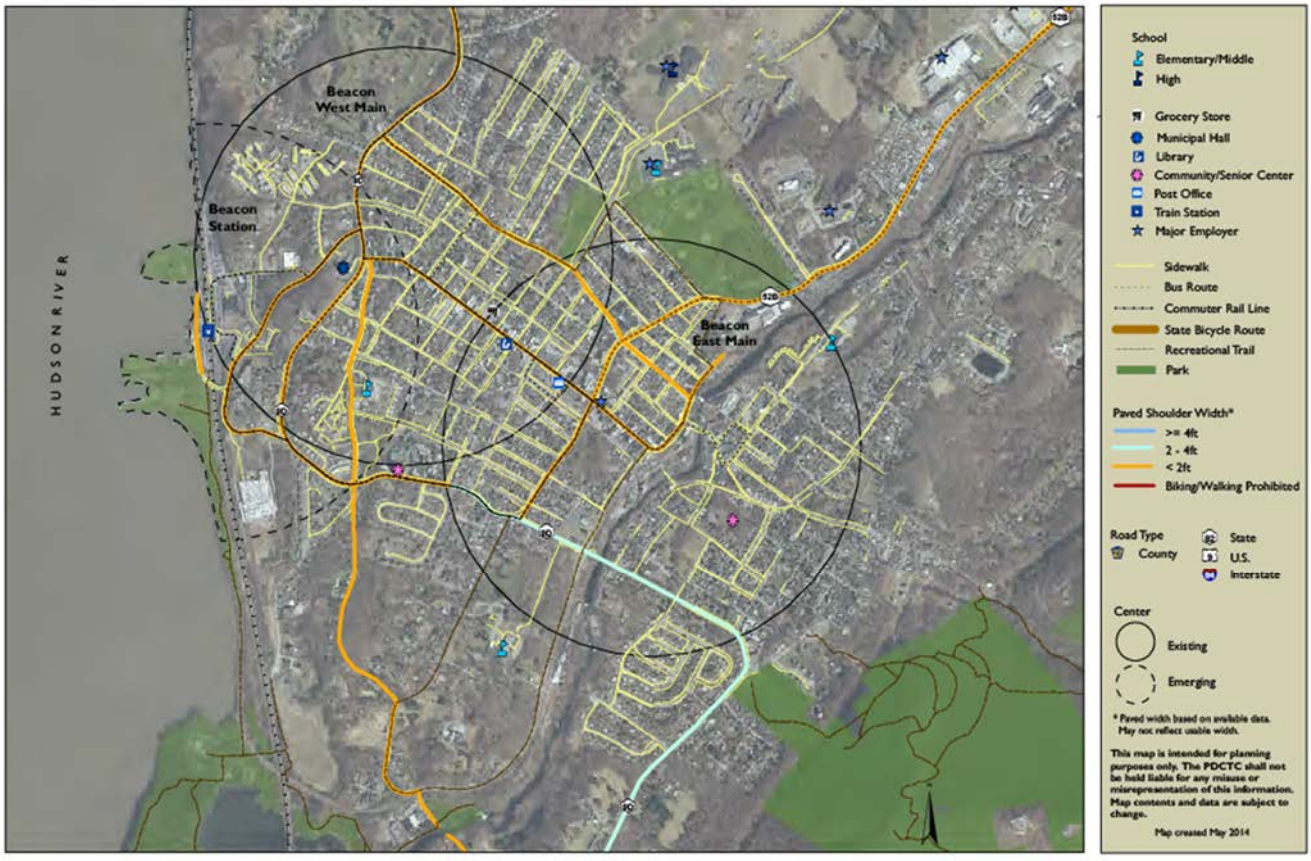


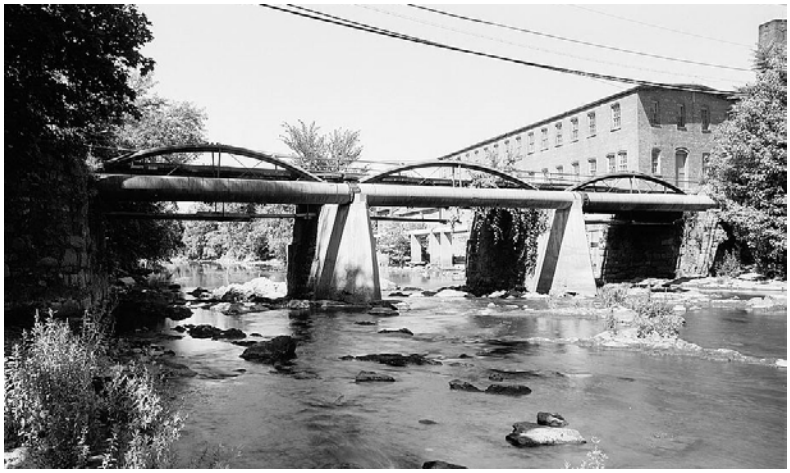
Figure 6-4: Walk Bike Dutchess

Bridges

There are limited locations to cross the Fishkill Creek. Currently there are bridges located at Route 9D (Wolcott Ave), Churchill Street and East Main Street. The City is looking to re-establish a connection across the Creek at South Avenue (at the Madam Brett Park and Trail) with a new multi-use bridge. The former Tioronda Bridge on South Avenue, a unique bow truss bridge (pictured below) was dismantled several years ago due to structural and safety issues. Currently a utility bridge, which carries water and sewer lines, occupies the bridge site.

The multi-use bridge proposed by the City would provide direct pedestrian and bicycle access to the Hudson River waterfront, Denning's Point State Park, Mount Beacon, Hudson Highlands Trail system and the Fishkill Creek Greenway which also provides access to the central business district. The bridge would also provide access for vehicles between South Avenue/Tioronda Avenue and Route 9D. The City is in the process of developing survey, engineering, design and construction documents for the South Avenue Bridge. Funding for this project is through a New York State CFA grant the City was awarded, which came as a result of recommendations made in the City's Local Waterfront Revitalization Program.

With regard to the design of the bridge, the City has established a Project Advisory Committee to work with the chosen consultant team during the design process. The City has information of previous planning and design information of the existing utility bridge for use in the design of the new bridge.



Historic image of Tioronda Bridge

There is another abandoned bridge across the Fishkill Creek at Liberty Street and Bridge Street. The City should consider redeveloping the bridge as a pedestrian/bike path and connecting it to the network of paths in the area. This will require cooperation with the private property owner on the north side of the Creek and proactive community planning to ensure its preservation and integration.

6.2. Transportation Goals and Recommendations

GOAL:

Develop an integrated and efficient transportation system consistent with City land use patterns and objectives and the regional transportation plan to assure the effective and economic movement of people and goods within and through Beacon, including public transportation, pedestrian and bicycle systems.

OBJECTIVES AND RECOMMENDATIONS:

A. Traffic Management

Improve road intersections as needed to maintain an acceptable level of service for vehicles and high levels of pedestrian safety.

6.1 Monitor the level of service of intersections on Main Street and feeder streets. Traffic should be managed so as not to detract from pedestrian uses of Main Street.

6.2 Coordinate development at the train station with traffic improvements such as signal timing, turning lanes, right on red, and improving alternate routes as necessary to facilitate traffic flow so that traffic does not detract from the quality of life in Beacon. Where turning lanes are added, streets may need to be widened slightly to accommodate right-turn movements.

6.3 Continue to monitor the traffic flow at the intersection at Route 9D and Beekman Street/West Church Street and adjust signal timing if necessary.

6.4 Develop long-term plans for improvement of Route 9D between Beekman Street and the intersection with I-84 to handle increased traffic capacity. Long-term plans for this corridor should include an analysis of potential improvements to the configuration of the interstate interchange. The City should participate with other stakeholders in planning and advocating for improvements in this area.

6.5 Consider the installation of traffic calming features, such as raised crosswalks, on major roads and collector roads, including Beekman Street and West Main Street.

6.6 Improve access and capacity to the Waterfront/Train Station area. This may be achieved through additional turning lanes, improvements to intersections on Route 9D, potential new roads, and improved public transportation (as recommended in the Transportation Linkages Plan).

6.7 Establish and enforce truck routes that protect residential districts. Coordinate with the Town of Fishkill and the County as necessary.

6.8 Plan for improved road access to former Beacon Correctional Facility that is a potential economic development site as well location of the City's new highway facility.

6.9 Plan for improved road and pedestrian access across entire Fishkill Creek Development District.

B. Public Transportation

Improve public transportation service, particularly the connection along in the City's business district to the intermodal train/bus/ferry station and Waterfront/Train Station area and to Dia:Beacon.

6.10 *County Bus Service.* Work closely with the County to identify new bus routes and opportunities to increase the frequency of bus service. Bus service should be improved by expanding the transit network throughout the City, more effectively linking the City to the rest of southern Dutchess County. In addition, bus links should target:

- Main Street
- the Waterfront/Train Station area
- service to the prison for employee commuting

6.11 *Trolley.* Work with Dutchess County to establish funding mechanisms that would enable a free or low-cost trolley to be available at frequent intervals between points along Main Street and the train/bus/ferry station (see Section 4.2).

6.12 *Rail Spur Line.* Explore the potential feasibility of establishing passenger service from the Beacon Train Station at the waterfront to the east end of Main Street via the Fishkill Creek railroad, using vehicles that can travel on both rail and road.

6.13 *Long Distance Transit Improvements.* Actively seek an advisory role in planning long distance transportation improvements with federal and state organizations. The potential local traffic impact of such improvements should be considered. Such planning may involve transit links to Stewart airport, future Metro-North service, and Amtrak service. In addition, the City should encourage Metro-North to consider

the feasibility of an additional station in the vicinity to reduce traffic impacts in Beacon.

6.14 *Ferry and Satellite Commuter Parking.* Advocate for improvements to encourage greater use of the Newburgh-Beacon Ferry and the underutilized Dutchess Intermodal Center. Improvements may include physical site improvements and improved incentives, such as tickets inclusive of bus and parking services at discounted rates.

C. Pedestrian Facilities

Ensure that gaps in the sidewalk network are filled, particularly in proximity to schools, parks and other activity centers.

6.15 Develop a list of priority locations for sidewalks, with a plan for implementation.

6.16 Develop pocket parks/plaza space along Main Street in connection with infill development (see Section 4.2)

6.17 Implement complete street improvements along Main Street to improve accessibility for all users of all ages and abilities.

D. Parking

Monitor parking needs, utilize parking management strategies and expand parking supply as necessary, specifically in the area around Main Street.

Regulations:

6.18 Delete Section 223-26.B, which exempts structures and land uses in existence on April 20, 1964. This section dates from 1977 and is no longer applicable.

Inventory and Analysis:

6.19 Identify areas of high parking demand and limited parking supply and institute parking management programs such as metered parking and limited time parking to maximize community benefits.

6.20 Identify areas where additional parking is needed and where appropriate properties are available for sale and purchase properties for the development of municipal parking.

Development of Parking Facilities:

6.21 Seek public parking easements on privately owned parking facilities as a method of ensuring adequate public parking supply.

6.22 Parking lots adjacent to Main Street should generally be designed with an entrance on Main Street or on a side street and all exits on the parallel street behind Main Street.

6.23 Encourage and facilitate the use of parking areas used only during weekday business hours for other uses. Improve public information to residents and tourists about the availability of these parking areas.

6.24 Explore the creation of a Parking Improvement District with bonding authority to oversee parking area construction and maintenance.

6.25 Structured parking should be allowed only in locations where its visual impact is relatively small. For instance, structured parking should not be allowed to front directly on Main Street, and should be appropriately screened from view by existing or proposed buildings and/or by vegetation. Suitable sites may be identified in advance by the City to facilitate appropriate development.

E. Bikeways

Develop a bikeway system connecting greenways, community facilities, recreation areas, schools and Main Street.

6.26 Incorporate Route 9D improvements consistent with the Hudson Highlands Fjord Trail Master Plan (2015).

6.27 Determine the feasibility of using the easement area of the railroad tracks along Fishkill Creek for a bicycle and pedestrian path; develop path with financial assistance from the State and other sources.

6.28 Consider developing bike lanes or adding sharrow markings on the following roads:

- Route 9D from I-84 to South Avenue
- South Avenue from Route 9D to Tioronda Bridge to Grandview Avenue to Route 9D
- Beekman Street
- Teller Avenue
- Fishkill Avenue
- Verplanck Avenue

- Tioronda Avenue (or along rail spur line if feasible)

6.29 Require bike parking to be provided on site in new large scale developments.

F. Street Connectivity

Improve street connectivity of local roads and collector roads.

6.30 Proposed collector roads are featured on the Proposed Land Use Map, including extensions of Church Street to allow for a more convenient alternative route to Main Street and a modification to the alignment of Howland Avenue.

6.31 Continue to provide local street connectivity as land in outlying areas is subdivided for residential development.

6.32 Re-build the Tioronda Bridge (aka South Avenue Bridge) as a multi-use bridge to connect South Avenue to Route 9D and provide direct access to the Hudson River waterfront, Denning's Point State Park, Mount Beacon, Hudson Highlands Trail system and the Fishkill Creek Greenway.

Section 7: Environmental Features

All of the activities and investments that take place in the City are closely related to Beacon's natural resources. The City's natural resources include the land itself as a surface for buildings and roads, the soils of the land, the water underground and above ground, and the plants and animals that inhabit the landscape. The City's transportation systems, economy, development patterns and potential development are all influenced by the natural features of the City. In addition, the City has an interest in preserving important natural features, for practical reasons, for aesthetic reasons, and for the sake of preserving biodiversity in the region.

The City is an urban center within the metropolitan New York region because of its proximity to the Hudson River. Although the river no longer serves as a primary mode of transportation, the plains and gradual hills of the river valley still contain most of the transportation routes and population centers in the area. The City's drinking water comes from bedrock aquifers through two approximately 200-foot-deep wells north of the City, from a subsurface soil and gravel aquifer well in the Village of Fishkill, and from surface water collected in three reservoirs to the south and east of the City. The relatively flat terrace between Fishkill Creek and the banks above the Hudson River provided suitable conditions for construction, and most of the structures of the City are located in this area.

The 2006 Public Opinion Survey showed that there is a broad consensus among City residents that environmental issues are important. The visioning workshops conducted in June 2006 included frequent references by participants to the importance of the natural environment for the participants. Beacon's location at the junction of two vast natural resources, the Hudson Highlands and the Hudson River, creates a strong sense of place and provides an abundance of outdoor recreation opportunities. Many workshop participants wanted the City to add to its current open space holdings. Community feedback from the 2017 Update to the Comprehensive Plan also strongly supported sustainability initiatives, open space preservation, and maintaining the water quality in local waterways.

Sustainability

In the years since the 2007 Comprehensive Plan, interest in sustainability planning has taken center stage in Beacon, as it has across the region and the world. This reflects a number of factors, including more development pressure on a diminishing supply of land; greater awareness of the environmental impacts of human activities; and broader issues such as water quality, flood impacts and global warming. Many of these issues were raised during the public outreach for the 2017 Comprehensive Plan Update. Sustainability concepts such as renewable energy, public transit, resource conservation and water quality were all identified as important focus areas for the Comprehensive Plan.

Although associated most closely with the environment, sustainability is a far broader concept. As defined by the American Planning Association, sustainable development "maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend." Sustainability should be achieved with an integrated approach to planning for land use, transportation, the environment, housing, economic development and infrastructure.

The strategies in the recommendation portion of this chapter (Section 7.2) include additions to those presented in the 2007 Plan, including:

- Land use regulations that promote sustainable new development.
- Upgrades to improve resilience and efficiency of City-owned facilities and infrastructure. Improvements underway include the conversion of all street lights in the city to LED (by April 2017). The City is also working with BQ Energy to construct and install a solar farm on the former landfill south of the sanitation facility.
- Policy recommendations that encourage economic growth and improvements in ways consistent with sustainable development. A green economy promotes a triple bottom line: sustaining and advancing economic, environmental and social well-being.
- Community engagement strategies to educate the public about programs and other efforts to promote sustainability.

Another change in the City since the prior plan is the creation of a Conservation Advisory Committee (CAC). The CAC is charged with advising the Planning Board and the City Council on matters affecting the preservation, development and use of the natural and man-made features in the City. The Committee advises on major environmental threats and maintains an inventory of natural resources and an index of all open spaces. The Committee consists of nine members appointed for a two-year term. Meetings are held on the fourth Thursday of each month at City Hall.

7.1. Environmental Conditions

Approximately 13 percent of the City, consisting of about 377 acres, is currently undeveloped land. An additional 298 acres are designated as parkland, representing about 10.5 percent of City lands. Also, approximately 30 acres of wetlands are protected as habitat through NYSDEC regulations (the only wetland protected by the DEC is at the mouth of Fishkill Creek), and approximately 72 acres of wetlands are protected through Army Corps of Engineers regulations.

The City of Beacon has a dynamic topography and a variety of important natural resources. The main topographic features of the City are the relatively flat area between the Hudson River and the northwest side of Fishkill Creek, the steep slopes near the Hudson River, the steep slopes adjacent to Fishkill Creek, and the slopes to the southeast toward Mount Beacon. The central area of Beacon is characterized by a mixture of large flat areas and low undulating hills, typically rising up to 50 feet above the surrounding land surface. Elevations range from 510 feet on the slopes of Mount Beacon to near sea level along the Hudson River.

The higher elevations on the southeast side of the City offer scenic views, and include significant areas of steep slopes. These slopes are important elements within the City viewshed; the grades of the slopes also pose severe constraints to development. Steep slopes account for approximately 290 acres of land in Beacon, which is approximately 9 percent of the City's land area. Approximately 30 of these steep slope acres are considered very steep, being over 25 percent slope. Although the upper slopes and the summit and ridgeline of Mount Beacon lie within the Town of Fishkill, the City has a significant interest in advocating for the continued protection of the scenic qualities of the undeveloped forested slopes of this area.

The City of Beacon contains habitat for a wide variety of plant and animal species. Primary locations include the areas along the banks and within the Fishkill Creek, the areas along the banks of the Hudson River, and the slopes of Mount Beacon. Continued efforts are required to protect local plants and animals and their habitats, and to diminish the presence of invasive species in order to encourage biological diversity.

Environmental Constraints

Topography and Steep Slopes

The City of Beacon is characterized by an irregular pattern of hills and valleys ranging from near sea level along the Hudson River to 510 feet along the eastern border of the City. Figure 7-1 shows steep slopes in the City. The slope of an area refers to its degree of steepness and is expressed as a percentage of incline from the horizon. The use of land with slopes up to 15% for development purposes usually does not require any special treatment for slopes other than normal erosion control methods. Slopes of 15% and over are generally classified as steep for land use purposes, because they often have the potential for erosion, runoff and access problems. Development on slopes from 15 to 25% requires closer control and possibly special design consideration. Slopes over 25% usually present significant restrictions to development; these areas must be closely monitored to avoid serious detrimental environmental impacts if development is considered.

Wetlands

The City of Beacon contains both freshwater and tidal wetlands (see Figure 7-1). These resources have been identified by NYSDEC, and National Wetlands Inventory (NWI), prepared by the United States Fish and Wildlife Service (USFWS).

Wetlands within the City are protected at the state or federal level, or some combination of each. Pursuant to the Freshwater Wetlands Act, the NYSDEC regulates wetlands that are at least 12.4 acres or, if smaller, have unusual local importance. The NYSDEC also regulates a 100-foot buffer surrounding these protected wetlands. The U.S. Army Corps of Engineers also protects wetlands under Section 404 of the Clean Water Act, irrespective of size.

Drainage Basins and Surface Water Resources

The City falls within one major drainage basin known as the Hudson-Wappinger River Basin, as designated by the NYSDEC. Fishkill Creek is the main stream that flows in a northeast to southwesterly direction through the City of Beacon toward the Hudson River which forms the western boundary of the City. A portion of the headwaters of Dry Brook are located within the eastern portion of the City, before flowing south to Beacon Reservoir in the Town of Fishkill. The City's drainage basins can be further subdivided into two sub-basins: Fishkill Creek, which contains the stream by the same name as well as Dry Brook, and Hudson River, which contains all lands northeast of the Fishkill Creek where surface water flows directly toward the Hudson River.

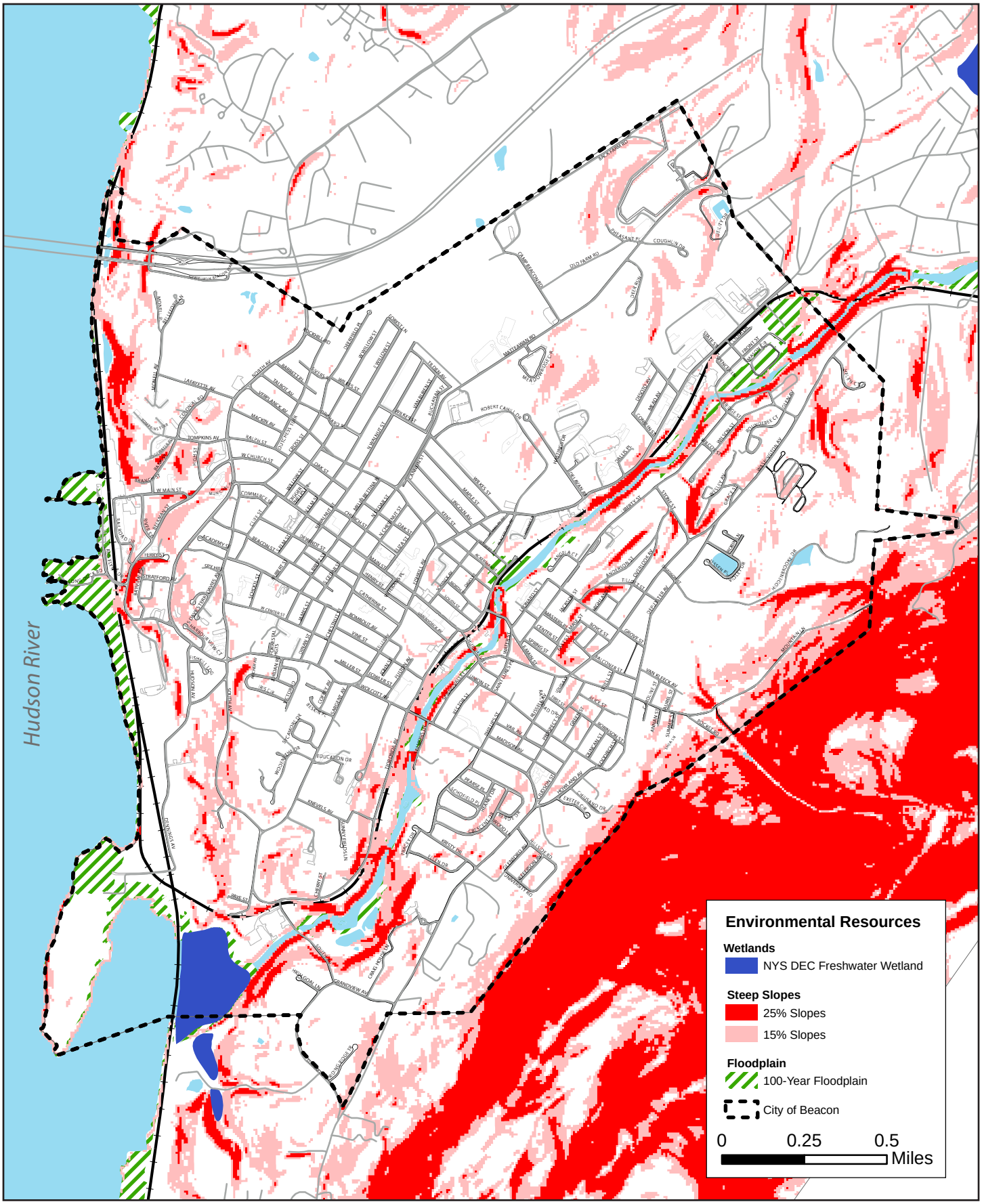


FIGURE 7-1: ENVIRONMENTAL RESOURCES

Floodplains

A "100-year floodplain" describes an area subject to a 1% probability of a certain size flood occurring in any given year. Since floodplains can be mapped, the boundary of the 100-year flood is commonly used in floodplain mitigation programs to identify areas where the risk of flooding is significant. In reviewing floodplains maps, however, it is important to note that the locations of floodplain boundaries are not static. Floodplain filling, changes in the amount of impervious land cover, and other activities that alter the drainage characteristics of a watershed can affect the shape and size of floodplains within that watershed.

The 100-year flood plains, as mapped by the Federal Emergency Management Administration (FEMA), within the City are shown. The FEMA 100-year floodplains in Beacon are generally located along Fishkill Creek and the Hudson River and some low-lying areas throughout the City. Property owners can review more detailed FEMA maps to determine if their property is located within a floodplain boundary.

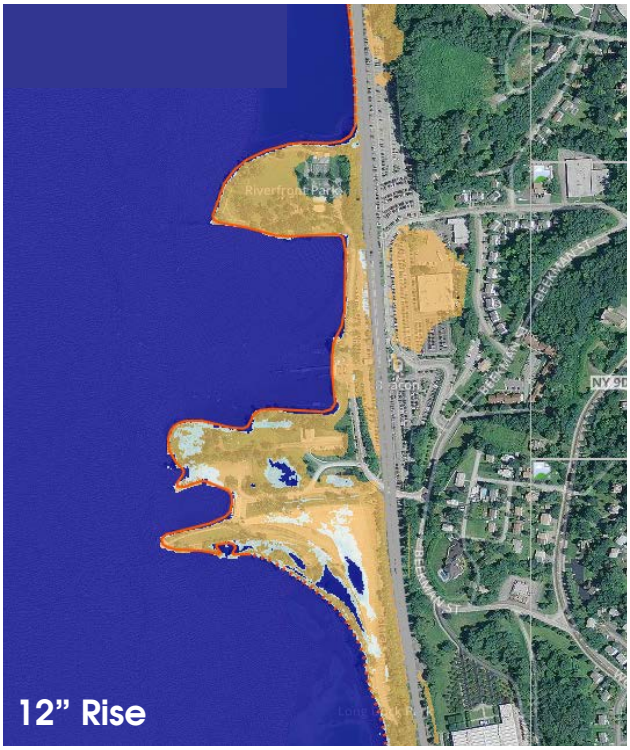
Climate Change

In the 2012 *State of the Environment*, Dutchess County's Environmental Management Council (EMC) reported that residents could expect increasing number of extremely hot summer days and a decrease in the overall number of cold winter days due to changes in the Earth's climate. Over the last 70 years in Poughkeepsie the average number of days per year with at least 2-inches of rain has increased from 1 to 2.5. The EMC noted that Dutchess County residents can expect the average annual precipitation rate to increase 5% by 2020 and 10% by 2050.

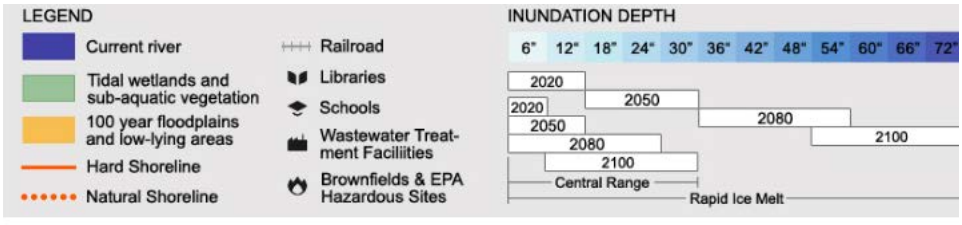
Around the globe and along the Hudson River, sea level is rising due to global warming, which is in turn primarily a result of emissions from the burning of fossil fuels and other human activities. Beacon, being a waterfront community, must be especially aware of the risks associated with climate change. Projections for future sea level rise in Beacon are shown in Figure 7-2. This graphic, provided through Scenic Hudson's Sea Level Rise (SLR) Mapper, combines data and analysis from NYSDEC, U.S. EPA, U.S. Census Bureau, Dr. Roger Flood (SUNY Stony Brook) and FEMA.











Source: Scenic Hudson: Sea Level Rise (SLR) Mapper. Mapper combines data and analysis from NYS DEC, US EPA, US Census Bureau, Dr. Roger Flood (SUNY Stony Brook) and FEMA

Figure 7-2: Sea Level Rise Projections

Other Significant Environmental Features

Fishkill Creek Estuary and Marsh

Fishkill Creek runs along the length of the City of Beacon along Route 52, east of the downtown area, finally turning east to empty into the Hudson River south of Denning's Point. Fishkill Creek has been designated by the NYS Secretary of State as a Fish and Wildlife Habitat of Statewide Significance under the New York State Coastal Management Program. It is one of the major tributaries that empties into the lower portion of the Hudson River estuary. Due to the diverse ecological communities, and the lack of significant human disturbance to that ecology, the Creek provides an important habitable area for fish and wildlife species. The Rare or Threatened species in Beacon are listed in below:

Table 7-1: Rare and Threatened Species in Beacon

Species	Scientific Name	Status
Beggar Tick	*Bidens hyperborea*	Rare
Smooth Bur-Marigold	*Bidens laevis*	Rare
Heartleaf plantain	*Plantago cordata*	Rare
Bald Eagle	*Haliaeetus leucocephalus*	Threatened

Parks and Trails

As discussed in Section 9, there are many parks and open space resources that serve as valuable environmental features for the community. There are four parks along the Hudson River Waterfront. Denning's Point State Park is home to Beacon Institute's Center for Environmental Innovation and Education (CEIE). CEIE is also a public visitor's center for Denning's Point State Park, and is located near the entrance to the Denning's Point State Park's public walking trail.

Scenic Hudson's Long Dock Park is a waterfront park that promotes themes of recovery, remediation, reuse, and re-engagement. The park transformed a man-made peninsula from a degraded, post-industrial relic to a major waterfront public and environmental asset. Pete and Toshi Seeger Riverfront Park, situated on another peninsula, provides recreation and picnic areas with expansive views of the river.

Madam Brett Park, along Fishkill Creek, provides a place for visitors to explore the ecology of a vital Hudson River tributary and the tidal wetland at its mouth. Fishkill Marsh supports an extraordinary variety of wildlife. It furnishes a home for amphibians and aquatic mammals, including muskrats; serves

as a hunting ground for ospreys, bald eagles and other raptors; and is a stopover for migratory birds. A boardwalk and observation platforms afford up-close discoveries of these and other creatures.[12]

Scenic Views

In 2012, the City of Beacon adopted its Local Waterfront Revitalization Program (LWRP). This planning process, sponsored by New York State Department of State (DOS), is intended to coordinate local and State actions needed to achieve the community's goals for its waterfront. During that planning process, the City identified specific views from different vantage points that have been deemed significant and should be protected from encroachment by development. The protected viewsheds are listed below and are explained in Policy 25 of the LWRP. These viewsheds shall remain protected in order for a project to be determined by the Planning Board to be consistent with the LWRP. A map of these views is provided in Figure 7-3.

1. Main Street & Route 9D
2. Beacon Street & Route 9D
3. Rombout Avenue & Route 9D
4. Wolcott Avenue and Route 9D
5. South Avenue & Route 9D
6. Denning's Avenue at South Avenue
7. Sargent Avenue at St. Lawrence Seminary
8. South Avenue west of Denning's Avenue
9. Paye Avenue
10. River Street and Beekman Street
11. Southwest view from Wolcott Avenue 200' west of Bayview Avenue
12. West view from Wolcott Avenue 200' west of Bayview Avenue
13. Northwest view from Wolcott Avenue 200' west of Bayview Avenue.

[12] http://www.scenichudson.org/parks/madambrettpark

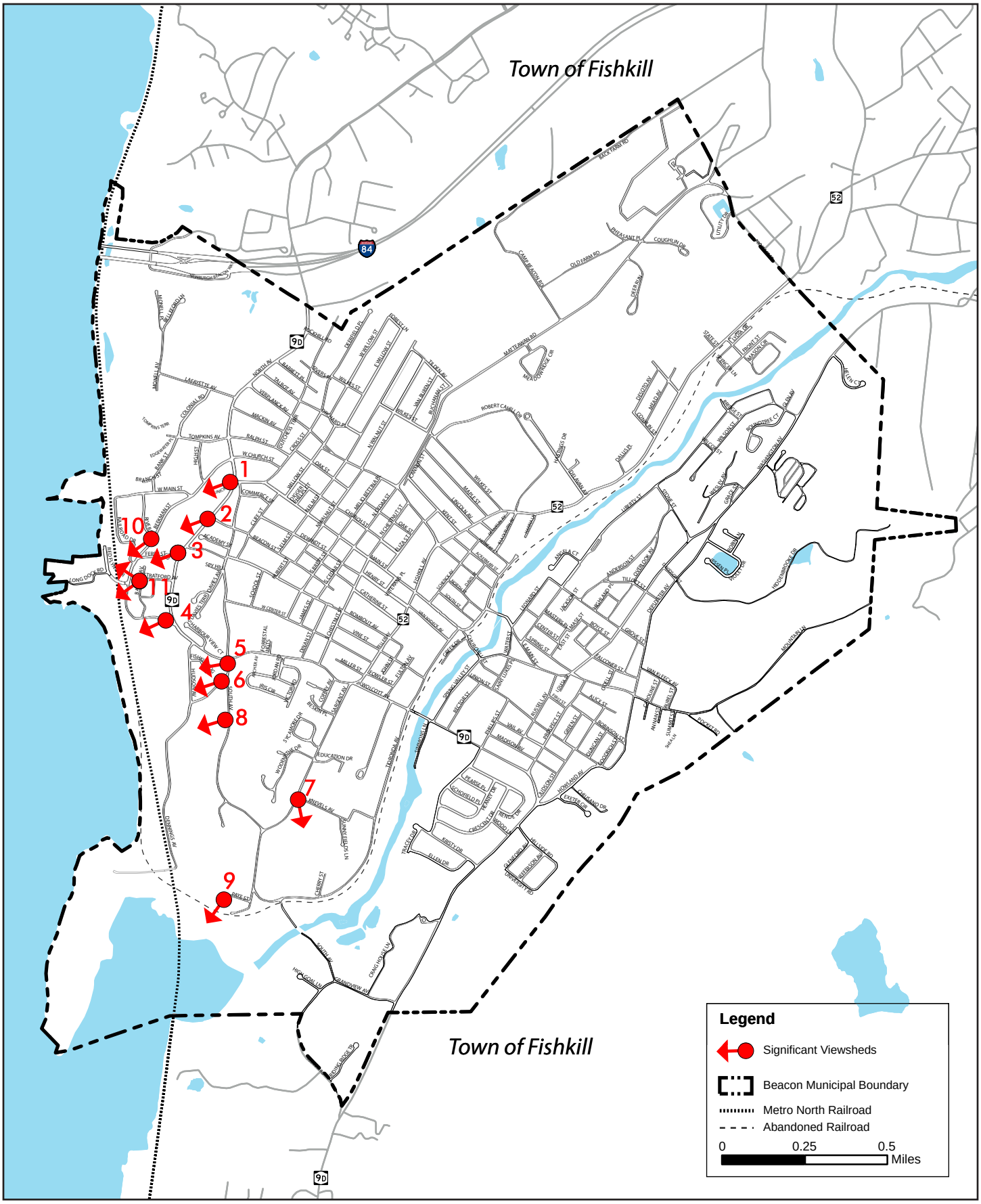


FIGURE 7-4: SIGNIFICANT VIEWS

BFJ Planning

Environmental Issues

In 2012, the Dutchess County Environmental Management Council (EMC) published a report titled *Dutchess County, State of the Environment*, which provides recommendations to protect land and water and ensure the continued availability of the resources that are critical for the continued sustainability of human habitation in the County. The report's primary concern is with the protection of water resources, including streams, groundwater, wetlands, lakes and ponds. Second on the list of concerns is land preservation and land management. A summary of the issues the county faces and recommendations to address these challenges is listed below:

Dutchess County, State of the Environment: Recommendations

- **Climate Change**: Integrate climate change information (e.g., increased floods, increased droughts and increased summertime heat) into planning efforts to reduce risks and adapt to the changing climate.
- **Air and Precipitation Quality**: Continue to develop and implement plans to reduce ozone by reducing its precursors (VOC and NOx); control the sources of PM2.5, e.g., vehicular travel and smoke.
- **Water Quality and Quantity**: Protect water quality, especially groundwater, by taking steps to improve the efficiency of road salt, ensure adequate maintenance of septic systems and wastewater treatment, and reduce agricultural runoff. Protect water quantity by protecting floodplains and wetlands, which act as buffers during floods and reduce impervious surfaces, which greatly enhance floods.
- **Municipal Solid Waste and Recycling**: Increase the recycling rate by increasing public education and improving ease of access to recycling facilities. The City has increased its recycling pickup to weekly service, which has increased steadily and reduced the City's municipal waste tonnage.
- **Hazardous Waste Sites:** Remain aware of superfund sites and their status (these sites are under regulation of state and federal agencies); and report any spills or suspected hazardous waste sites to the NYS DEC immediately.
- **Biological Resources, Including Wildlife and Rare and Endangered Species**: Protect key habitats via careful planning; utilize experts at local colleges and research institutions to make informed decisions about preserving biodiversity resources; collaborate with land use planners and conservation groups to improve effectiveness of biodiversity conservation.
- **Land Use Change**: Maintain large tracts of un-fragmented forest to reduce susceptibility to pests, pathogens and invasive species and to ensure biodiversity; reduce impervious surface

development using green infrastructure practices. Focus new development in existing or emerging centers to reduce overall run-off and to protect natural and agricultural green spaces.

- I**nvasive Species**: Continue to educate the public about the presence and threat of invasive and exotic species and continue diligent efforts such as preventing firewood transport to prevent the spread of invasive species into and throughout the county. Pressure the federal government to reduce the careless movement and introduction of demonstrated and potentially invasive species.
- **Lyme Disease and Other Infectious Diseases**: Maintain large tracts of un-fragmented forests to ensure biodiversity and reduce the prevalence of Lyme disease. Continue education of the public about avoiding ticks and other disease carrying organisms and health care professionals about the symptoms and treatment of Lyme disease and other vector-borne diseases.

7.2. Environmental Features Goals and Recommendations

The City of Beacon has a wealth of natural resources that not only contribute to its scenic beauty and visual appeal, but are important to the health, safety, and general welfare of its residents, business owners, and visitors. The City must assure the protection of its sensitive environmental features, particularly the protection of surface and groundwater quality, wetlands, steep slopes, trees, rivers and tributaries, as well as ensuring smart growth for future development and redevelopment.

ENVIRONMENTAL FEATURES GOALS

1. **Preserve environmentally significant features and create an open space system of sufficient size to reserve adequate areas for the protection of water related resources, wildlife, and land forms of particular environmental value. The rare assets of the City, such as the Hudson River and Fishkill Creek should be protected, as should the Hudson Highlands on the slopes of Mount Beacon.**
2. **Encourage high environmental standards for development and infrastructure, develop sources of renewable energy and improve the environmental performance of City-owned property.**

OBJECTIVES AND RECOMMENDATIONS:

Sustainability

Land use and Development: Implement land use regulations that promote sustainability.

7.1 Incorporate sustainable practices into future open space planning efforts.

7.2 Preserve Beacon's remaining natural habitats through land use controls.

7.3 Green Building: Encourage new development to adhere to LEED and LEED Equivalency standards.

7.4 Increase permeable surfaces through green infrastructure projects (e.g. green roofs, rain gardens, permeable pavers, and bioswales).

7.5 Create incentives for green infrastructure within sub-watersheds draining to the Fishkill Creek, Hudson River, and other environmentally sensitive areas.

Community Facilities and Infrastructure: Work with local utilities to improve resilience.

7.6 Ensure capital improvements use best practices to improve the ecological health of Fishkill Creek and the Hudson River.

7.7 The most current climate science should be considered when siting, designing, developing, or renovating municipal infrastructure to mitigate the effects of sea level rise and storm surge.

7.8 Review floodplain development regulations in light of sea level rise projections.

7.9 Reduce stormwater run-off from all municipal owned grounds and structures.

7.10 Encourage backyard composting.

7.11 Reduce waste and increase municipal recycling rates.

7.12 Promote Local Renewable Energy Generation.

7.13 Explore opportunities for renewable energy production on publicly-owned sites and infrastructure.

7.14 Identify opportunities for the use of district energy systems/community energy districts in zoning districts where appropriate.

7.15 Expand supply of electronic vehicle charging stations and alternative fueling stations.

7.16 Develop a "Green Fleet" program that reduces carbon emissions from the City's inventory of vehicles.

Green economy: Encourage economic growth and improvements in ways consistent with sustainable development. A green economy promotes a triple bottom line: sustaining and advancing economic, environmental and social well-being.

7.17 Support the growth of green businesses

7.18 Support/encourage the training and preparation of under-skilled or under-employed residents for jobs in the new green economy.

B. Land Capabilities

Ensure that development density is reasonably related to land capabilities, with lower densities maintained on lands least able to support intensive uses due to natural features such as steep slopes, soil types, and wetlands.

7.19 Amend the zoning and subdivision design chapters of City Code to ensure that smart growth and conservation design principles are incorporated into subdivisions and site plans.

7.20 Ensure that design plans presented to Planning Board catalog areas of impervious surface before and after proposed development.

C. Land Manipulation

Discourage development which involves significant land manipulation that destroys natural topographic features and creates potential for drainage, erosion and other environmental problems. Prohibit such land manipulation in low-density areas as designated in the Land Use Plan.

7.21 Review and revise City regulations protecting steep slopes, wetlands and other significant natural features in accordance with this objective.

D. Open Space Corridors.

Establish and preserve open space corridors along Fishkill Creek and the Hudson River, and seek open space linkages to the large areas of open space in the Hudson Highlands on the slopes of Mount Beacon.

7.22 Where reasonably feasible, preserve and create natural habitat in the following corridors with a width of up to 500 feet:

- Hudson River shoreline area;
- Fishkill Creek (the corridor shall be more precisely defined in the Fishkill Creek Corridor Plan);
- Dry Brook and an unnamed tributary joining Dry Brook from the east at a point south of Jessen Place;
- Between the mouth of Fishkill Creek and the Hudson Highlands (slopes of Mount Beacon) through two large properties east of the mouth of Fishkill Creek; and
- Between lands now or formerly known as the Fairview Cemetery and Fishkill Creek.

7.23 Actively pursue easements for passive recreation and/or public acquisition of land for properties in proposed open space corridors. Passive recreation corridors should be integrated with existing and proposed Fishkill Creek trails (see Recreation and Community Facilities Chapter). The Planning Board should request such easements where properties that could contribute to an open space corridor are seeking Planning Board approval. The City may contact property owners directly to achieve the above objective within the context of an Open Space Plan.

7.24 Areas established for open space within any future subdivisions should be designed to connect with off-site natural, undeveloped areas to form continuous open space corridors.

7.25 Study and document through maps and other means the migration of existing wildlife and the locations of all important wildlife corridors in the City.

Section 8: Historic Resources

Historic buildings, sites and neighborhoods make up the core of a community's character and identity. Such historic resources can serve its residents not only with a link to the past but as a model for the future. Beacon is rich in its historic heritage. Heroes from America's past, including Washington, Hamilton, Adams and Roosevelt, have been in Beacon and have gazed out upon its magnificent vistas. Crisscrossing this city are more than a dozen nationally recognized places of historic interest, including houses, churches and distinctive buildings designed by such renowned architects as Calvert Vaux, Frederick Withers and Richard Morris Hunt. Scores of other recognized historic sites of nearly equal charm and value are interspersed throughout the city. From mountain to river, from the East End of Main Street to the stately Victorian homes on the Hudson bluffs, one can discover homes and neighborhoods largely unchanged from the late 19th century.

The seat of legacy for Beacon is the Madam Brett Homestead. Built in 1709 by the city's founders, Roger and Catheryna Brett, the homestead is the oldest home in Dutchess County and the first example of Beacon's commitment to historic preservation. Saved from the wrecking ball in 1954 by public subscription, the Madam Brett house is now a museum operated by the Melzingah Chapter of the Daughters of the American Revolution. Some 50 years later, with a groundswell of local public support for the preservation movement, Beacon earned national recognition for its renaissance after being named in 2005 a *Preserve America Community*. With this designation comes an obligation to meet the higher standard this prestigious award demands. Hereafter, the city must move forward after first looking backward, with historic preservation a guiding principle.

The history of the city goes back to a time before recorded history, when the Melzingah, a tribe of Native Americans, are believed to have lived in the area prior to Dutch settlement. Colonial history in the area begins with Francis Rombout and Gulian Verplanck, who were granted the Rombout Patent in 1683, which stretched from today's Beacon to the Town of Poughkeepsie. Rombout's daughter Catheryna Rombout Brett became the first year-round colonial settler in the region. In contrast to some of the neighboring large landowners, the Rombout-Brett family tended to sell land to settlers in the area, instead of retaining land ownership and charging rent. This approach developed a broad base of stakeholders and a culture of civic participation.

Change came rapidly to the Hudson River Valley. By the mid-1700s, Fishkill Landing was a thriving commercial port. The village of Matteawan, which grew up around mills that were sited to take advantage of the water power of Fishkill Creek, became a prominent local hub of industry by the mid-1800s. The two villages merged in 1913 to form the City of Beacon, and the extent of their development is evident today in the two- and three- story brick buildings lining each end of Main Street.

The 2006 Public Opinion Survey showed that historic preservation is important to City residents. The visioning workshops held in June 2006 by the Comprehensive Plan Committee revealed that Beacon residents feel that they have a high quality of life, and a distinctive sense of place was often cited as a principal contributing factor to this quality of life. Beacon's well-maintained stock of historic buildings and landmarks contributes significantly to this sense of place. When residents were asked what makes them proud of Beacon, in addition to the natural beauty and cultural assets of the City, residents frequently referred to the many historic assets of the city, such as the Tioronda Bridge, the Incline Railway, the Madam Brett Homestead, and the historic buildings on Main Street.

Community feedback from the 2017 Update to the Comprehensive Plan also showed strong support for the Beacon Historical Society and preserving the history of the City of Beacon. Participants also showed support for providing incentives for the preservation of historic and older homes in the City.

8.1. Existing Historic Resources

Currently, there are 13 properties listed on the State and National Register of Historic Places. These are shown in Figure 8-1 and listed below:

	Resource	**Address**
1	Eustatia	12 Monell Place
2	Bogardus-DeWindt House	16 Tompkins Avenue
3	Lower Main Street Historic District	142-192 & 131-221 Main Street
4	U.S. Post Office	369 Main Street
5	Dia:Beacon (former National Biscuit Company Carton Making and Printing Plant)	3 Beekman Street
6	Brett, Madam Catheryna, Homestead	50 Van Nydeck Avenue
7	Howland Cultural Center	447 Main Street
8	Beacon Engine Company No.1 Firehouse	57 East Main Street
9	Mt. Beacon Incline Railway and Power House	Howland Avenue and Wolcott Street
10	Peter C. DuBois House	36 Slocum Road
11	Reformed Dutch Church of Fishkill Landing	1113 Wolcott Avenue
12	St. Luke's Episcopal Church Complex	850 Wolcott Avenue
13	Trinity Methodist Church	8 Mattie Cooper Square

Note: According to the NY State Historic Preservation Office (SHPO), the Tioranda Bridge is no longer listed on the State and National Register of Historic Places.

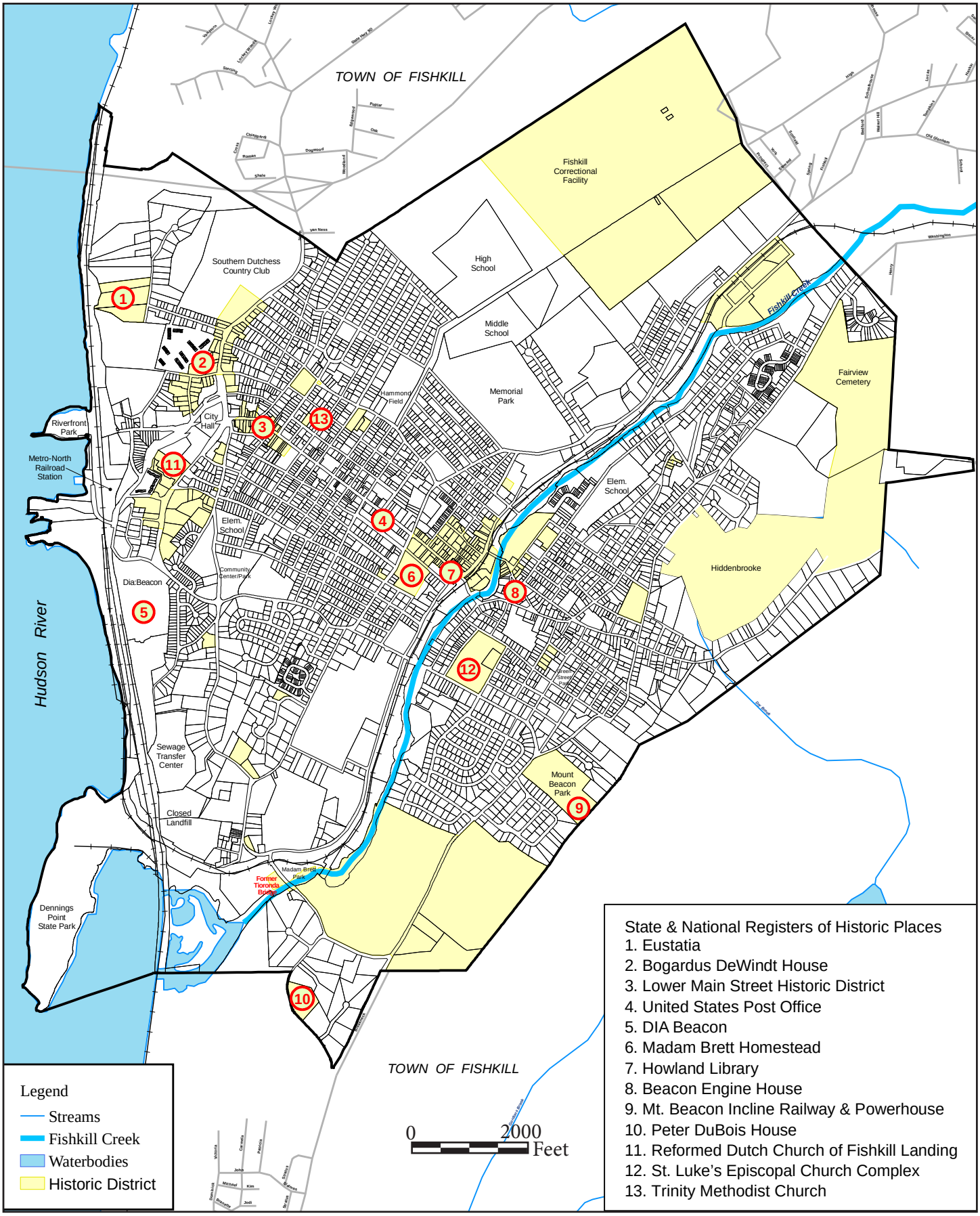


FIGURE 8-1: HISTORIC RESOURCES

CITY OF BEACON COMPREHENSIVE PLAN UPDATE Source: Frederick P. Clark Associates, Inc. BFJ Planning

According to the New York Office of Parks, Recreation, and Historic Preservation, many additional properties and areas in Beacon are eligible for listing on the State and National Registers. These include the main building of the Craig House property, the upper Main Street area (for which the City is in the process of applying for designation), and 35 additional properties that were proposed for the State and National Registers in the 1980s. The City has a number of historic districts (i.e. Upper Main Street, Groveville Mill, Tomkins/High Streets and Spy Hill), as seen in Figure 8-1. Properties in those districts have a higher eligibility priority for being listed on the register. A list of eligible properties based on the 1980s proposal is included below:

Table 8-1: Historic Resources (Properties Proposed for Register Listings)

St. Andrew's Episcopal Church	24 Fishkill Avenue
123 South Avenue	27 Liberty Street
40 North Street	20 South Avenue
48 North Street	19 Kent Street
17 Church Street	5 Willow Street
62 Fishkill Avenue	45 Ferry Street
246 Fishkill Avenue	18 Oak Street
33 Davis Street	63 Tioronda Avenue
34-36 Spring Valley Street	86 Sargent Avenue
Hudson Fulton Monument	575 Wolcott Avenue
Christie House	21 Kent Street
Tioronda/Craig House	75 Grove Street
62 Rombout Street	Zion Methodist-Episcopal Church
29 Russell Street	Beacon Salvage
7 Center Street	Wodenethe Gatehouse I
22 South Avenue	Wodenethe Gatehouse II
88 Sargent Avenue	8 Dutchess Terrace
31 North Avenue	St. John the Evangelist Catholic Church

According to the U.S. Census[13], approximately 36 percent of the housing units of the City were built in 1939 or earlier. While not all of these 2,133 homes and apartments are likely to be historically significant, the City has a large stock of housing with historic potential.

There are approximately 280 properties currently protected by the City's Historic District and Landmark Overlay Zone, which was expanded in May of 2006 through a revision to the City Code. The overlay zone currently protects a total of approximately 597 acres of land in the City, which is approximately

[13] U.S. Census Bureau, American Community Survey, 5-year Estimates, 2010-2014

20 percent of the City's total land area. The City of Beacon adopted a local law regulating development within the newly created Historic District and Landmark Overlay Zone in 1991. The law, which became Chapter 134 of City Code, was amended in 1999 to add five properties, and again in May of 2006 to add approximately 20 more areas. The Historic Preservation Chapter of the Code requires that all proposed exterior alterations within the overlay zone must receive a certificate of appropriateness from the Planning Board. The certificate is granted based on the historic or architectural value of the structure and the compatibility of the proposed exterior alterations within the district. As an incentive to assist property owners with the proper maintenance of these historic properties, properties within the overlay zone may, by special permit, be allowed to operate business uses, such as antique shops or artisans' studios, restaurants, bed-and-breakfast establishments, professional offices, or residential uses including up to four apartments in the building. This is currently available to all properties within the overlay zone, regardless of the underlying zoning. As noted above, this section of the Code also allows an exemption from an increase in property taxes for ten years if property improvements are done according to the regulations of the Historic Preservation Chapter.

In addition to the many individual properties with historic value in the city, the overlay zone protects a number of areas comprised of many structures and properties which have been identified as having historic value. These areas include:

- The area around the Craig House and University Settlement at the southern gateway of the City on Wolcott Avenue;
- Upper Main Street from Teller to East Main Street and Leonard Street;
- South and North Streets, which are residential areas just north of Main Street;
- Lower Main Street between Wolcott and Willow on the north side, and between Wolcott and Elm on the south (this area is also on the State and National Register);
- A neighborhood between Rombout Avenue and Beekman Street overlooking the waterfront;
- A collection of Victorian homes along Tompkins Avenue, High Street, and a portion of North Avenue;
- The buildings and grounds of the former Matteawan State Hospital; and
- The collection of mill housing and mill buildings on and around Front Street near the City's northern border with the Town of Fishkill.

The Beacon Historical Society has been actively documenting the City's past and advocating for the preservation of its unique historic landmarks. The Society created a self-guided tour in 1992, called "Discover Beacon" which describes the historical significance of 36 sites in the City. Their offices recently moved to South Avenue, in a space formerly the rectory of St. Andrew's Episcopal Church. With more than 2,000 square feet, the office is nearly 10 times larger than its previous space, allowing the society to host its own exhibits and add a research library and storage space.

8.2. Historic Resources Goal and Recommendations

HISTORIC RESOURCE GOAL:

Encourage the preservation of historically and culturally significant buildings, landscapes, and neighborhoods.

OBJECTIVES AND RECOMMENDATIONS:

A. Continue to provide incentives for the preservation of historic and older buildings

The Code currently provides two incentives to property owners in historic districts, as discussed above. The first incentive is that properties within the overlay zone may, by special permit, be allowed to operate business uses or multifamily uses that would not ordinarily be permitted in the underlying zone. Another incentive is an exemption from an increase in property taxes if property improvements are done according to the regulations of the Historic Preservation Chapter.

Regulations:

8.1 Develop an effective regulation or other intervention that will encourage rapid redevelopment while protecting core historical aspects where feasible.

8.2 Revise Section 5 of Chapter 134 to provide clear standards for applicants and for the review process. The standards should explicitly account for variations in the overall historic value and potential architectural quality of the restored building.

8.3 For commercial and industrial properties with the Historic Overlay Zone – many of which for decades have been derelict and in need of major renovation and environmental clean-up – develop an effective regulation that will encourage the rapid redevelopment of such properties while protecting their core historical aspects where feasible.

8.4 Revise the historic preservation regulations to allow a limited range of special permit uses depending on the underlying zoning of the area. Currently, the special uses listed in the Historic Preservation Chapter are theoretically allowed in any zone. The Historic Preservation Chapter does require that any proposed uses be "compatible with the

neighborhood," but the City should tailor what types of special permit uses would be acceptable in which underlying zones.

Funding Opportunities:

8.5 Consider providing public funding sources and/or tax incentives for property owners to assist with the maintenance of properties in historic districts. Public sources include city, county, state, and federal sources. The City should explore non-profit or private funding sources as well. The City should develop a program whereby property owners apply for funding and their requests are evaluated based on need, merit, and available funds. Projects accepting such funding would need to perform the work according to an established timeline and at standards acceptable for work on historic properties.

8.6 Explore the feasibility of establishing a fund whereby fines for violations of historic preservation regulations and/or real estate transfer taxes help fund maintenance of historic properties and/or other historic preservation activities. Seek grants to fund this research, and include the Beacon Historical Society in the research work and/or oversight of the work.

Other:

8.7 Research and identify potential disincentives for property owners and the City of Beacon to participate in historic programs or designations and remove disincentives to the extent possible. Seek grants to fund this research.

8.8 Provide brochures and internet-based information for owners of property within the Historic Overlay District.

B. Revise and update Historic District regulations and State and National designations.

Regulations:

8.9 Revise historic preservation regulations to refine and clarify the principles regarding the regulation of the character of new construction in historic districts. New construction should generally not imitate or try to duplicate an historic building, but should be compatible with its surroundings as related to; footprint (site and setting), roofline, building envelope (size, scale and mass), exterior material usage, and window and door proportion. The criterion guiding these principles should be itemized in a thorough breakdown of each item in a publicly accessible format, resulting in more predictable and efficient applications.

8.10 Revise historic preservation regulations to include landscapes and address the need to protect historic landscapes.

8.11 Develop an effective regulation that will enforce minimum standards of maintenance for historic buildings and potentially historic buildings in order to prevent 'demolition by neglect.'

Inventory and Analysis:

8.12 Compare (and update periodically) existing catalogues of historic resources in the City with the current list of City properties within the Historic District and Landmark Overlay Zone; identify properties that should be included within the overlay zone. In particular, the City should consider which properties in the Fishkill Creek corridor should be protected within the Historic Overlay Zone. Seek grants to fund this work, and include the Beacon Historical Society in the work and/or oversight of the work.

8.13 Periodically compare existing catalogues of historic resources in the City (particularly those already within the City's Historic Overlay Zone) with properties listed on the State and National Registers of Historic Places; identify properties that should be included within the State and National Registers. Seek grants to fund this work, and include the Beacon Historical Society in the work and/or oversight of the work.

8.14 Compare the City's existing historic preservation ordinance with the model historic preservation ordinance of the Certified Local Government (CLG) program of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). If the City's ordinance is within the parameters of the model ordinance, the City should apply for acceptance to the Certified Local Government (CLG) program, which is a federal program administered through the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). Certification through the CLG program would provide a direct link to state and federal preservation programs, including a range of municipal support programs and government grants. Currently, approximately $100,000 is available annually for historic preservation activities of local governments, and only 50 communities in New York State are certified.

8.15 Maintain and improve the City's inventory of historic trees.

Other:

8.16 Develop an expedited review process for emergency alterations related to lead abatement where the property is occupied and one or more of the residents has elevated levels of lead present in the blood.

8.17 Consider the creation of a Historic Building Committee to work with the Beacon Historical Society on building preservation research and advocacy.

C. Preserve historic properties owned by the City and support the work of the Beacon Historical Society.

8.18 Assist the Historical Society in its efforts to establish a suitable space for the preservation and display of historic artifacts.

Section 9: Recreation and Community Facilities

The quality of recreational and other community facilities available in Beacon contributes significantly to the quality of life in the community. For recreation, Beacon has a mix of large and small parks, with a range of active and passive recreational opportunities. As stated in the 2007 Plan, Beacon residents are proud of the high school, and are generally satisfied with the education provided by the school district. Cultural institutions, with Dia:Beacon as the most prominent, further enrich the community. The City has many opportunities for further development of the range of its facilities, including the Fishkill Creek corridor for trails or jitney service and the restoration and reuse of the Incline Railway.

The Public Opinion Survey from the 2007 Plan showed that Beacon residents agree on the importance of public safety and emergency preparedness and a medical facility with emergency services located in the City. Parks and recreation opportunities are also important to residents. The survey showed that there is substantial support for a new youth/community center, and for the continued support of arts and culture in the city, particularly through meeting a widely perceived need for a movie theater and a performance theater. A theater is currently under construction at the old theater site on Main Street.

Potential new pedestrian access to the Fishkill Creek, Hudson River, Mt. Beacon and/or other open space also received high marks among the survey. Common themes were to add more or improved parks, a swimming pool, a youth center, a senior center, bike paths, and a marina/waterfront facilities. Boating and marina facilities were also supported by respondents.

The visioning workshops conducted by the Comprehensive Plan Committee and its consultants in June 2006 showed that Beacon residents enjoy and value the parks, trails, and various cultural facilities and events in the City, and have a lot of enthusiasm for potential improvements, including expanded recreational use of the Fishkill Creek corridor and restoration of the Incline Railway. Many workshop participants would also like to see a Community Center on Main Street with expanded youth programs and senior programs, and an emergency services facility or a hospital in the City.

Workshop participants expressed a strong appreciation for the nature trails, hiking opportunities, and parks in and around the City. The smaller ‘pocket parks’ and neighborhood parks were valued for the good opportunities they provide for community interaction. Some suggestions regarding City parks were to install more amenities in the existing parks, such as benches; acquire or preserve open space in such a way that it maximizes opportunities to link recreation sites, including pocket parks, passive and active recreation areas with each other; and create a new park, or town square, in the central portion of Main Street. Also, citizens involved in the ongoing planning process have suggested that there is a need for more active recreational areas for City residents.

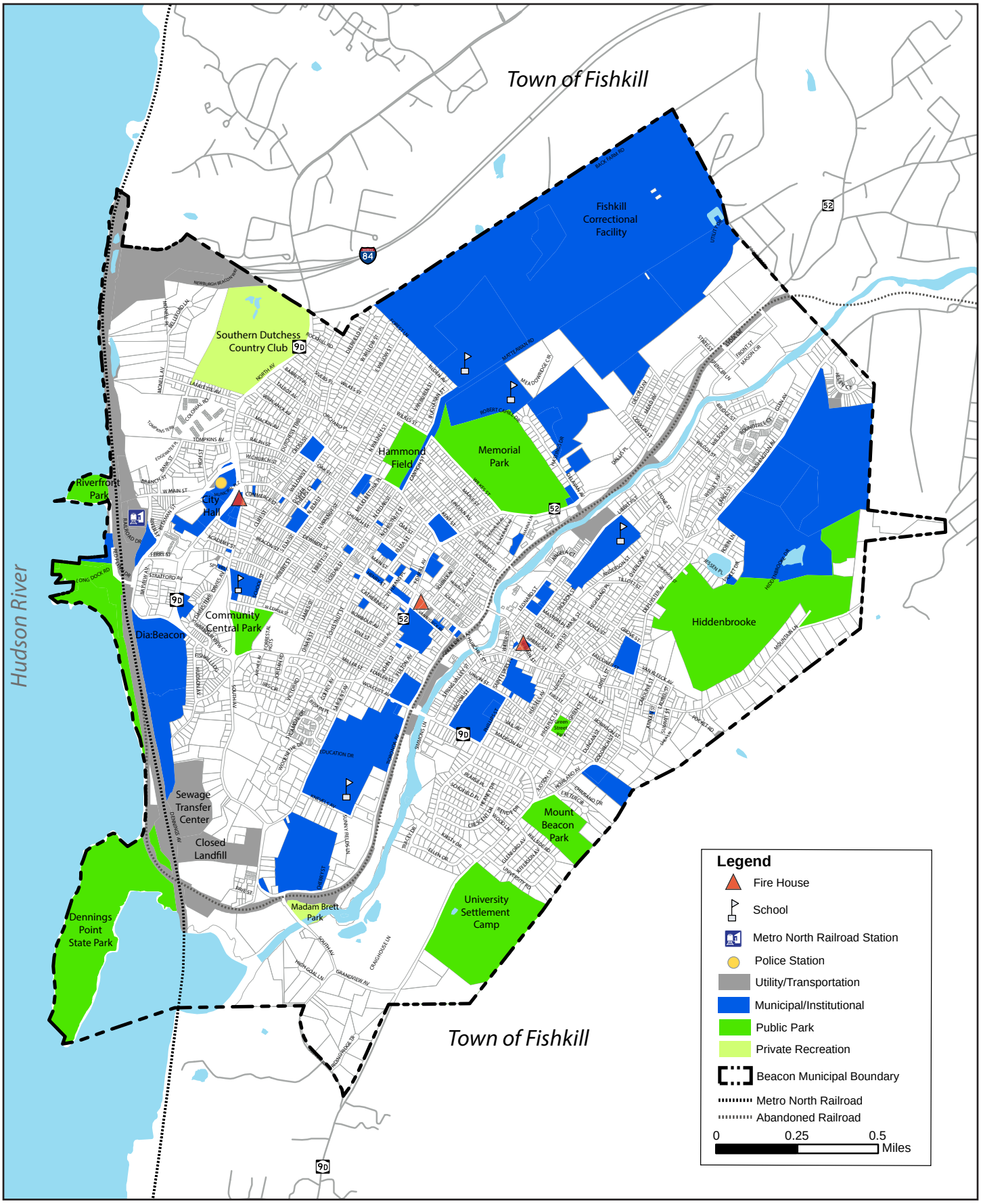


FIGURE 9-1: COMMUNITY FACILITIES

 Source: Frederick P. Clark Associates, Inc.

Participants wished to see improved bicycle paths and improved signage indicating bike routes, the improvement and extension of the Fishkill Creek trail (some suggested San Antonio's Riverwalk could be an appropriate model for portions of the trail). Participants discussed the importance of using the tracks along Fishkill Creek as either a walking and bicycle trail, a route for a steam engine-driven excursion train, or a route for a jitney service that can travel on both rails and road. This rail line was seen as an opportunity to connect Denning's Point to the central part of Beacon.

Dia:Beacon was seen as an important institution in the community, along with the Madam Brett Homestead and Park, the Sloop Club and the Howland Cultural Center. There was a general consensus on the desirability of restoring the Mount Beacon Incline Railway, so that it could be used again as a destination for visitors and a place for environmental education.

Theater and performance spaces were seen as a desirable addition to the City of Beacon. The arts community's arts events and festivals that take place in the City over the course of the year were important to the community. Residents expressed a desire for the City to foster the sense of community that makes Beacon special by encouraging block parties and other similar social opportunities at a small scale throughout the city.

Other facilities that workshop participants desired included a hospital or health care facility and power plants for alternative energy sources, such as a Fishkill Creek hydroelectric power station, wind or solar power generation facilities. Many residents were in favor of creating a Community Center on Main Street for both youth and seniors. Residents identified the need for programs for teenagers at the community center. In addition, the Beacon Community Resource Center on 23 West Center Street is not in the kind of central location favored by workshop participants. The former municipal building County office building across from Citizens Bank on Main Street may be a potential site for the new Community Center.

Residents suggested the City work to improve dissemination of information to the public. Participants also suggested improvements for the police department, including better communication, more foot or bike patrols on Main Street, and more attention to youth issues in the city.

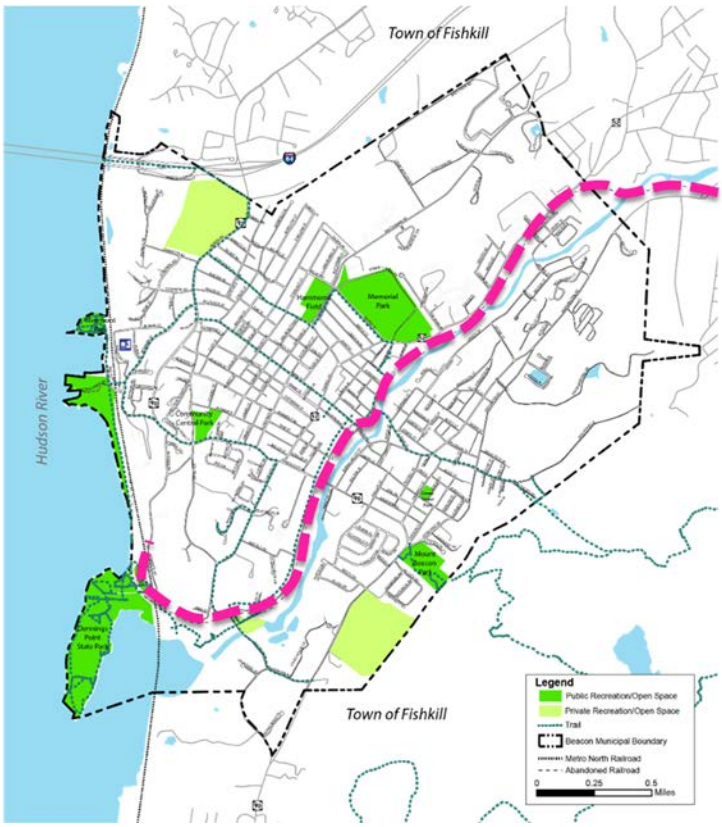
Recreation Study

In addition to the information presented herein, the City is currently undertaking a Recreation Study. The purpose of the study is to evaluate the City's existing conditions of parks and open space. It will also evaluate the allocation of recreational fees associated with new development, given Beacon's current recreational needs and anticipated population growth. Recommendations will address identified deficiencies, including areas where the acquisition of land or creation of new facilities would enhance existing recreational sites, create a network of recreational sites and open spaces via improved connections, or provide new facilities to areas of the City that are currently underserved. Rough cost estimates will be developed for implementation of the recommended improvements. The 'Town of East

Fishkill Recreation Study', conducted by BFJ Planning (May 1999) will serve as a case study reference for the City of Beacon Recreation Study.

Development of Metro-North's Beacon Line

Metro-North Railroad's Beacon Line is a non-active line which provides an east-west connection to the railroad's Hudson Line, Harlem Line, and the Danbury Branch of the New Haven Line. In October 2016, the Metropolitan Transportation Authority (MTA) and Metro-North Railroad issued a Request for Expressions of Interest" ("RFEI") for the development of the abandoned Line, which includes 27.6 miles of track running from Beacon to the Dutchess-Putnam county line. The unused line begins at the Metro-North Line then parallels Fishkill Creek and continues through the Town of Fishkill at Route 9. The trail offers scenic views of the Creek, the Hudson Highlands and Mount Beacon.



Beacon Line Route

The City is working with Dutchess County and the Town of Fishkill to develop the railroad right-of-way as a rail trail, maintaining the potential future use for light-rail passenger service should the need arise. The rail trail could connect with the Dutchess Rail Trail that runs from Hopewell Junction to the Walkway Over the Hudson in Poughkeepsie, and also to Brewster, Nyack and the Westchester County rail trail system.

Developing the rail for recreational (biking and hiking) purposes could be a large driver of tourists to Beacon. Beacon is one of the only locations along the rail trail that can be directly accessed from Metro-North. This would also help to generate revenue for Metro-North through increased ridership, without the entity's need to maintain new rails, bridges and trains.

9.1. Recreation

PARKS AND OPEN SPACE

Approximately 11 percent of the City's land area, or 335 acres, is devoted to publicly accessible active and passive recreational uses. The amount of land in the City devoted to recreational uses has increased steadily over the past 45 years. Figure 9-2 shows park and open space resources in the City.

The City of Beacon has numerous recreation opportunities that are managed by the Recreation Department, advised by the Recreation Committee. The Recreation Department has offices at the Recreation Center located on West Center Street. The City employs three staff year-round, two full-time and one part-time, to manage Recreation Department activities. Recreation programming includes three after-school programs, summer sports programs and camp, seasonal adult fitness programs and cultural and holiday programming. The Recreation Department is responsible for special uses of all city parks as well as operating the community pool and programs in the summer months. These programs are available to Beacon residents, and to all schoolchildren in the Beacon City School District (which includes portions of the Town of Fishkill and the Town of Wappinger).

Table 9-1: Inventory of Recreation Areas

Park	Land Area	Percent of Recreational
Hiddenbrooke Property	103.3	30.82%
Denning's Point	64.23	19.16%
University Settlement Camp	51.25	15.29%
Memorial Park	49.23	14.69%
Long Dock Park	23.29	6.95%
Mount Beacon Park*	15.2	4.53%
Hammond Park	8.92	2.66%
South Avenue Park	6.74	2.01%
Riverfront Park	5.97	1.78%
Madam Brett Park*	5.65	1.69%
Green Street Park	1.42	0.42%
Total	**335.2**	**100%**

** Private park; Scenic Hudson is responsible for maintenance*

The City of Beacon Department of Public Works maintains all City-owned parks, including Memorial Park on Wilkes Street, South Avenue Park on South Avenue, Riverfront Park on Red Flynn Drive, and Flannery Park on Green Street. The City's park system includes four softball and three baseball fields, one football field, one soccer field, two tennis courts, four basketball courts and four playgrounds. The City also maintains four picnic pavilions, walking paths, and a public pool. The Department marks fields for all recreation programs. The City also has three privately owned parks: the Madam Brett Homestead, Scenic Hudson's Long Dock Park and Mount Beacon Park.

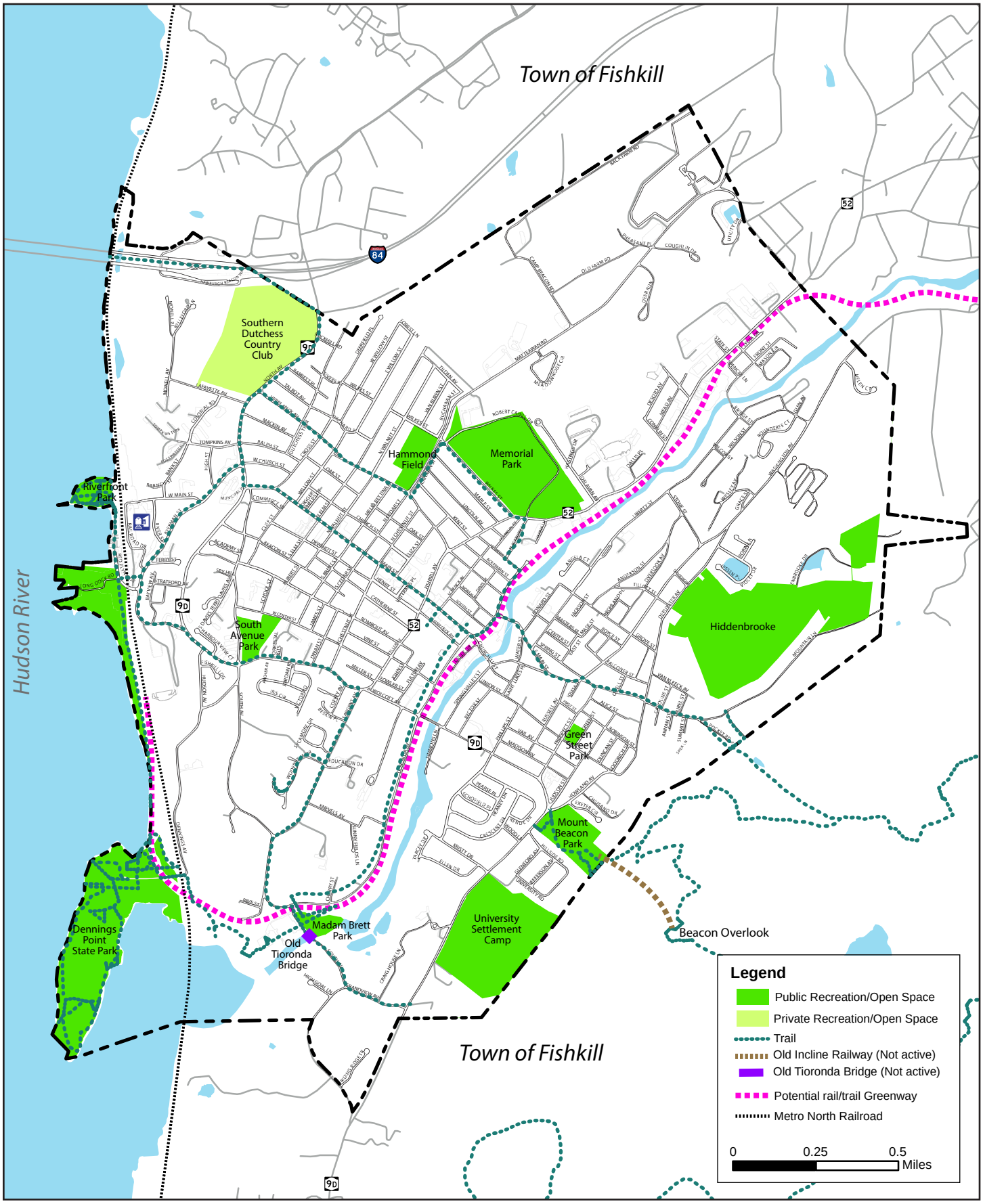


FIGURE 9-2: OPEN SPACE AND RECREATION

BFJ Planning

Pete and Toshi Seeger Riverfront Park

Pete and Toshi Seeger Riverfront Park, a 10 acre park located on Red Flynn Drive, on a peninsula jutting out into the Hudson River, is a very active recreational facility which hosts numerous events during the summer months. Pedestrian links from the waterfront to the Main Street corridor and downtown business area are not strong. The visual and physical barrier resulting from the change in elevation from the water to Main Street has been highlighted previously. The underpass from the waterfront to the train station provides a pedestrian way for walkers, but the vast parking lots at the train station further erode the relationship between the two areas.

Memorial Park

Memorial Park located in the center of the city, adjacent to Rombout Middle School and serves as the city's "Central Park." It is the city's primary park and many civic events are hosted there.

Mount Beacon



From 1902 to 1975, The Mount Beacon Incline Railway was one of the steepest incline railways in existence (a 65 percent grade). It took an estimated 3 million people up to the 1,540-foot summit of Mount Beacon, until fire and vandalism destroyed the incline railway.

In order to bring Beacon's unprecedented renaissance full circle, an effort has been underway since 1996 to restore the Mount Beacon Incline Railway by a local grassroots organization. This one-time unique experience brought thousands of visitors to Beacon to ride the steepest incline railway in the world. At the top was the Beacon Crest Hotel and a dance hall, which treated visitors to spectacular views of the Hudson River. For many years the Incline Railway was Beacon's primary tourist attraction and a constant source of enjoyment for local residents (read more at www.inclinerailway.org).

Today there are trails that lead to the summit of Mount Beacon and along the Fishkill Ridge, providing spectacular views. Scenic Hudson estimates that Mount Beacon Park receives approximately 750 visitors per month during the six warm-weather months of the year and approximately 250 visitors per month during the six cold-weather months of the year. During summertime, an average of 20 visitors enter the park on weekdays, with this number increasing to an average of 60 visitors per day at weekends. Parking at the Mount Beacon trailhead is reportedly an issue during peak periods. The City should consider extending the walking trail from Mount Beacon Park to the Settlement Camp with a trailhead and parking lot. This parking lot would also serve increased use of the camp over time.

Long Dock Park

Scenic Hudson's Long Dock Park is a 15-acre open space situated on the Hudson River in close proximity to the train station. Long Dock once contained a rail ferry terminal, warehouses and other buildings. More recently, it was home to an oil terminal, salt-storage facility and junkyard. Scenic Hudson has cleaned up the area to create a riverfront destination with a kayak pavilion and beach for launching boats, rehabilitated wetlands and meadows that attract wildlife. While the park is private, it is generally open to the public. The park's restored, historic Red Barn, now Scenic Hudson's River Center, hosts arts and environmental-education activities and is home to the American Center for Folk Music. Scenic Hudson has plans to expand the park to include a plaza, boardwalk, walking path, seating pavilions and a new parking area. An area has also been designated for food trucks to operate on-site. Figure 9-3 shows a site plan with Scenic Hudson's proposed changes at Long Dock Park.



Figure 9-3: Proposed Site Plan for Long Dock Park (2016)

Source: Scenic Hudson

Madam Brett Park

Scenic Hudson also acquired 12-acres of land along the Fishkill Creek, from the old Madam Brett's Mill to the confluence with the Hudson River, and named it "Madam Brett Park." The area presently provides access to the Fishkill Creek and to limited hiking trails.

Hiddenbrooke Property

In 2015, the City, in partnership with Dutchess County, purchased the 103.3 acre Hiddenbrooke property to permanently preserve the area as open space. To purchase the property, the City contributed $1.1 million and the County contributed $550,000 through its Partnership for Manageable Growth Open Space and Farmland Protection Matching Grant Program. Other funding included $350,000 from the New York State Environmental Protection Fund and $250,000 from the Archdiocese of New York.

Denning's Point Park

Denning's Point Park, which is part of Hudson Highlands State Park, is home to both a park and the Center for Environmental Innovation and Education (CEIE), part of the Beacon Institute for Rivers and Estuaries. The Center restored one of the abandoned buildings, from the old Denning's Point Brickworks factory, which is now used as both the visitors' center and for educational programs, events, and environmental workshops. Other remnants of the site's industrial past remain present on the site. The park has accessible walking and biking paths which feature the rich cultural and archaeological history.

University Settlement Camp

In 2007, the City of Beacon signed an agreement with the State of New York to take responsibility for the operation and maintenance of the 100-acre University Settlement Camp property as a resource for recreation, education and conservation purposes. The property was established as the University Settlement Camp in 1910 as a residential camp facility that served as an outdoor recreational opportunity for New York City youth. The property was sold to the New York State Department of Parks and Recreation in 2007. The City of Beacon was later arranged to manage and maintain the property.

There are a number of historic wooden structures on the property, many of which have fallen into disrepair largely due to varying types and qualities of foundations (e.g. concrete pylons versus stacked stones) and the infiltration of moisture; however several of these buildings have been maintained by the City of Beacon for adaptive reuse (e.g. art and nature education, music/theater and flexible event spaces. The City of Beacon Recreation Department also plans to construct an indoor artificial rock climbing gym inside one of the buildings as well. The creation of a "Friends Of" group dedicated to the preservation and continued use of the property is currently being planned.

Other programming for the USC includes film festivals and community gardening on a volunteer basis. The park also includes a popular Frisbee golf course that draws visitors from nearby states year-round.

The swimming pool is another considerable asset to University Settlement Camp, which attracted 11,000 visitors last summer 2016. The City of Beacon Recreation Department plans to add concession stands to generate revenue that could be allocated toward further improvements, such as new restrooms, changing rooms, and ping pong tables.

As discussed above, the city should consider extending the walking trail from Mount Beacon Park to the Settlement Camp with a trailhead and parking lot. This parking lot would also serve increased use of the camp over time.

TRAILS

Hudson Highland Fjord Trail

Scenic Hudson has led a cross-jurisdictional effort to develop a 9-mile non-motorized shared-use trail connecting the Village of Cold Spring and the City of Beacon via the Hudson Highlands State Park Preserve. The project also proposes roadway improvements along Route 9D that encourage bicycling and pedestrian activity. A draft Master Plan for the Hudson Highlands Fjord Trail has been developed and is illustrated in Figure 9-4. The project is subject to environmental review before implementation.

Fishkill Creek Greenway & Heritage Trail (FCGHT)

In 2003, the City, in cooperation with a Greenway Trail committee, developed a master plan for the FCGHT (Figure 9-5). The proposed trail connects the Beacon Metro-North train station to the town of Fishkill through the City of Beacon. The purpose of the trail is to reconnect residents and visitors to this critical natural resource. The trail is part of a larger open space vision for the greater Hudson River Valley trail network that encourages positive engagement with the natural and historical landscape. The FCGHT Plan proposes a location for the path, trail heads, points-of-interest, and many other interesting details that would make this trail a unique feature of Beacon.

Replacement of Tioronda Bridge (South Avenue Bridge)

As discussed in the Transportation Chapter, the City is in the design phase of a project to reconstruct the Tioronda Bridge at South Avenue. The bridge would be a multi-use bridge for pedestrians, bicyclists, and vehicles. The former Tioronda Bridge on South Avenue was dismantled several years ago due to structural and safety issues. Currently a utility bridge, which carries water and sewer lines, occupies the bridge site.

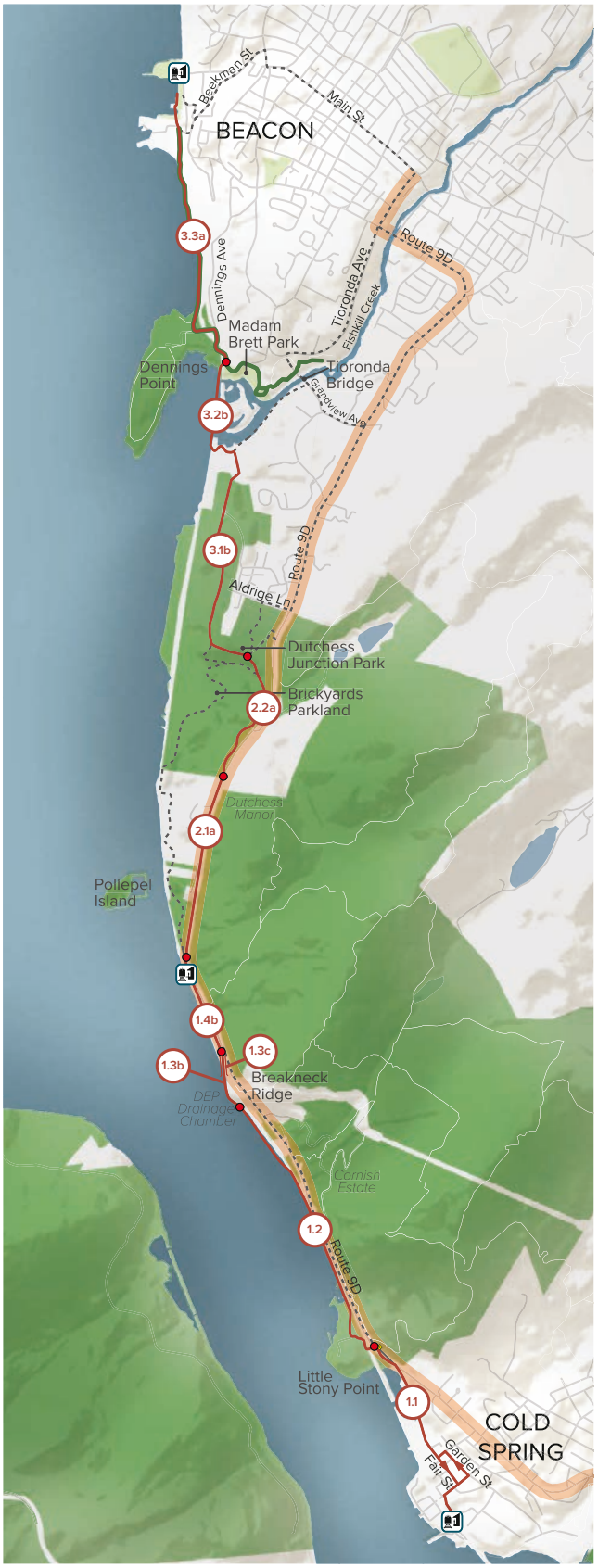
The multi-use bridge proposed by the City would provide direct access to the Hudson River waterfront, Denning's Point State Park, Madam Brett Park and Trail, Mount Beacon, Hudson Highlands Trail system and the Fishkill Creek Greenway which also provides access to the central business district. The City is

in the process of developing survey, engineering, design and construction documents for the South Avenue Bridge. The City has information of previous planning and design information of the existing utility bridge for use in the design of the new bridge.

Potential Beacon Line Rail-to-Trail

As discussed earlier in this chapter, the City has expressed interest in developing the non-active Beacon Line into a rail-to-trail corridor with the potential for future commuter service. The unused line begins at the Metro-North Line then parallels Fishkill Creek and continues through the Town of Fishkill at Route 9. The trail offers scenic views of the Creek, the Hudson Highlands and Mount Beacon.

HUDSON HIGHLANDS FJORD TRAIL
MASTER PLAN



Routes considered

Preferred route

Change in route segment

Parkway traffic calming: shoulder bicycle lanes (5'), coordinated banners/gateway/wayfinding signage

3.3a Existing trail network
Route trail along existing paths

3.2b MNR Causeway
Multi-use trail over the existing, unused MNR causeway

3.1b Brickyards Parkland
Multi-use trail through wooded area to the Fishkill Creek

2.2a Brickyard Parkland to Dutchess Junction Park (eastern upland route)
Multi-use trail at grade passing over two streams on bridges, benched into slopes or on structure over extremely steep grades

2.1a Breakneck Ridge Station to Brickyard Parkland
Buffer-separated multi-use trail along west side of Route 9D, requires new roadway alignment

1.4b Breakneck Connector (2014 CFA application)
Multi-use trail partly on structure and partly at grade

1.3c Bike-Ped bridge over railroad tracks
ADA compliant crossing over the railroad tracks

1.3b Breakneck Headlands/Shoreline
Multi-use path at grade; scramble and/or stair connection to Breakneck Ridge trail

1.2 Shoreline between Little Stony Point and Breakneck Ridge
Multi-use path along river's edge including at-grade asphalt path and structures over water

1.1 Cold Spring Station to Little Stony Point
Shared lane markings, sidewalks, signage; Multi-use path at grade in Litle Stony Point

For planning purposes
Concepts not based on survey

RBA

FIGURE 9-4: HUDSON HIGHLANDS FJORD TRAIL MASTER PLAN

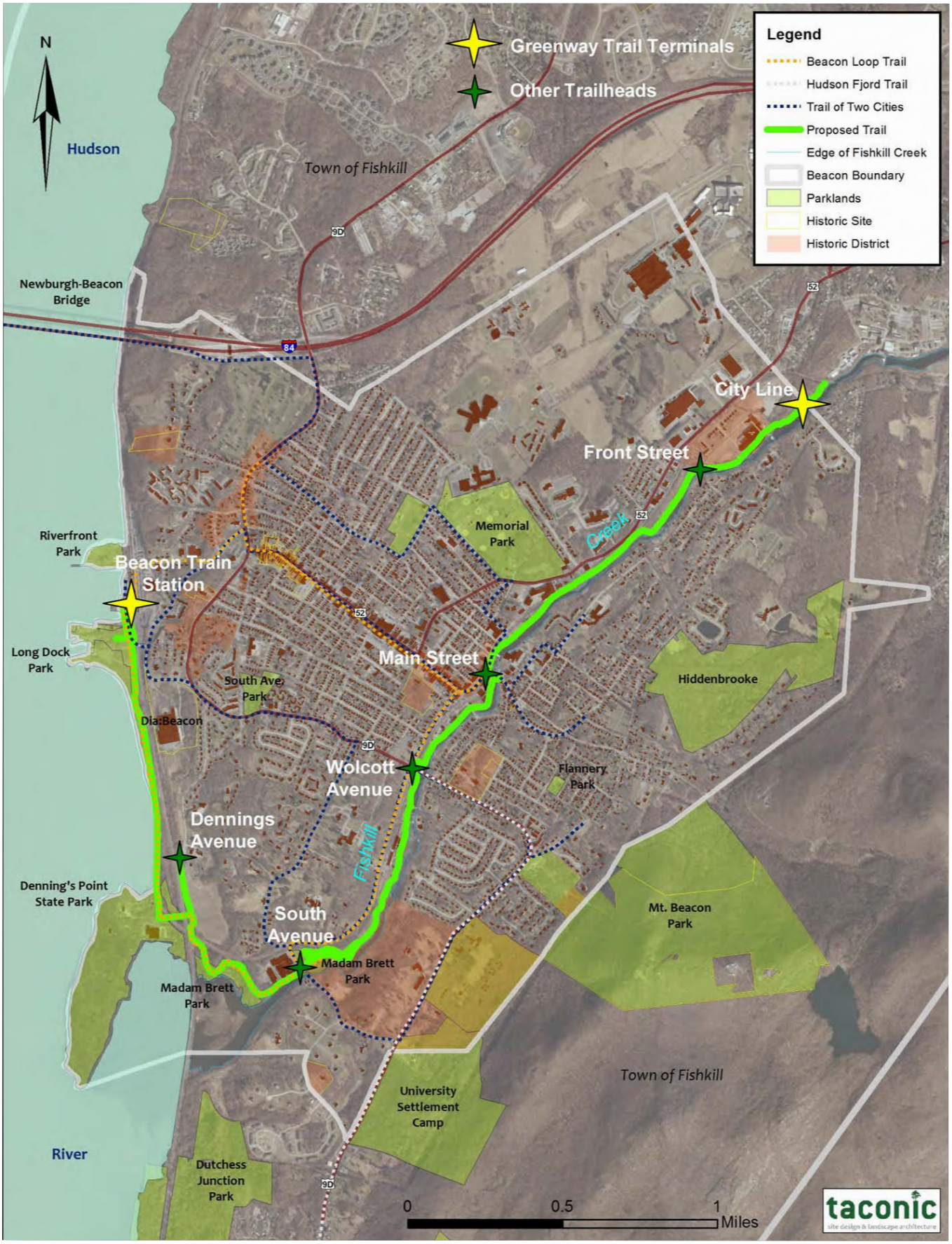


FIGURE 9-5: FISHKILL CREEK GREENWAY & HERITAGE TRAIL (FCGHT)

Source: Fishkill Creek Greenway and Heritage Trail Master Plan

9.2. Community Facilities

EDUCATION

Educational land uses consist of approximately 106 acres and nine properties. The Beacon City School District (BCSD) includes all of the area of the City of Beacon, plus a portion of the Town of Fishkill in the area north of the City. The BCSD is one of the 13 school districts that are affiliated with the Dutchess County Board of Cooperative Extension Services (BOCES), a government-funded agency that provides local school districts with a variety of educational services for adults and children. The district has one high school, one middle school, and four elementary schools: J.V. Forrestal, Sargent, South Avenue, and Glenham (which is located outside of the City of Beacon). The district offers bus transportation for students who reside more than 1.5 miles from school. The locations of the schools are shown on the map, Community Facilities. According to records maintained by the school district, 3,476 students were enrolled in public schools in the district in 2003-2004. Between 2005 and 2015, school enrollment has decreased, from 3,601 to 2,994 students. In addition to the six schools that are part of the school district, the City of Beacon also has one private school, the Oasis Christian School.

Public Schools

Beacon High School

Beacon High School is a secondary grade organization that houses students in grades 9 through 12. It is located at 101 Matteawan Road in Beacon. 924 students were enrolled in the school in 2014-2015 school year.

Rombout Middle School

Rombout Middle School is a middle grade organization and houses students in grades 6 to 8. It is located at 84 Matteawan Road in Beacon. 695 students were enrolled in the school in the 2014-2015 school year.

J.V. Forrestal School

J.V. Forrestal School is an elementary grade organization and houses students in grades PK to 5. It is located at 125 Liberty Street in Beacon. 281 students were enrolled in the 2014-2015 school year.

Sargent School

Sargent School is an elementary grade organization and houses students in grades K to 5. It is located at 60 South Avenue in Beacon. 381 students were enrolled in this school in the 2014-2015 school year.

South Avenue School

South Avenue School is an elementary grade organization and houses students in grades K to 5. It is located at 29 Education Drive in Beacon. 364 students were enrolled in this school for the 2014-2015 school year.

EMERGENCY AND PROTECTION SERVICES

The City's Police Department, located at 1 Municipal Center in Beacon, has 35 full-time police officers and four civilian clerical staff. The department handles approximately 14,000 calls for service a year. The Police Department is divided into three divisions: Patrol Division, Detective and Juvenile.

Patrol Division

The Patrol Division is the uniform division that is responsible for responding to any calls for service of crimes in progress 24-hours a day. The Patrol Division also has a K-9 Unit.

Detective Division

The Detective Division is responsible for case preparation and criminal prosecution and receives all felony investigations that are reported. The units is also responsible for all adult narcotic investigations.

Juvenile Division

The Juvenile Division is responsible for all juvenile crimes (crimes committed by people under the age of 16 years old), crimes against juveniles, all reported sex crimes and all child protective cases reported.

Fire Department

Established in 1913, the City of Beacon's Fire Department is a combination volunteer and career fire department that provides fire and rescue services with a staff of roughly 26 volunteer firefighters, 12 full-time career firefighters, a career chief, and a career lieutenant. The department operates out of three fire houses that house six fire-fighting apparatus, with over 1,600 calls a year, while boasting the County's fastest response time.

The Fire Department operates out of three stations:

- **Station 1 (Beacon Engine Co.):** Beacon Engine Company runs out of its historic 1889 station house and is located at 57 East Main Street in the City of Beacon.
- **Station 2 (Lewis Tompkins Hose Co.)**: Lewis Tompkins Hose Company operates out of the city's newest 1982 station which is located at 1 South Avenue in the City of Beacon.
- **Fire Headquarters (Mase Hook and Ladder Co.):** Mase Hook and Ladder Company has a large three-story 1911 station house which is located at 425 Main Street in the City of Beacon.

In 2014, the City of Beacon commissioned an implementation plan that optimizes fire service, developed by System Planning Corporation that recommends consolidating the fire department operations to one single station location.[14] In 2015, a resolution by the City Council was passed to establish a committee to identify properties for a single consolidated firehouse.

The City of Beacon Fire Department is part of Battalion 7 of the Dutchess County Emergency Response Unit. The City of Beacon Fire Department provides fire prevention duties and Fire Police Unit.

Fire Police Unit

The Beacon Fire-Police Unit is a six-person unit that is known as the "Fire Police Unit of the Fire Department." This unit serves as many of the same functions as police officers at fires and other emergency scenes. These Fire Police officers are volunteers that assist with traffic and crowd control.

Fire Investigation

All fires and explosions within the City of Beacon shall be investigated as determined by the Incident Commander. The City of Beacon Fire Department will utilize the Dutchess County Fire Investigation Team to determine the cause of any fire or explosion at the Incident Commander's discretion.

Fire Prevention Division

The fire chief is responsible for implementing the Department's various fire prevention events. The fire prevention and safety presentations are conducted at day cares and schools. The presentations are conducted by fire personnel at the firehouses and at requested sites.

[14] City of Beacon, "Develop an Implementation Plan to Consolidate Beacon's Three Firehouses," TriData, 2014.

EMERGENCY SERVICES

In addition to its "traditional" firefighting duties, the City of Beacon Fire Department responds with at least one Emergency Medical Technician (EMT) to all life-threatening medical calls within the city with the local ambulance providers, Beacon Volunteer Ambulance and Mobile Life Support Services. The Fire Department is also trained and capable of commanding a wide variety of emergency situations including auto accidents, hazardous materials incidents or natural disasters.

Volunteer Ambulance Corps

The Beacon Volunteer Ambulance Corps, with its headquarters located at 1 Arquilla Drive, runs a fleet of three modern, fully equipped, New York State Certified ambulances, a Basic Life Support First Response vehicle and a Mass Casualty Incident Trailer. The BVAC responds to approximately 2,500 calls per year, which makes it one of the busiest volunteer services in the county.

HEALTH SERVICES

Hospitals

The City of Beacon currently has no facility for emergency health services or a hospital. Beacon residents in need of emergency medical services generally travel to Vassar Hospital in Poughkeepsie or St. Luke's Cornwall Hospital in Newburgh.

Nursing Homes

The City has one nursing home for those individuals who are in need of skilled nursing care or supervision on a 24 hour per day basis. Wingate at St. Francis, located at 10 Hastings Drive, is a for-profit organization that has 160 certified beds and houses 149 residents.

Adult Care Facilities

The City also has one adult care facility, Hedgewood Home (200 beds), at 355 Fishkill Avenue. Adult Care Facilities are one of the two types of adult homes recognized by the New York State. These facilities are licensed by the New York State Department of Social Services and are monitored locally by the Dutchess County Department of Social Services.

CULTURAL FACILITIES AND PROGRAMS

The **Beacon Recreation Center** is located at 23 West Center Street. The Center provides a range of on-site and off-site programs for youth and adults.

There are number of private organizations, including businesses and non-profit institutions, which contribute significant resources to the cultural life of the community. Most prominent among these is the **Dia:Beacon**, located at 3 Beekman Street, which houses the Dia Art Foundation's renowned collection, comprising art from 1960s to the present, in a nearly 300,000 square-foot art museum (a historic printing factory). What follows is a brief inventory of some of the other major cultural institutions of the City.

The **Beacon Institute for Rivers and Estuaries** has an office located at 199 Main Street. The Institute's mission is to create a global center for interdisciplinary research, policy-making and education regarding rivers, estuaries and their connection with society. The Institute has an education center and research facility on Denning's Point. In 2011, the Beacon Institute for Rivers and Estuaries entered into a strategic alliance with Clarkson University and is now a subsidiary of Clarkson.

The **Howland Cultural Center** is located at 477 Main Street in Beacon. The center promotes the arts and serves the community by welcoming groups to use the Center for their special events, i.e.: meetings, recitals, rehearsals, fundraisers, etc. The Howland Cultural Center building was listed on the National Register of Historic places in 1976.

The **Howland Public Library** is located at 313 Main Street. In 2015, the library hosted 120,000 visitors and has a circulation of 99,273 items. The library hosts a wide-variety of public events and workshops for all ages.

The **Madam Brett Homestead**, located at 50 Van Nydeck Avenue, is an important historic site that is open to the public on the second Saturday of the month April through December. The building has 17 furnished rooms, as well as period gardens. The house was built in 1709 and is the oldest home in Dutchess County.

CITY GOVERNMENT FACILITIES

The Municipal Building, also known as 'City Hall,' is located at 1 Municipal Plaza, the western terminus of Main Street. The building houses the City's administrative offices, the police department, and offers a large meeting room for City Council and other public meetings.

9.3. Recreation and Community Facilities Goal and Recommendations

GOAL:

Community services for all age groups should be provided consistent with the economic growth of the City and its available resources. Regional facilities should be encouraged to locate in the City. Develop a recreational open space system of sufficient size and locational qualities to meet the complete range of recreational needs for the people.

OBJECTIVES AND RECOMMENDATIONS:

A. Accessible Locations

Adequate recreational facilities of various types should be provided throughout the City in accessible locations. Special attention should be given to small local parks, in locations within one-quarter of a mile from residential areas.

9.1 Identify residential areas of the City which are farthest from existing parks, and assess the amount and quality of facilities within parks in terms of existing intensities of use and levels of maintenance, as well as distance from residential areas. Improve existing parks and identify potential locations for new parklands, particularly small parks, within the context of a capital budget.

9.2 Create opportunities for public input, including surveys and/or public meetings, regarding public needs and desires for recreational facilities. An opportunity for public input should be provided on an annual basis.

9.3 Continue to identify and upgrade facilities to meet ADA (Americans with Disabilities Act) standards.

9.4 Develop a maintenance and management plan for all existing and proposed recreation areas and facilities.

B. Active Recreation

Provide new playing fields and programs to satisfy increased demand for active recreation.

9.5 Inventory existing active recreational facilities and programs, including patterns of use.

9.6 The City should study potential new alternative sites for active recreational facilities and potential new programs, prioritize among the sites and programs identified, identify funding sources for acquisition or lease, construction and/or program implementation, and develop new sites and programs to accommodate local demand.

9.7 The City should explore opportunities to cooperate and work in partnership with neighboring municipalities to satisfy the short- and long-term needs of Beacon and area residents. Grants are available to support inter-municipal cooperation procedures.

C. Plan for Future Needs

Anticipate future needs and provide appropriate locations for facilities, services and programs.

9.8 Develop an Open Space Plan that studies and prioritizes properties important to the City for passive recreation and conservation purposes, to be preserved through purchase of development rights or through direct acquisition of property.

9.9 Project future recreational needs based on proposed land use and zoning and recent demographic trends as detailed in this Plan.

9.10 Plan for expanded senior programs and facilities to accommodate the growing senior population and help residents age in place.

D. Maximize existing facilities

Maximize community use of existing facilities through scheduling, increased staffing and volunteer participation.

9.11 The Recreation Department should seek to coordinate the schedules of the multiple users of the existing recreation areas to the maximum benefit and utility.

9.12 Volunteer assistance in program development and delivery, and in park maintenance, should be encouraged and facilitated by the Recreation Department. Provide training to all program staff and volunteers to achieve a level of professionalism that reflects an understanding of non-discrimination and conflict resolution.

E. Greenways

Continue to develop Greenways along the Hudson River and Fishkill Creek for public recreation, and provide linkages to trails towards the Hudson Highlands and the slopes of Mount Beacon. Improve boat access to Fishkill Creek and the Hudson River. Determine the future use of the railroad tracks along Fishkill Creek for vehicles capable of utilizing the tracks or for a bicycle and pedestrian path, and implement the decision.

9.13 Continue to develop a continuous Fishkill Creek Trail. Work with property owners in the corridor to secure trail easements as appropriate. The City should acquire property as needed along the corridor to achieve a continuous trail, and/or construct sections of the trail as a boardwalk over the creek, if necessary. Coordinate with neighboring municipalities to enhance access and linkages to and provide for continuation of the trail.

9.14 Extend/link the walking trail from Mount Beacon Park to the University Settlement Camp. Develop a trailhead and parking lot at the camp that provides access to both sites.

F. Open Space Plan

Develop an Open Space Plan that studies and prioritizes properties important to the City for passive recreation and conservation purposes, to be preserved through either purchase of development rights or through direct acquisition of property.

9.15 The Recreation Committee will develop this plan.

G. Arts and Culture

The City of Beacon recognizes the tremendous role that arts and culture has played in drawing both new residents and tourism to Beacon, as well as enriching the lives of much of the community for almost 15 years. In order to preserve and strengthen the arts in Beacon, the City will engage and work with BeaconArts and other leadership to develop a cultural comprehensive plan for Beacon that will address issues such as affordable housing for artists of all disciplines; affordable studio and gallery space; development of live/work space; potential sites for performing arts and film centers or venues in existing, new, or re-purposed structures; funding for the arts through incentivized partnerships with developers and/or a commitment to fund the arts through a percent-for-art program; the potential for a certified "cultural district" in the city of Beacon; as well as other issues which have been identified by the City and BeaconArts through public forums and surveys of the arts community.

9.16 Encourage the establishment, development, continued growth and health of publicly and privately funded non-profit facilities and programs which enhance the cultural and artistic development of the City.

9.17 Encourage private persons and representatives of private institutions to meet on an occasional or regular basis, in formal and informal settings to encourage cooperation between organizations for the purpose of enhancing the cultural and artistic development of the City. The City should work in partnership with such organizations on initiatives including planning, zoning, and funding.

9.18 Support the Historical Society's efforts to improve and expand historical exhibits and displays (see also Objective H, Tourism, in the Commercial, Office and Industrial Development chapter, and the objectives of the Historic Resources chapter).

H. Incline Railway

Encourage the restoration and reuse of the Mount Beacon Incline Railway.

9.19 Support the Mount Beacon Incline Railway Restoration Society as they raise funds, explore the feasibility of alternatives, develop plans and begin implementation of the restoration and reuse of the railway.

I. Police Department

Improve community relations with the Police Department and increase the Department's effectiveness.

9.20 Mandate education, training and professional certification programs and opportunities for Police Department employees.

9.21 Continue to actively pursue diversity in the Police Department.

9.22 Actively recruit staff so that the Department reaches desired force levels and maximizes coverage of the City.

9.23 Actively pursue an increased presence on Main Street, including more officers on foot patrol.

J. Fire Department and Emergency Services

Maintain a high level of emergency response preparedness and emergency service.

9.24 The City should explore regional solutions to providing effective fire-fighting coverage and other emergency services.

9.25 The City should find a suitable location to consolidate fire department operations to one single station.

9.26 Take measures to increase volunteer recruitment and to retain volunteer members.

9.27 Study firefighting and other emergency service needs and take action to ensure that emergency response preparedness is adequate.

Section 10: Waterfront and Train Station Area

10.1. Introduction

The train station and waterfront area has long been seen by local, county and regional planners as an opportunity for growth that will enhance the quality of life, improve the transportation network, and contribute to the economic health of Beacon and the surrounding region. Connecting the waterfront with Main Street has always presented a challenge for the city due to the steep slope and walking distances between these areas. There is considerable potential to encourage development that will help to create an easily accessible and attractive connection between these two areas, as well as linking the major attractions located around these centers by suitable modes of transport. The area offers many advantages for successful marketing and economic development as it is unique in its access to both the waterfront and the Metro-North Railroad. The 2007 Comprehensive Plan recognized that supporting development at the station has the potential to:

- Directly reconnect Beacon to its riverfront with improved access over the railroad;
- Create new public places with great river views;
- Make riverfront parks more accessible, active and secure;
- Reinforce public transit with more riders; and
- Support businesses with new residents and visitors.



The vision presented in this Plan for development at the station is to create a destination that serves as a "gateway" to Beacon, to reclaim the riverfront and to link that riverfront to downtown Beacon. This chapter presents recommendations for sustainable development that will enhance the City while providing an improved connection to the train station. The recommendations build on prior planning efforts by the City, County, MTA and others. The following objectives were used as guidelines for recommendations:

- Connect the surrounding area to the station and waterfront area by creating an environment that accommodates the automobile and also improves access for pedestrians, bicyclists, and users of all abilities and ages.
- Focus development in areas that will create a gateway/improved entrance to the station and preserve or improve public views of the water.
- Utilize development to improve the station area with shared capital investment by the MTA (such as improved station access and linkages, expanded train passenger platforms, improved access to those platforms, and improved integration of the station and the ferry).
- Support activities on the waterfront that preserve or enhance its character as a public open space.
- Orient buildings toward the streets and accommodate parking needs.
- Favor land-uses that support compact, mixed-use environments.
- Provide an opportunity for mixed-income/mixed-use development that provides affordable workforce housing.
- Encourage the highest quality of urban and architectural design, and provide the best and most attractive mix of development for housing and commercial uses in an environmentally friendly and responsible manner.
- Prioritize parking west of the station for the use of residents and visitors using the waterfront park and recreation areas.

LAND USES

The Waterfront Land Use Map (Figure 10-1) identifies the various uses and ownership around the station. MTA/Metro North controls the parking lots, the train station, railroad right of way, the MTA maintenance shed at the center of the site (within the former Dorel Hat Factory), and the MTA Police Station. The adjacent area to the east is largely single- and multi-family residential with some commercial uses located along West Main Street.

On the waterside portion of the station, there are two parks, Pete and Toshi Seeger Riverfront Park and Scenic Hudson's Long Dock Park. Pedestrian access to the parks are provided via the underpass at Beacon Station or along Long Dock Road. Long Dock Park is a riverfront destination featuring a kayak pavilion and beach for launching boats, rehabilitated wetlands and meadows that attract wildlife. The park's restored, historic Red Barn, now Scenic Hudson's River Center, hosts arts and environmental-education activities and is home to the American Center for Folk Music.[15] Pete and Toshi Seeger Riverfront Park features a playground, basketball courts, volleyball courts, places to picnic and expansive views. Walking paths connect the waterfront's myriad amenities. The one-mile Klara Sauer Trail spans the waterfront from the Beacon Train Station to Denning's Point State Park.

There is a ferry terminal adjacent to the station which largely serves commuters to the station from Newburgh and Orange County. The ferry connection between Beacon and Newburgh was reactivated in October 2005, after 42 years of non-operation. Approximately 1,340 rail commuter parking spaces are available at the Station. Parking is nearing capacity. The majority of the parking is on the eastern side of the tracks.

The station area is primarily accessed by two roads, West Main Street and Beekman Street. Route 9D collects traffic from Beekman Street. The key intersections along Route 9D include Beekman Street, Main Street, and the I-84 north in Fishkill. The only vehicular access to the waterfront side of the tracks is at Beekman Street North.

[15] http://www.scenichudson.org/parks/longdockpark

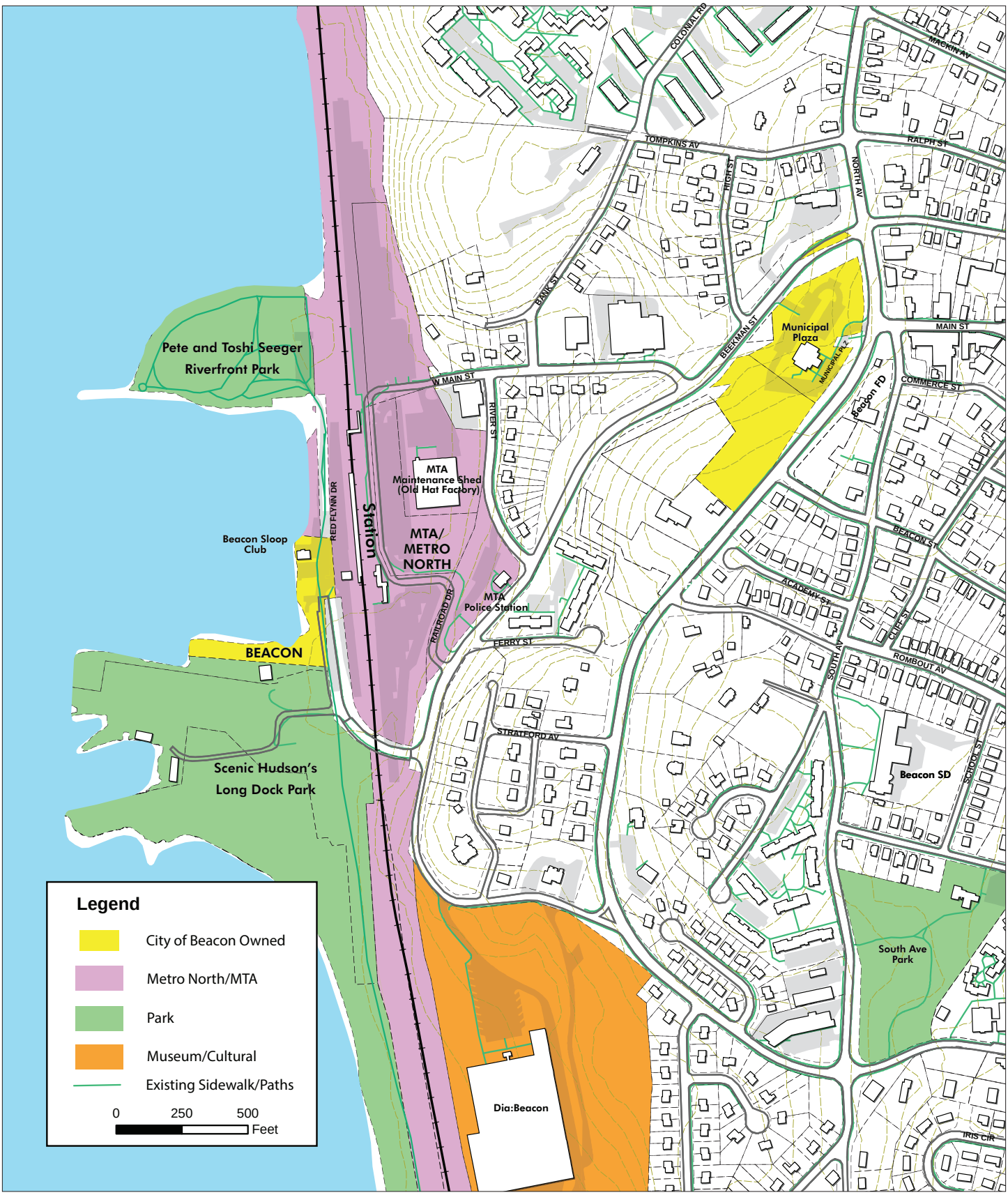


FIGURE 10-1: WATERFRONT AREA-OWNERSHIP

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PLANNING HISTORY

In the past 10 years, several studies and plans developed by the City of Beacon, Dutchess County, Metro-North and others have been made for properties adjacent to the Beacon Train Station, both on the waterfront and on the landward side of the tracks. The 2007 Plan included recommendations for both the train station area and the "linkage" area between the station and Main Street. The intent of the recommendations was to promote appropriately scaled redevelopment that would help to link these areas together. The Plan recommended the development of attractive mixed-use development with market-rate housing at the train station to establish a well-designed central focus for the City's waterfront area. This development could be leveraged to achieve multi-modal transportation related improvements such as enhanced station access and linkages, expanded train passenger platforms, improved access to those platforms, and improved integration of the station and the ferry.

In keeping with the 2007 Comprehensive Plan recommendations, the City adopted the Linkage Zoning District, to promote residential development that reinforces connections between the Main Street and waterfront area. Mixed-use development was allowed adjacent to the intersection of Route 9D and Beekman Street to create a more inviting and active pedestrian gateway between the Linkage District and Main Street.

In October 2007, the MTA issued a Request for Expression of Interest (RFEI), titled "Be in Beacon," that invited developers to submit development plans for the 18-acre site adjacent to the station. While a few plans were developed for the site, none came to fruition. Among concerns raised by this process was the cost of providing additional Metro-North parking. This led to developers requesting building heights in the six- to seven-story range, which was perceived as negatively impacting waterfront views and creating severe traffic impacts on Route 9D. The failure of the development process has helped the City to understand the major considerations for development in this area, as expressed by the development community and Beacon residents. Concerns expressed by the public during prior planning efforts, as well as public outreach for the 2017 Comprehensive Plan update, are incorporated into the section below.

WATERFRONT/TRAIN STATION PLANNING: ISSUES AND OPPORTUNITIES

This section provides an overview of the waterfront/station area issues and opportunities as expressed by the public during the outreach process, the steering committee, City staff and other stakeholders. Understanding these issues sets the context for the foundation of recommendations for proposed zoning changes and other items. Waterfront/train station recommendations are illustrated in Figure 10-2 and Figure 10-3.

Station Area Development

One of the largest obstacles to development at the train station proved to be MTA's past requirement that proposals include 400 additional commuter parking spots. The need for a parking structure to accommodate the additional parking would significantly impact a project's financial feasibility. In order to incorporate additional parking, a more substantial development program would be needed, one that proved to be out of scale with the surrounding neighborhood and that would block views from upland areas. Maintaining the established view corridors from upland was a priority expressed by many residents.

Traffic to the station is an issue during the peak commuting hours. Many residents expressed concern that the additional commuter parking would exacerbate congestion. Additionally, residents were concerned that the commuter parking would not contribute to the economic life of Beacon, as regional commuters typically do not visit Main Street. For these concerns, it is important that no additional commuter parking be located at the Beacon Station.

As stated above, there is concern that development at the station will exacerbate traffic issues. From a traffic perspective, modest and targeted development at the station will not have a large impact on congestion, because residents could either walk to the station or drive in the opposite direction of commuter traffic to the station. Much of the traffic generated by the commercial uses would occur during the day or weekends when commuting traffic is at a minimum. Traffic impacts should be studied for any proposed development to ensure that roadways operate at acceptable levels of service during peak periods. This also assumes that no additional MTA parking is provided.

Maintaining established view corridors from upland is also a priority expressed by residents. The design of development and landscaped areas should be respectful of these views both from upland and also of the City from the Hudson River.

For any development to occur on Metro-North property, there would be an open, public and competitive procurement process. This does not preclude City participation in review and consultation.

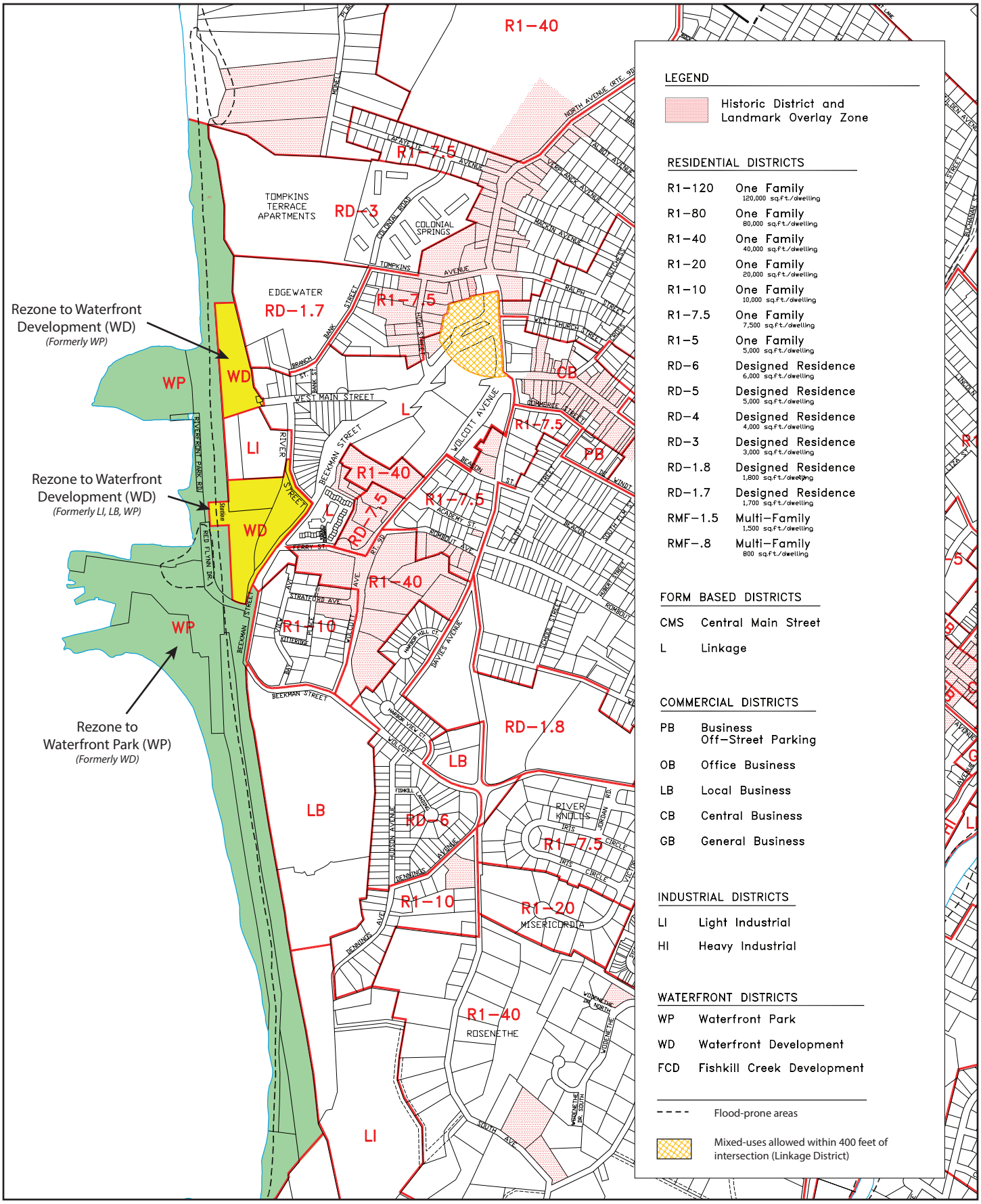


FIGURE 10-2: WATERFRONT AREA-ZONING

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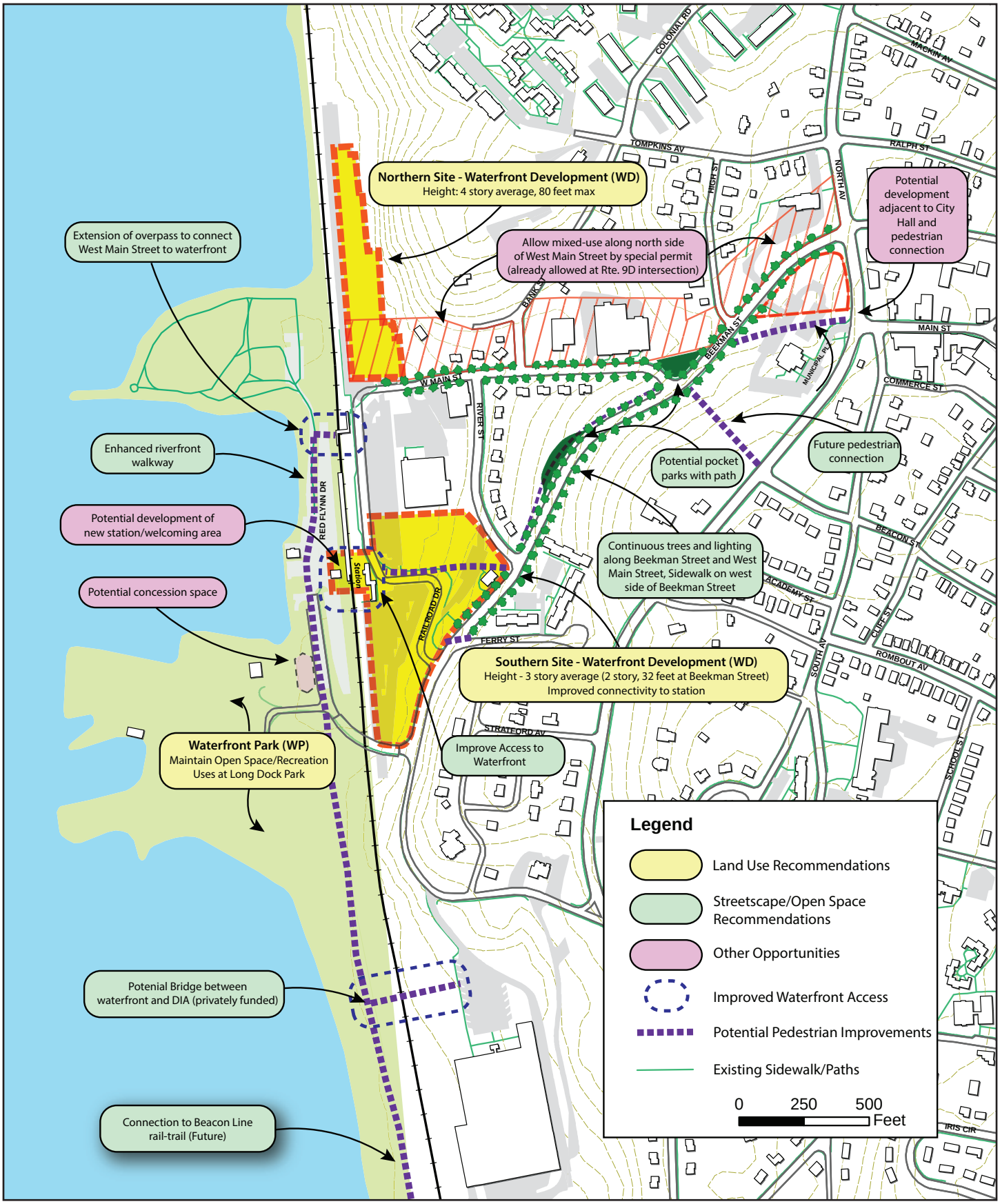


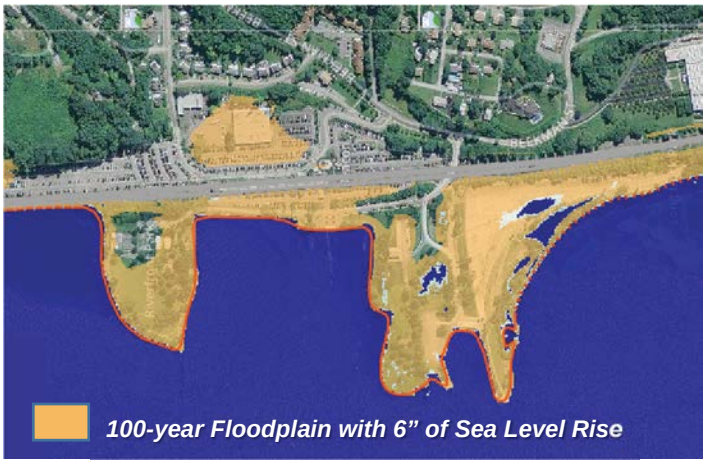
FIGURE 10-3: WATERFRONT AREA: STREETSCAPE RECOMMENDATIONS

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Waterfront Development

There is some concern about waterfront development given the unique natural environment of the Hudson River. While Scenic Hudson's Long Dock Park is currently used for recreation, it is zoned for Waterfront Development, which allows for a wide range of residential and commercial uses. A prior proposal for Long Dock Park included a development with a hotel, conference center, restaurant and retail area. The project was abandoned after the economic downturn in 2008 and the severe flooding caused by Hurricane Sandy. Scenic Hudson's current plans are to keep the Park as an area for passive recreation and enjoyment, with some space allotted for food trucks. There has been discussion about allowing another small café-type use that is complementary to the waterfront setting.

It is recommended that the City rezone all of the area west of the train station to Waterfront Park (WP). This would prohibit past plans for a convention center and hotel. This recommendation is consistent with the City's LWRP, which gives preference to water-dependent and water-enhanced uses within the waterfront area. It is also consistent with minimizing any development within the 100-year floodplain.



Source: Scenic Hudson: Sea Level Rise (SLR) Mapper. Mapper combines data and analysis from NYS DEC, USEPA, US Census, SUNY Stony Brook and FEMA

Impact on Main Street

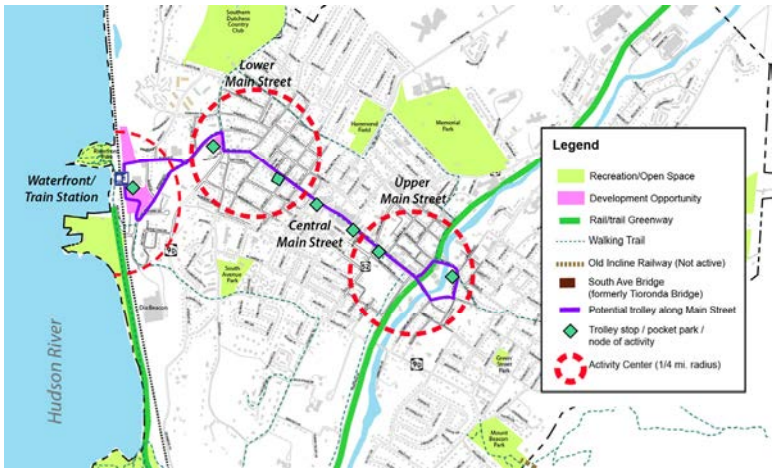
Some early plans for the station area site included a substantial amount of ground-floor commercial space. Many residents felt that this would compete with, rather than complement, Main Street. Since the 2007 Comprehensive Plan, Main Street has experienced substantial growth, partially due to the addition of Dia:Beacon, and is in a more economically stable place than it was 10 years ago. However, it remains important that station area retail be closely linked to the needs of adjacent residents and commuters so as to not unduly compete with Main Street. Any station area commercial use should be limited to retail, personal services and restaurant space. Retail should also be allowed by special permit on West Main Street in order to create a more active and walkable connection to Main Street.

Pedestrian, Bicycle and Trolley Connectivity

As mentioned previously, the city has been challenged in connecting the train station with Main Street, due to the steep slope and walking distances between these areas. There are a number of streetscape improvements that can be made along Beekman Street and West Main Street to improve the network for pedestrian mobility. A well-designed streetscape can help protect pedestrians, reduce glare and soften the built environment, making the walk from Main Street to the station more enjoyable. Figure 10-3 shows pedestrian routes for access to the waterfront that should be improved, such as from Route 9D and Beacon Street to Beekman and West Main, and from Route 9D and Rombout to Ferry Street.

Streetscape improvements along Beekman Street and West Main Street could include new buildings to create activity and security, wider and improved sidewalks, pedestrian-scaled lighting, benches, continuous tree plantings on both sides of the street and landscaping. These amenities would be supported by other improvements in the area, including better linkages to and from existing buildings and improved signage and wayfinding. These amenities contribute to a sense of community by creating an inviting atmosphere that encourages public use and enjoyment.

Another possible way to link Main Street and the waterfront is a rubber-wheeled trolley. This service is discussed in the Transportation chapter (Section 6). Past attempts at this failed for lack of ridership. However, as new development occurs, the City should seek to find funding sources and private partners for a possible future effort to reestablish this service.



Potential Main Street/Train Station Loop with stops at activity centers (see Chapter 6)

As discussed in the Transportation Section, the City is also exploring the feasibility of developing a greenway rail-to-trail on the unused railroad spur of the Beacon Line. The City is also exploring the possibility of establishing passenger service on the railroad in addition to the pedestrian and bicycle path.

The city owns a strip of land on the north side of Beekman Street between West Main and River Street which could be used to provide a wider sidewalk and a small park/rest area. There is also space for a pocket park at West Main Street and Beekman Street. While pedestrians often cut through the property to walk to Main Street, there is no designated off-street path.

Improvements at both of the parks could include adult fitness and circuit training facilities, a desire expressed by residents in the public outreach process.

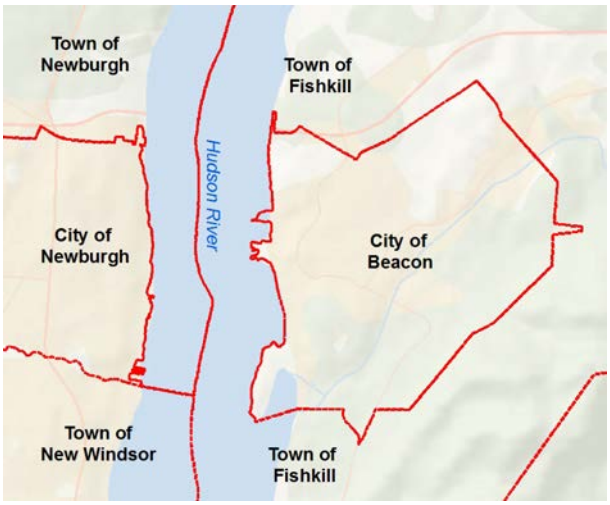
A large part of the disconnect between Main Street and the waterfront was created by the restructuring of streets during urban renewal in the 1960s. One way to improve the pedestrian connection between Beekman Street and Main Street would be for the City to develop the northern end of Municipal Plaza. A grand staircase down the slope could be a prominent feature of the design. The slope of the connection is too steep for a road.

Many residents cited the need for improved access to the waterfront (over the tracks). A first major step for improvement is to work with Metro-North to replace the current underpass at the station with an overpass. The overpass would respond to future sea level rise projections and the imminent expansion of the 100-year floodplain. The current underpass has a risk of inundation during storm events. The second overpass near the end of West Main Street already exists; however it only provides access to the existing station platform. It should be extended to the other side of the tracks. A third possible overpass that has been mentioned is one from Dia:Beacon over the tracks to connect to Long Dock Park and the potential Beacon Line trail. This overpass would need a future private or public-private funding effort.

The City should also consider improving bicycle facilities at destinations along the waterfront/train station, Main Street, schools, and the parks around the City. Parking at the station should be in secure bicycle lockers (or similar protected parking) that is covered and well lit.

Waterfront Jurisdiction

While the City of Beacon has jurisdiction over its waterfront on the landward side, the adjacent property in the harbor is within the boundaries of the Town of Fishkill. Some residents recommended that the City look into the possibility of annexing these adjacent underwater lands (to the midpoint of the Hudson River) from the Town of Fishkill so that Beacon has jurisdiction over its own waterfront. The City should consider this suggestion in future plans for the waterfront.



Municipal Jurisdictions along Hudson River

10.2. Guidelines for Train Station Development

The following guidelines establish a basic framework for new development at the train station. The guidelines will allow the City to promote buildings with siting, massing, scale, materials and street rhythm that are compatible with the neighborhood context. The guidelines also consider elements such as public open space, transportation access and how buildings relate to each other.

Scenic Hudson's Long Dock Park Site and Adjacent Municipally-owned Parcel

As discussed previously, development along the waterfront should be limited to water-dependent and water-enhanced uses. The City may consider allowing a small-scale restaurant or another retail use that is harmonious with the publicly accessible and natural environment. Presently, there is no place to buy refreshments near the parks and waterfront. Food trucks are planned by Scenic Hudson for the coming (2017) season to meet resident demand/interest in having food there. Many residents have also expressed interest in a permanent snack bar or cafe as part of a harbor master's house or similar water-oriented establishment. The City owns an L-shaped waterfront property adjacent to Long Dock Park. This location has been discussed as a potential location for a small café or welcome center; however the location and design of any buildings along the waterfront should consider the existing floodplain and projected sea level rise. If any development were to occur, the City should encourage the inclusion of a public bathroom which is privately maintained.

Waterfront Development – North Site (see Figure 10-4)

This 4-acre site currently serves as a MTA commuter lot with roughly 466 spaces. Any new development would accommodate existing MTA commuter parking in an enclosed parking structure. The area is situated between the MTA railroad line and a steep cliff to the east that reaches elevations above 90 feet. Therefore, development in the area can be accommodated without significantly impacting view corridors from the upland areas. As shown in Figure 10-4, the cliff is higher toward the northern part of the site as compared to the southern area. Potential development should respond to the topography and "step down" the closer buildings are to West Main Street. Guidelines for development are shown in Figure 10-4. Generally, buildings would be limited to an average of 4 stories (over parking) with a maximum average height of 75 feet in the northernmost portion (Area A). The average maximum heights would step down to the south, with an average maximum height limited to 45 feet at West Main Street.

The frontage along West Main Street should allow for ground-floor commercial uses by special permit. The construction of any parking structures to accommodate development in the area and/or commuter parking should be phased at the same time as the construction of other

structures so that the parking structures are integrated into the development and the potential visual impact of the parking structures is reduced. Parking garages should be screened, preferably with "green screening" techniques, so as to minimize visual impacts from the waterfront, Hudson River, and MTA station and parking areas.

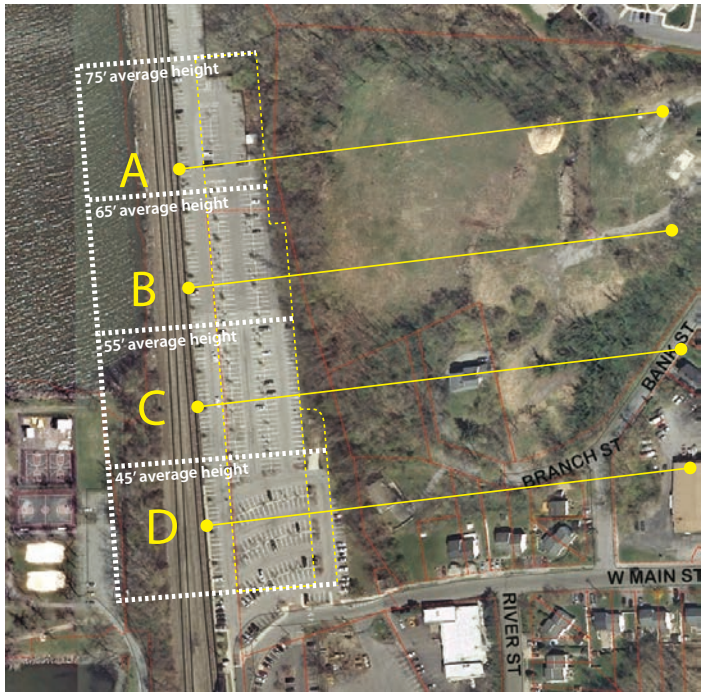
Waterfront Development – South Site (See Figure 10-5)

This site currently has a two-story Metro-North Police Station at Beekman Street and a commuter lot adjacent to the train station. There is a significant elevation difference between the station and Beekman Street to the train station. Development should improve this gateway through a building design that has a platform that steps or slopes downward from Beekman Street. This platform over the depression in topography could provide direct public access to a station entrance that bridges the tracks. It should also be designed to provide a station square and a publicly accessible promenade along the length of the development facing the river. While accommodating a moderate amount of development (about half of that proposed in 2007), this project should be designed for public access and enjoyment. Parking (including the existing MTA parking) could be accommodated in a structure below the platform. The development should be respectful of view corridors from Beekman Street. As shown in Figure 10-5, heights would be limited to an average of 3 stories (over parking), and a maximum total height limit of an average of 70 feet over parking. At Beekman Street, heights would be limited to 2 stories and 32 feet, a height approximately equal to the existing MTA Police Station.

Waterfront Development North (Metro North Parking Area)



"Green Screen" base of building to cover and enhance parking levels



Profile Section Cuts & Building Height Areas

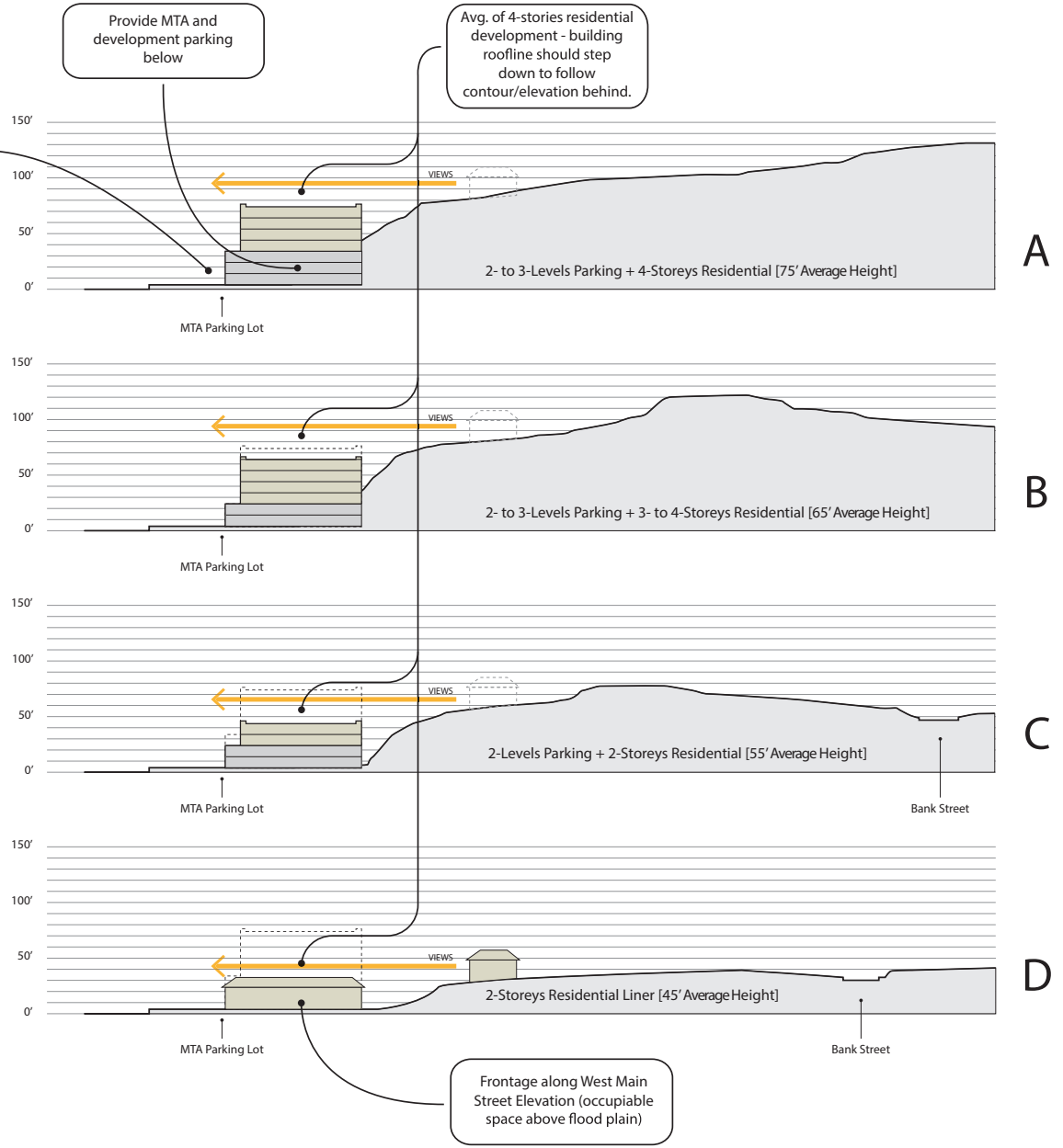


Figure 10-4: Waterfront/Station Area Development Profile (North Site)

Light Industrial Area

The area between the two proposed WD sites is currently zoned for Light Industry (LI). This site contains MTA's commuter parking lot and maintenance shed (within the former Dorel Hat Factory). The LI zone has a comparable building height and bulk regulations to the adjacent WD district to the south. The LI zone allows for a number of uses which are considered desirable along the waterfront, including offices and work-live housing. All allowed light industrial uses are required to be in fully enclosed buildings.

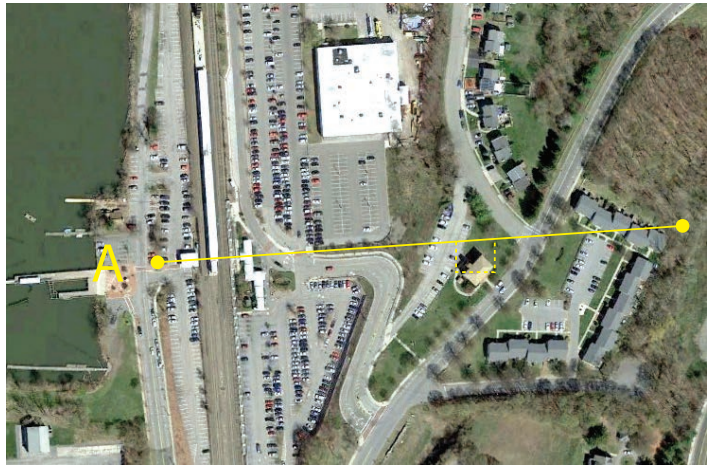
For the area between the two WD sites, it is recommended that the City either (1) retain the existing LI district or (2) rezone the area to LB. Both districts allow office uses which are important to the tax base of the City and provide an important source of employment for residents. The two zones also allow startup incubator space and artist live/work space, two uses that were supported by the public for the station area.

The areas and bulk requirements of both the LI and LB zones are less than the WD zone. The allowable height for both is 35 feet compared to 70-75 feet in the WD. This keeps a lower scale between the two main housing sites of WD development. This will break up the massing of residential and allow more light and air into the metro north parking areas. It will also ensure that the density of development at the station will remain significantly below the level proposed in the previous Comprehensive Plan. There was near unanimous support for this concept at both workshops and both sessions of the public hearing.

If LI is retained, the district should be modified at the station area (within 1,000 feet of the station platform) to remove uses that are discordant with the adjacent WD and WP Districts. This would include the removal of auto body shops, repair shops, and adult uses as permitted uses. Such uses would continue to be allowed in LI Districts elsewhere in Beacon. If the City wishes to rezone the area to LB, retail adjacent to the station (1,000 feet of platform) should be limited to accessory uses so that stores and shops do not compete with other retail areas including Main Street. It may be preferable to pursue the LB zoning so that the entire station area reflects new zoning that encourages a wide range of mixed-uses that are compatible with one another. The LB zone also signals that industry is not seen as the future of the waterfront.

In the future, the City may wish to revisit the zoning in this area to tailor the zoning and guidelines to the station area context. Any redevelopment in the area should consider future flood risks as it is shown to be in the 100-year floodplain given 6 inches of sea-level rise. This possibility is predicted within the next 20-30 years.

Waterfront Development South (Metro North Parking Area)



Profile Section Cuts

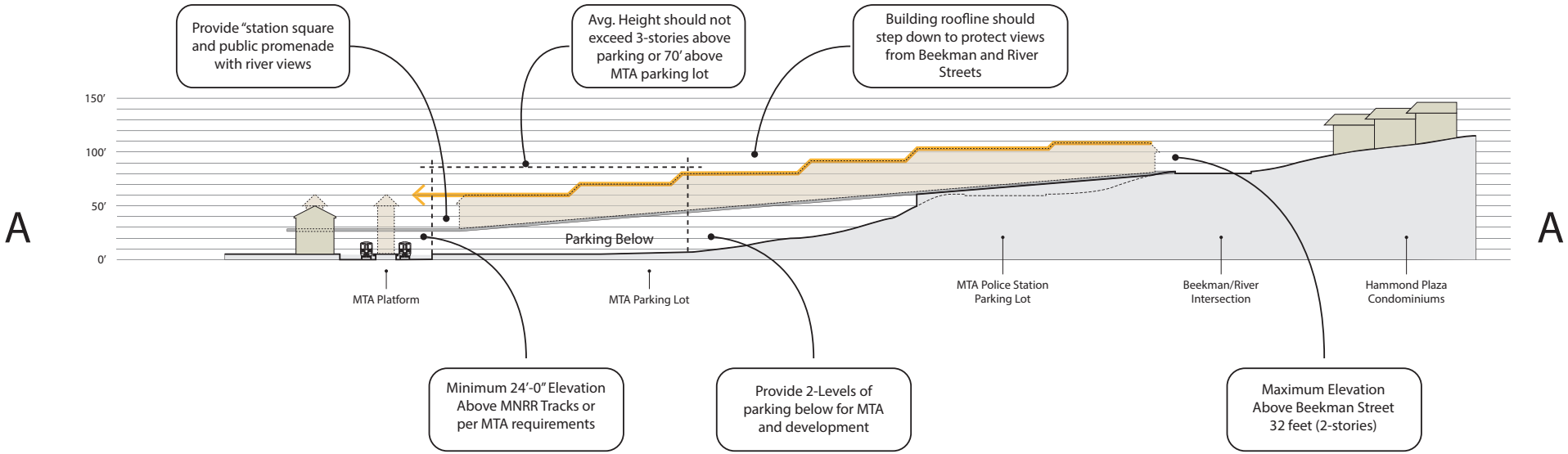


FIGURE 10-5: WATERFRONT/STATION AREA DEVELOPMENT PROFILE (SOUTH SITE)

Streetscape and Architectural Design Principles

The principles below should be used to guide future development (both site planning and architectural design) so that it enhances the character of the waterfront/train station area and improves the quality of life for residents.

- Respect the scale and character of the surrounding residential neighborhoods, including view corridors established in the LWRP;
- Enhance the pedestrian environment with improved streetscape design, an attractive and safe pedestrian network and amenities such as public open space at the entrance to the station;
- Provide open spaces, parking areas, pedestrian walks, signs, lighting, landscaping and utilities that are well related to the site and arranged to achieve a safe, efficient and contextually sensitive development;
- Show a high inter-connectivity between proposed uses and adjacent areas;
- Incorporate safety infrastructure including pedestrian scale lighting, appropriate landscaping, ground floor activity that provides eyes on the street, etc.;
- Promote buildings sustainable in their design, construction, operation and maintenance (e.g., LEED silver equivalent certification);
- Use architectural elements to provide visual interest, reduce the apparent scale of the development and promote integration of the various design elements in the project; and
- Building design should present a compatible appearance in terms of architectural style.

Transportation

Congestion to and from the station during peak hours remains a major consideration. As discussed above, the development proposed in this Plan is approximately half as much as that proposed in 2007. To make station area development work, the City promotes the following policies to reduce the parking needs and peak traffic flow problems from the trains to I-84 by significantly decreasing the number of drive-alone commuters and by more than replacing park-and-ride numbers with walk-and-ride residents and other alternative ways to the Station.

- Raise permit parking fees to encourage carpooling, the ferry from Newburgh, walking and biking;
- Create a program to incentivize carpooling to the Station and other means of shared travel;
- Offer a shuttle bus service every 10-15 minutes between the station and Main Street;
- Provide on-site zip cars for visitors and nearby residents;
- Focus station area development on uses that have low weekday parking requirements and off-peak commuting times;
- Ensure that the station and surrounding development is friendly to pedestrians and bicyclists,
- Work with NYSDOT and the Town of Fishkill to improve the I-84/Route 9D intersection;
- Require lower parking standards for new development at the station;
- Offer discounted transit passes from developers to new no-car residents; and
- Consider replacing commuter parking in the 80-90% range.

Some of these policies will require cooperation with Metro-North, an agency that has the explicit policy of increasing ridership on its lines. This objective can be realized in three ways: (1) increasing commuter parking, (2) improving connections to other transportation services (i.e. bus and ferry), and (3) transit-oriented development. The recommendations in this Plan focus on increasing ridership through compact pedestrian friendly development within walking distance of the station. The new housing proposed in the station area will increase ridership without the need for additional commuter parking.

Section 11: Future Land Use Plan

11.1. Future Land Use Plan

This chapter summarizes some of the objectives and recommendations of the preceding chapters as they relate to the City's oversight of the use of land. The Future Land Use Plan (Figure 11-1) geographically illustrates general future land uses based on the policies stated in the Comprehensive Plan. While the Future Land Use Plan recognizes existing land use patterns and environmental constraints, it also considers potential future development, infrastructure improvements and economic trends. The Future Land Use Plan maintains many of the City's existing land uses. However, there are areas where land use designations are either obsolete or do not represent the highest and best use for an area; in these areas a new land use designation is proposed. The highest and best use for each area is based on the policy recommendations of the Comprehensive Plan. Where proposed future land uses shown on the Future Land Use Plan are inconsistent with existing zoning, zoning changes are necessary in order to implement the future land use recommendations contained in this Plan. Such zoning changes are the next step in the City's efforts to implement the Comprehensive Plan and should commence when this Plan is formally adopted by the City Council.

Most of the proposed land uses described in the Proposed Land Use Plan Map represent the preservation and continuation of existing land uses, including established residential neighborhoods near Main Street, low-density residential areas in the south and east, and a mixture of business on ground floors and residential uses on upper floors on Main Street. The changes proposed in this Plan consist primarily of restricting development near the waterfront. Development between the railroad tracks and the upland area on Metro-North property would be reduced in height and density from the previous Comprehensive Plan.

The plan for future land use in the City of Beacon is depicted in the Proposed Land Use Plan Map, and is further explained in this section.

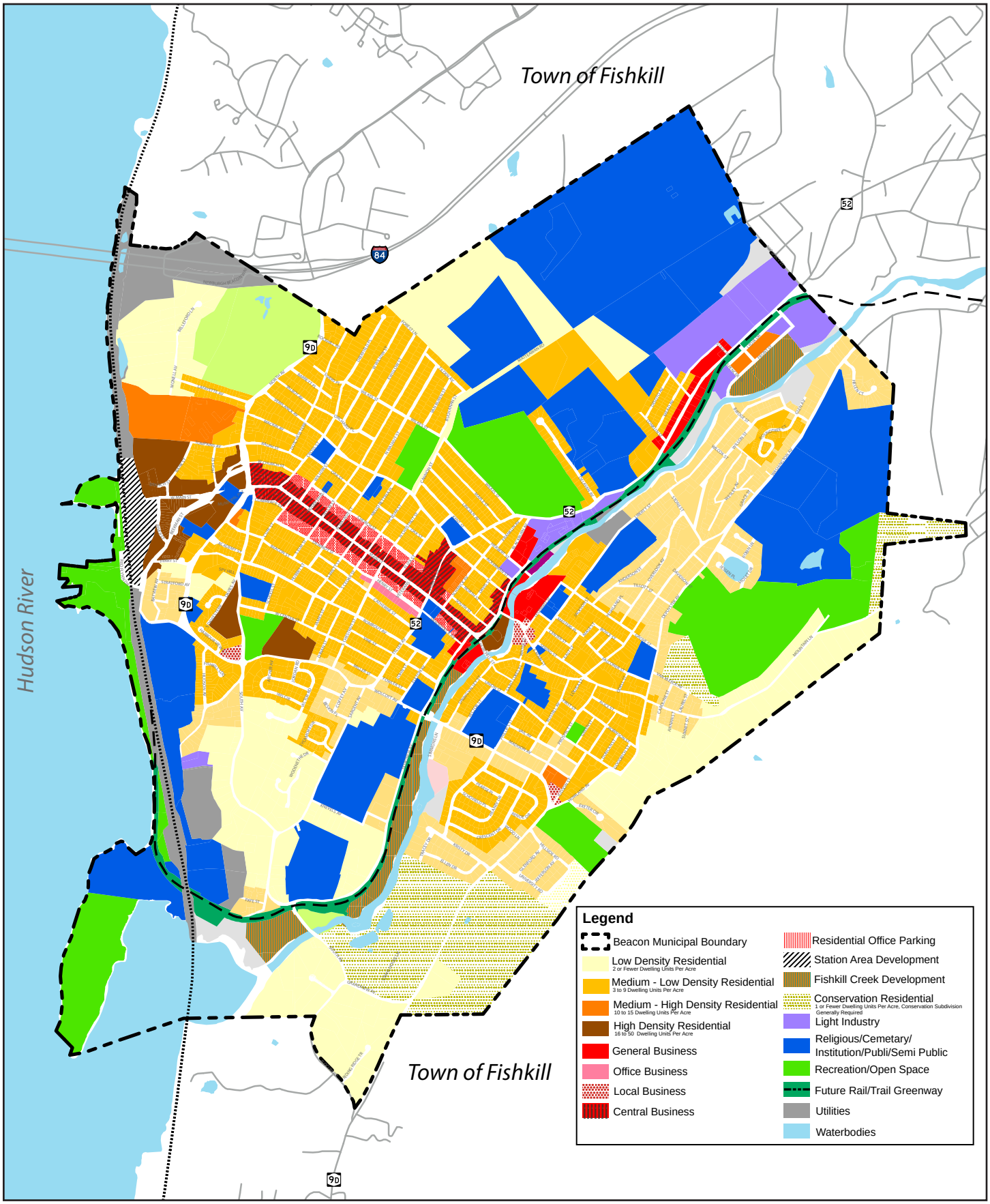


FIGURE 11-1: FUTURE LAND USE MAP

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The purpose, definition and location of each land use category are described below.

Conservation Residential

This category calls for 1 or fewer dwellings per acre, with conservation subdivisions generally required of any future subdivisions to protect environmental qualities such as steep slopes, wetlands, scenic qualities, and ecological habitats.

Recommendation

All large undeveloped lots east of Wolcott Avenue, Howland, DePuyster and Washington Avenues should be zoned for the lowest residential densities in the City in order to protect the steep slopes and other environmental features of these areas. The City should require any development in these areas to be developed as a conservation subdivision to further minimize environmental impacts. In the event that a conservation subdivision would not benefit the City, the Planning Board should be required to seek approval from the City Council for not requiring a conservation subdivision.

Residential – Low Density

This category calls for 2 or fewer dwellings per acre in locations where environmental constraints, scenic qualities, or distances from the City center make this low-density settlement pattern preferable. Low-density residential areas are intended to help preserve open space, and conservation subdivisions should be encouraged so as to focus housing units on lands most suitable, and to protect lands of greatest scenic and ecological value. Finally, these low-density residential areas are intended to limit traffic burdens on local streets. This type of residential density corresponds with the R1-20, R1-40, R1-80, and R1-120 Zoning Districts.

The category includes areas north of LaFayette Avenue, south of Misercordia and the Sargent School, and lands south and east of the Craig House property, north of the high school, and relatively small, developed large lots south-east of Howland, DePuyster, and Washington Avenues.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Residential – Medium-Low Density

This category includes properties between 3 to and 9 dwellings per acre, which generally corresponds with the R1-10, R1-5 and R1-7.5 Zoning Districts. Densities of 3 to 5 dwellings per

acre are generally found east of Fishkill Creek near Wolcott Avenue, or between Washington Avenue and Liberty Street. Densities of 5 to 8 dwellings per acre are generally found in neighborhoods north, south, and east of Main Street.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Residential – Medium-High Density

This category calls for 10 to 15 dwelling units per acre, which corresponds to areas in the City such as the townhouses on Schenck Avenue in the RD-4 Zoning District and the Tompkins Terrace Apartments and the Colonial Springs developments south of the golf course and north of the train station in the RD-3 Zoning District.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Residential – High Density

This category calls for 16 to 50 dwelling units per acre, which involves housing types such as apartment buildings and condominiums. Developed areas representing housing densities of this type are the Central Business District, which allows up to 29 dwelling units per acre, and the Forrestal Heights and Davies Terrace neighborhoods, which are in the RD-1.8 Zoning District (which allows 24 dwelling units per acre), and a redevelopment of an industrial site at one East Main Street. Properties in the Linkage Zone are also categorized as high density residential. The district allows 2-4 floor apartment buildings. The Linkage District does not regulate development through density limits. The code provides form-based design criteria that encourage buildings that increase the "vitality, attractiveness and marketability of the part of the City lying between Main Street and the Metro North Train Station."

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Station Area Development

This category of land use recognizes the special character of the Waterfront/Train Station area, with its access to transportation modes, proximity to downtown, and adjacency to recreational and cultural opportunities. Given the desire to create land use synergies with the resources present at the station area, this zone should allow for sufficient density to support a transit oriented community focused toward residents, workers and visitors that seek the convenience of transportation facilities in a walkable community framework. This zone, effectively a combination of the proposed high-density residential district and local business district, would have a maximum height of 3 stories of residential (not including parking) at the entrance to the station at Beekman Street and an average of 4 stories (not including parking) on the north end of the area. These guidelines which are discussed further in Section 10, respond to the topography of the site relative to the adjacent surroundings and the desire to maintain waterfront views from important public viewsheds (identified in the LWRP).

The commercial land use component of the proposed TOD zone should be developed in a mixed-use context, with the bottom story available for commercial uses. Planned commercial uses should be pedestrian-oriented and assist in building a walkable street and overall connection along Beekman Street to downtown Beacon. Proposed retail and service uses should be related to their unique location near the waterfront and should not unduly compete with existing commercial areas in the central business district of Main Street. Office uses, in particular, should be encouraged within the mixed-use context of this area, and need not be related to the unique location at the waterfront.

<u>Recommendation</u>
The following zoning changes should be considered for land in the waterfront/station area, as described in Section 10.2.

- Rezone all areas west of the railroad tracks from Waterfront Development (WD) to Waterfront Park (WP), except for a small area of the train station to remain WD.
- Rezone the WP zone east of the railroad tracks and north of West Main Street to WD.
- Rezone the current Local Business (LB) zone (Metro-North Police Station) to WD. Either restrict uses in the Light Industry (LI) zone or rezone to LB (with retail as an accessory use).
- Control height in the WD by text and cross sections (as shown in Section 10.2).
- Expand area where retail, personal services or restaurants are allowed by special permit to include north side of West Main Street. This area is currently in the Linkage District.

Interest in gallery and exhibition space and other uses allowed in the current CMS district have been expressed by a prospective applicant for the north side of West Main Street. The Council may wish to consider such uses in the future.Fishkill Creek Development

This category includes properties in the Fishkill Creek Development (FCD) District, which was designed to encourage the redevelopment of underutilized industrial properties along the Fishkill Creek in a manner that provides a mix of residential and non-residential uses. Properties in this category are generally more remote from the Central Business District than other underutilized industrial sites, and are not as well suited to continued industrial development as properties on the north end of the Fishkill Creek corridor.

Recommendation

There are a number of narrow parcels along the Fishkill Creek that should be rezoned from Heavy Industrial (HI) to FCD. These parcels are shown in Figure 12-1.

The Craig House property (aka the Tioronda Estate) is at 64+ acres the largest single parcel of privately owned land within the City of Beacon. There may also be an opportunity for a trailway along the Creek. The City may wish to rezone the portion of this property that has frontage along Fishkill Creek from R1-80 to FCD. However, further study would be needed to determine the specific area for any zoning change.

Office Business

Land uses allowed within the Office Business Zoning District include residential uses (at the standard of adjoining residential districts), restaurants, offices, parking, auto repair, and artist studios. The intention of this land use category is to encourage non-retail commercial uses with relatively low impacts clustered in particular areas, such as along Henry Street.

Recommendation

Change the characteristics of the zoning district to allow medium-high residential density (RD-3), instead of the least restrictive adjoining residential district. Remove restaurants from the principal permitted uses in the Office Business District. Auto-related uses should not be permitted in the Office Business land use category.

Local Business

This use is intended to allow local business uses serving neighborhood convenience needs at locations outside of the Central Business District. The Land Use Plan would continue existing uses and Local Business Zoning at the following four intersections:

- Howland & Wolcott Avenues

- East Main & Leonard Streets
- South & Wolcott Avenues
- Beekman & River Streets

Although the Dia:Beacon is also in the Local Business Zoning District, and is proposed to remain so, it is identified on the Land Use Plan Map as Institutional.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Central Business

The purpose of this category is to allow for the continued commercial vitality and mixed uses of area along Main Street, which is the Central Business District in the City. This area corresponds with the Central Business Zoning District. In 2013, the City Council rezoned a large portion of downtown into the Central Main Street (CMS) District. This area is identified as Central Main Street II. The CMS encourages infill development by raising development potential and lowering parking requirements.

Recommendation

The Plan supports the extension of the urban form of Main Street to Route 52 between Main Street and Verplanck Avenue. It is recommended that this stretch be rezoned to CMS. It is also recommended that the CMS district be extended to the upper and lower sections of Main Street that are currently zoned CB. With this change, the entirety of Main Street would have the same zoning district. The City may wish to rename the CMS district to represent that the zone covers the entire corridor and not just the central area. When extending CMS standards to the existing CB district, heights of Historic Overlay Zone parcels should be limited to what is currently allowed.

As noted in Chapter 3 and 9, the Main Street corridor should be planned in greater detail, with an overall strategy of identifying activity centers based on the types of activities that have developed in each area, identifying the types of activities to be encouraged in each center, the major amenities serving each center (such as small parks, parking facilities), and illustrations of the activity centers with sketch plans.

Gas stations are no longer a permitted use within the CB and CMS Districts. Gas stations should be encouraged to relocate to other locations outside of the Main Street area. Pre-existing non-conforming gas stations seeking building permits or other such approvals should be required to comply with architectural and design standards established specifically for gas stations.

Residential/Office/Parking

The purpose of this district is primarily to allow parking as a principal use on a lot in order to support the development of the Central Business District. The district is located to the north and south of the Central Business District, extending from the District boundary to Church Street on the north and DeWindt Street on the south.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

General Business

The General Business category occurs between Conklin Street and State Street on Fishkill Avenue. The General Business District allows a broad range business uses, including residential uses.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Light Industry

Industrial areas are generally found on scattered sites along the Fishkill Creek, most commonly on the west side of the Creek. There is a light industrial area adjacent to the train station, which is the location of MTA's commuter parking lot and maintenance shed (within the former Dorel Hat Factory). Two large underutilized properties between Fishkill Avenue and Fishkill Creek on the north end of the City are available for future industrial uses. Although the City has lost many industrial businesses in the past, the remaining industries are important to the tax base of the City, and they provide an important source of employment for many residents.

Recommendations

The Plan proposes to revise the regulation of industrial areas so that all active industrial sites will be within a Light Industrial Zoning District tailored to fit the operational criteria of these existing businesses. It is recommended that the light industrial zone adjacent to the train station allow uses that are not discordant with the adjacent land uses proposed for the station area (WD District). This area should not allow auto body shops, repair shops, or adult uses. Alternatively, the City may consider rezoning the station area LI zone to LB, with the provision that retail be limited to accessory uses within 1,000 feet of the station platform so that stores and shops do not compete with other retail areas including Main Street.

The Heavy Industrial Zoning District should be eliminated.

The Beacon Terminal site and the property between the Sargent School and the Fishkill Creek should be changed to a zoning district corresponding to the Fishkill Creek Development area described above. The site south of Churchill Street and another site west of Leonard Street should be changed to the General Business Zoning District. These parcels are identified in Section 12.

The City should consider providing density bonuses to encourage the adaptive reuse of former underutilized industrial buildings.

Institution

The institutional category includes existing institutional facilities such as City owned facilities (i.e. school grounds, City fire stations, and City Hall), Dia:Beacon, the Fishkill Correctional Facility, religious and cultural institutions.

Recommendation

No changes from the previous Plan or from existing zoning are proposed for this land use category.

Utilities

This category includes lands used by the City, Metro-North, and others to provide water, sewer, transportation, and other services.

Recommendation

The Plan shows the potential for development of a greenway rail-to-trail on the unutilized railroad spur of the Beacon Line. This corridor has been changed from utility to recreation in the Future Land Use Plan. The City should also explore the feasibility of establishing passenger service via light rail on the railroad in addition to the pedestrian and bicycle path.

Recreation/Open Space

This category includes areas of the City intended to remain green space, to continue recreational uses and to preserve important environmental or scenic features. This category includes public and privately owned lands that are used for active and passive recreational purposes.

This category has been expanded to include the waterfront lands along the Hudson including Scenic Hudson's Long Dock Park.

Recommendation

This category has been expanded to include the waterfront lands along the Hudson including Scenic Hudson's Long Dock Park. It also includes the Beacon Line railroad right-of-way for future development of a greenway rail-to-trail route.

There are two pocket parks proposed for Main Street, as identified in Section 9. One potential location is at Veterans Place, and the other is at the Dutchess County offices at South Elm Street. The exact location of these parks will be determined by circumstances as they arise and future study. The provision of outdoor public space in the Main Street corridor should be coordinated with a detailed urban design plan for Main Street. The Main Street plan may involve multiple small parks or squares.

Some lands identified as Recreation/Open Space are privately owned. These lands, in particular the Southern Dutchess Country Club, should be maintained as Recreation/Open Space if possible. If this is not possible, these lands should be limited to the lowest residential densities in the City and conservation subdivisions should be generally required, as described in the Conservation Residential category, in order to preserve neighborhood character in the vicinity of these sites.

Future areas for open space preservation will be identified in an Open Space Plan.

Stream/Wetland Preservation

This category includes areas along the Fishkill Creek. The purpose of this category is to emphasize the objective of protecting this natural corridor for flora and fauna, for passive recreation for people, and for water quality purposes. Development within this area should minimize impact to the functional needs of the flora and fauna in this environment and should allow for the creation of a linear parkway along the Creek.

Section 12: Zoning and Implementation Plan

12.1. Zoning Recommendations

Based on the recommended land uses described above, this section provides a list of zoning recommendations that the City can pursue as it moves forward with implementation of the overall Comprehensive Plan. Upon adoption of this Plan, the City Council would be empowered to undertake specific zoning amendments to the City's Zoning Code in support of the land uses described in this Future Land Use Plan. Amendments to the Zoning Code would include site specific changes to the City's Official Zoning Map and corresponding text changes to the Zoning Code. The courts of the State of New York have consistently upheld the principle that "zoning should be based on a well-reasoned plan." Any future zoning amendments undertaken in support of this Plan are subject to the requirements of and compliance with the State Environmental Quality Review Act [6 NYCRR Part 617 (SEQR)].

Description of Proposed Zoning Recommendations

A series of zoning map and text amendments are needed to implement the land use proposals outlined in the Future Land Use Map. Depending on available funding for undertaking amendments to the Zoning Code and Zoning Map, the proposed zoning amendments could be undertaken in a series of steps or as one comprehensive set of text and map changes. The following presents a discussion of recommended zoning changes needed in order to implement the future land uses described in Section 11.1. A list of zoning recommendations is included in Table 12-1 and Figure 12 1.

Table 12-1: Proposed Zoning Changes

Area ID	Description	Existing Zoning	Proposed Zoning
1a	Rezone Long Dock Park to WP (see Section 10.0)	WD	WP
2a/2b	Rezone 2 areas adjacent to station to WD (see Section 10.0)	WP, LB, LI	WD
3	Rezone Route 52 @ Main Street to CMS	RD-5, PB	CMS
4a/4b	Rezone Upper Main Street and Lower Main Street to CMS	CB	CMS
5	Rezone Groville Mills Property to FCD	LI	FCD
6	Rezone former DPW garage	LI	FCD
7	Rezone HI parcel to GB	HI	GB
8	Rezone HI parcel along Creek to FCD	HI	FCD
9	LI to LB or restrict uses in LI	LI	LB or modified LI

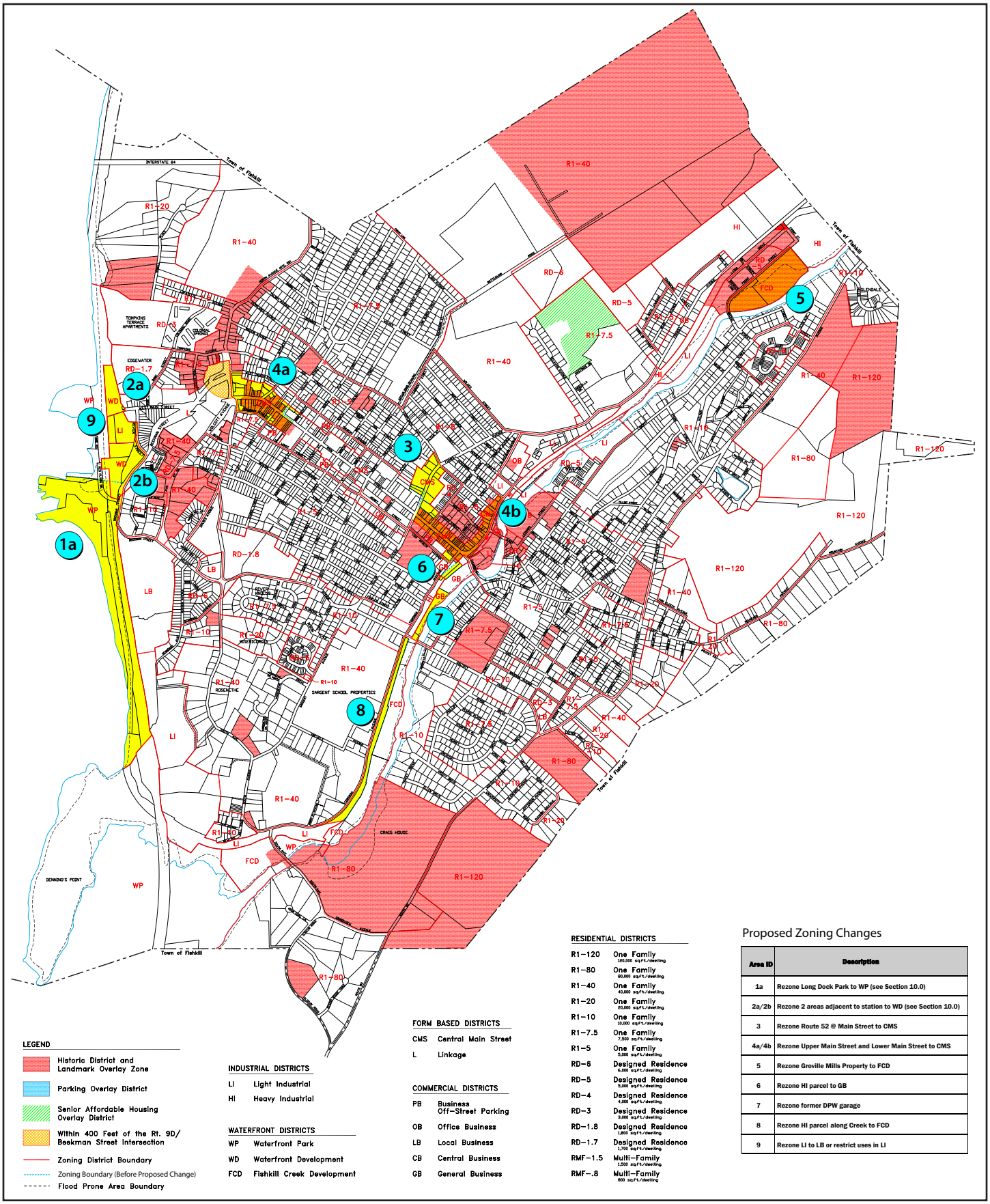


Figure 12-1: Proposed Zoning Changes

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Architectural Standards

The Planning Board is charged with reviewing applications for site plan approval, special use permits and subdivisions in accordance with the City Code. The Planning Board also serves as the architectural review board.

The Planning Board recommends that the City review and update its architectural review standards set forth in the City Code to provide more specificity. The City should also review standards specified for zones where development is most likely to occur, including the FCD and CMS zones.

Next Steps

The Comprehensive Plan represents not only a product of much time and effort, but also the beginning of a process which involves changing existing conditions, regulations, and procedures in the City. Some of these changes will require further, more detailed studies and plans, including the following:

1. Open Space Plan (identifying valuable natural resource areas; analysis of areas and protection, acquisition, and public use alternatives; prioritization of work);
2. Main Street Plan (urban design of the area including identification activity centers and future outdoor public spaces on Main Street); and
3. Fishkill Creek Corridor Plan (conservation, redevelopment, and Beacon Line rail/trail).

Sustained public involvement is necessary to bring the items in this plan to fruition. The following are implementation strategies that the Comprehensive Plan Committee recommends following completion and adoption of this Plan:

1. Distribute copies of the Plan to all City Council members and staff.
2. Place copies of the Comprehensive Plan and the City Code on the City website.
3. Ensure that copies of the Comprehensive Plan document are available at every City Council meeting for easy reference.
4. The City Code is an important tool for the implementation of this Plan. The Code should be reviewed and revised to enact the objectives of this Plan within a reasonable amount of time. The first priority is to adapt the changes in the Waterfront Park (WP) and the Waterfront District (WD) zones.

5. Develop a policy that all memos, reports, studies and resolutions affecting capital and planning decisions include reference to applicable Comprehensive Plan objectives and recommendations.
6. Any City agency responsible for reviewing and approving development proposals should reference the plan as policy guidance during the review process.
7. Schedule a review of the priority list/matrix with an annual report on status of implementation projects and progress. The review/report could be made part of a report to City Council to show progress and to reinforce the public's interest and awareness of the role and importance of the Comprehensive Plan.
8. Schedule a review of the Comprehensive Plan at least once every ten years. A 10-year plan can incorporate housing and demographic data from U.S. Census Bureau reports.
9. Review municipal planning considerations involving regional cooperation with nearby municipalities (particularly the Town of Fishkill) on an annual basis.

Appendix: Public Workshop Summaries

- ***Public Workshop #1 Meeting Summary (September 22, 2016)***
- ***Public Workshop #2 Meeting Summary (November 17, 2016)***



Beacon Comprehensive Plan Update

1st Public Workshop: Meeting Summary

Prepared on behalf of:

The City of Beacon
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Beacon, NY 12508

Prepared by:

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Meeting Date: September 22, 2016

BFJ Planning

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Appendix: Public Workshop Presentation

BFJ Planning

Introduction

The City of Beacon is currently in the process of updating its Comprehensive Plan, which was adopted in 2007. As part of the planning process, the City hosted its first public workshop on September 22, 2016. The workshop, attended by approximately 120 participants, was held to explain the project, gather feedback on the goals and objectives from 2007 Plan and discuss preliminary ideas to include in the Comprehensive Plan Update.

The workshop began with an introduction by Mayor Randy Casale, who then introduced members of the BFJ Planning consultant team that is preparing the Plan. The team provided an overview of the comprehensive planning process, an outline for the 2016 update, potential goals and objectives and preliminary thoughts for the waterfront/train station area.

Following the presentation and a brief coffee break, the participants were encouraged to participate in a "Dot Point Exercise." Each participant was given three stickers to place next to goals or objectives from the 2007 Comprehensive Plan that they support the most. Comment cards were also provided for goals and objectives not previously identified.

The public workshop concluded with a Town Hall style meeting where the floor was opened to the public to voice their concerns, recommendations, and feedback about the approach to the Comprehensive Plan update.

The next steps in the Comprehensive Planning process involves coordination between the BFJ Planning team and the Comprehensive Plan Steering Committee to produce draft chapters and recommendations for the Comprehensive Plan Update. The next public meeting is tentatively set for Thursday, November 17th at a location to be determined.

Workshop Agenda

1. **Welcome**

2. **Presentation**
   - Overview of Comprehensive Plan process
   - Presentation of Existing Conditions
   - Review Goals and Objectives from 2007 Plan
   - Preliminary Ideas for 2016 Update

3. **Coffee Break/Dot Point exercise**

4. **Town Hall Meeting**

Presentation

Below is a summary of the consultant team's presentation by BFJ Planning. The full presentation is provided as an appendix to this meeting summary.

1. Overview of the Comprehensive Plan Process and Project Approach

Frank Fish, Principal at BFJ Planning, started the presentation with an overview of the Comprehensive Plan update process. The overview also included a description of the project timeline, which will include a second public workshop and a public hearing before City Council would be in a position to adopt the Plan. Mr. Fish described the outline for the Plan as well as relevant planning efforts related to the update, which has a special focus on creating a vision for the waterfront area.

2. Existing Conditions

Noah Levine, Associate Planner at BFJ Planning, provided an overview of the 2007 Comprehensive Plan's goals that relate to land use, population and housing, economic development, transportation, infrastructure, environmental resources, recreation and historic resources. Mr. Levine also provided a preliminary analysis of updated existing conditions data.

3. Preliminary Ideas

Jonathan Martin, Senior Associate at BFJ Planning, outlined the previous urban design strategies and development proposals that have been proposed for the waterfront and train station area. Mr. Martin discussed some of the issues gleaned from previous studies and initial public feedback such as the need to create a connection between the waterfront and Main Street.

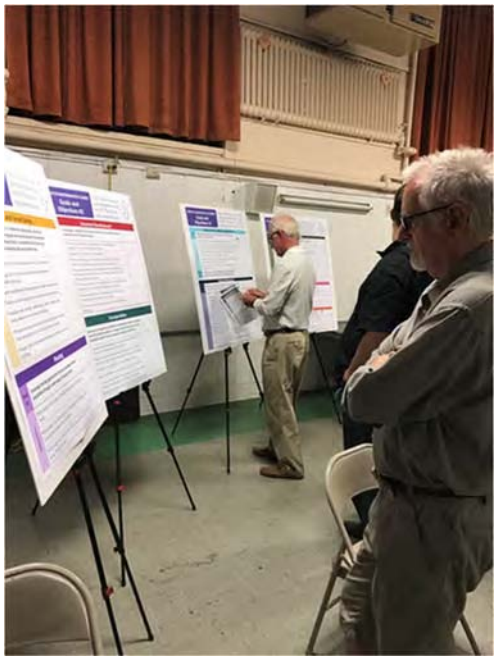
Some of the initial assumptions for the waterfront area were to (1) keep a park-like setting on the waterfront, (2) create greater pedestrian and cycling connection along the harbor and to Riverfront Park, and (3) evaluate potential use of the City owned land along the waterfront that would complement the surrounding open space uses. For the train station area, the initial approach would be to not increase the net amount of commuter parking. Public feedback has also made clear that traffic is still a significant concern for residents and any retail along the waterfront should complement and support, but not compete with, the existing retail along Main Street.

The other major focus area is the linkage district which is zoning district created by the City to guide appropriate development to connect Main Street to the waterfront/train station area. The zoning provides guidance so that new development is appropriately scaled and is sensitive to the surrounding context. Views from upland areas deemed to be significant should be maintained.

Dot Point Exercise

After the coffee break, participants were given three dots to place next to three goals from the 2007 Comprehensive Plan that they most strongly support. The exercise is meant to determine which goals still resonate with residents and which goals may have lower priority. This exercise allows the Comprehensive Plan Steering Committee to formulate new or revised goals and objectives that reflect the needs of the community for the next 10 years.





The tables on the following pages include abridged goals and objectives found in the 2007 Comprehensive Plan with the accompanying number of dots that were placed by participants to show support for the respective goal/objective. The goals are organized by topic area, the objectives are organized under each goal in order of the number of stickers. The goals and objectives are also grouped by color where the darker green shows a higher degree of support (≥11 stickers), the light green represents modest support (6-10 stickers) and white goals and objectives were supported to a lesser degree (≤5 stickers).

Land Use and Zoning		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Maintain the character of established neighborhoods, protect and preserve sensitive ecological areas and encourage the development of the Central Business District, the Waterfront/Train Station area and underutilized industrial sites along Fishkill Creek.**	**9**
Objective	Promote housing that maintains the scale and pattern of existing built environment and is of a high architectural quality	14
Objective	Develop an urban design plan for the waterfront/train station area.	9
Objective	Remediate and develop underutilized former industrial sites through adaptive re-use of existing buildings	8
Objective	Encourage activity along Main Street through development of new public open spaces.	6
Objective	Focus Growth in the Central Business District and Linkage Area.	4
Objective	Support neighborhood shopping areas that support everyday needs.	4
Objective	Require high environmental standards for construction of new buildings.	4

Economic Development		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Encourage a vibrant business community in harmony with existing commercial and industrial areas.**	**4**
Objective	Support the growing artist community.	14
Objective	Encourage commercial development along the waterfront at an appropriate scale that does not unduly compete with other existing commercial areas.	10
Objective	Maintain existing mix of businesses along Rte. 52 business district while improving architectural and urban design.	9
Objective	Encourage tourism by highlighting the City's historic, cultural, and recreational opportunities.	6
Objective	Encourage mixed-use development of a high architectural quality in the Central Business District.	3
Objective	Promote regional cooperation in economic development planning.	3
Objective	Encourage variety in the opportunities for employment and support access to surrounding employment centers.	2

Transportation		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Develop an integrated transportation system consistent with City land use patterns and regional transportation plans that incorporate public transit, pedestrian and bicycle networks.**	**3**
Objective	Improve public transportation service, particularly between Main Street, the waterfront and train station and Dia:Beacon.	13
Objective	Develop a bike network that connects greenways, community facilities, recreation areas, schools, and Main Street.	11
Objective	Expand parking supply in Central Business District.	2
Objective	Improve traffic flow at train station and Main Street areas.	2
Objective	Improve road intersections to maintain an acceptable level of service for vehicles and pedestrian safety.	1
Objective	Improve street connectivity of local roads and collector roads	0

Community Facilities		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Maintain and upgrade City utilities to improve environmental quality and human health**	**5**
Objective	Develop a sewer and water infrastructure plan.	6
Objective	Maintain stormwater and sewer systems in the City.	2
Objective	Improve community relations with the Police Department and increase the Department's effectiveness.	2
Objective	Maintain a high-level of emergency response preparedness and emergency service.	2
Objective	New development should minimize stormwater impacts and contribute funds to improving and upgrading water and sewer infrastructure.	1
Objective	Upgrade water mains for domestic and firefighting purposes.	1
Goal	Develop sources of renewable energy and improve the environmental performance of City-owned property.	10

Natural Resources		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Maintain and expand a network of open space that preserves natural resources of particular environmental value.**	**7**
Objective	Discourage development that destroys natural features and could lead to drainage, erosion and other environmental problems.	20
Objective	Regulate development in environmentally-sensitive areas.	7
Objective	Establish and preserve open space corridors.	7
Objective	Preserve large undeveloped properties east of Wolcott Avenue, Howland, De Puyster, and Washington Avenues.	5
Objective	Preserve the quality and quantity of the City's surface and groundwater resources.	5
Objective	Protect the City's biodiversity.	4
Objective	Educate the public about local environmental issues.	4
Objective	Ensure development is reasonably related to land use capabilities.	3
Objective	Regulate stormwater runoff.	2
Objective	Initiate cooperative projects with neighboring municipalities to address regional environmental issues.	1
Objective	Reduce waste, maximize recycling programs, and reduce dumping through enforcement.	1

Recreation		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Develop a recreational open space system of sufficient size and locational qualities to meet the complete range of recreational needs for all age groups.**	**6**
Objective	Develop greenways along the Hudson River and Fishkill Creek, and provide linkages to trails towards Hudson Highlands and Mount Beacon.	16
Objective	Determine future use of railroad tracks along Fishkill Creek.	13
Objective	Encourage the restoration and reuse of the Mount Beacon Incline Railway.	6
Objective	Develop an Open Space Plan for passive recreation and conservation purposes.	3
Objective	Maximize existing facilities and plan for future recreational needs.	2
Objective	Improve boat access to Fishkill Creek and the Hudson River.	2
Objective	Provide adequate recreational facilities of various types throughout the City in accessible locations.	1
Objective	Consider creating a new community center.	1

Historic Resources		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Encourage the preservation of historically and culturally significant buildings, landscapes, and neighborhoods.**	**2**
Objective	Support the work of the Beacon Historical Society.	10
Objective	Continue to provide incentives for the preservation of historic and older homes.	6
Objective	Revise and update Historic District and State and National Designations.	4
Objective	Preserve historic properties owned by the City.	3

Public Participation		
Goal/ Objective	**Description**	**Number of Dots**
Goal	**Encourage meaningful public participation in local decision making through broad dissemination of clear and pertinent information.**	**6**
Objective	Encourage public participation in neighborhood decision-making process.	5
Objective	Provide flexibility in governmental procedures to ensure greater constructive citizen participation.	1
Objective	Disseminate planning decision through a wide variety of channels.	0

Comment Cards

Participants at the public hearing were encouraged to give any further comments on the plan via a comment card handed out at the beginning of the meeting. A list of comments are provided at the end of this summary.

Town Hall Discussion

Following the Dot Point exercise, the public was invited to participate in a town hall meeting to give feedback on the presentation and to voice any concerns, comments, or recommendations related to the Comprehensive Plan. A list of comments made during the town hall are listed below.



Comments:

- High-end restaurant development along the waterfront is desirable.
    - Create a destination, can we build on water?
- The city has enough open space, no need for additional open spaces.
- Development on the waterfront should be encouraged.
- How do we determine process for decision-making? How are conflicting interests being weighed?
- Can we reactivate abandoned rail spur as a transportation link?
- Encourage a car-free lifestyle.
- Water conservation measures should be incorporated into the plan.
- Encourage composting (toilet compost)
- What are future employment opportunities?
- Create a tax base through development or attracting employers to maintain a balanced budget in Beacon.
- Strive for carbon-neutral development in the City of Beacon.

- Sustainable development should be a central focus of the Comprehensive Plan.
- Linkage zone needs to be addressed in the plan and its purpose clarified.
- Encourage public transit options to accommodate a stronger connection between the waterfront and Main Street.
- Ensure waterfront retail doesn't compete with existing commercial businesses in Main Street.
- Develop more recreational opportunities along waterfront.
- Allow bicycle activity on abandoned railroad tracks.
- Ensure development is supported by sustainable infrastructure.
- High-density development should be discouraged along the waterfront.
- Flood insurance maps should be incorporated into plan
- Is there a law that can preempt local zoning laws?
- Enforce building code to help maintain aesthetics of Beacon development projects.
- New construction is occurring rapidly, and a building moratorium may be needed to understand those impacts.
- Development must be consistent with adopted Local Waterfront Revitalization Program.
- New York Department of State is an advocate for community through the adoption of the LWRP plan and can provide support to community concerns.
- Comprehensive strategic energy plan should be included in the plan.
- Design considerations near MTA Police station are critical for creating a more pedestrian and biking friendly waterfront and Main Street.
- Preserve Scenic Hudson and the recreational and educational work being done in the park.
- Architectural design review should be examined to see if it adequately addresses the aesthetic values of the Beacon community.
- Incorporate the current greenway plans into comprehensive plan.
- Create a physical and historical linkage from waterfront and Main Street.
- Don't connect waterfront to Main Street via Beekman St, consider reestablishing connection along Main Street (near City Hall)
- Ensure all Beacon residents and all communities are engaged in the planning process.
- Ensure affordability in housing.
- Beacon Historical Society and Madam Brett House should be promoted
- Acknowledge dog-like shape of Scenic Hudson property as a branding and marketing tool.
- Waterfront commercial activity and Main Street commercial activity should be designed so that they can support one interconnected commercial area
- "The View" development does not match residential context.
- Can Comprehensive Plan control zoning problems?
- Encourage pedestrian connectivity city-wide.
- The current proposal to allow barges to dock along Hudson River should be addressed in the plan.
- Empty site on Beekman Street should be developed with excellent views across Hudson River.
- Ensure cultural activities can occur along waterfront – support the Sloop Club
- Support artist community
    - Ensure affordability for artists
    - Encourage live/work development
    - Artists are already leaving due to affordability

Conclusion

The public workshop drew a large crowd that were engaged in the current issues facing the Beacon community, and provided thorough feedback on previous planning efforts, and the future they envision for Beacon 10 years into the future. The Steering Committee will review the comments made at the workshop and incorporate that feedback into the draft plan. Preliminary recommendations for the Plan will be presented to the public at the public meeting in November.

The major feedback drawn from the public workshop include but are not limited to the topics below:

- ***Linkage:*** Most residents seem interested in finding a way to bridge the connection between Main Street, the waterfront, and the train station. Overcoming the physical barriers between the waterfront and Main Street will be a significant urban design challenge. The scale of development is the key issue for the community and the BFJ Planning Team and the Steering Committee will weigh those concerns when drafting the proposals in the Comprehensive Plan.

- ***Sustainability:*** There was a lot of interest in developing an environmentally sustainable future for the City of Beacon. Renewable energy, public transit, resource conservation and water quality were topics the public want to incorporate into the Comprehensive Plan. Sustainability concepts were encouraged from the previous Comprehensive Plan and also voiced during the Town Hall meeting.

- ***Waterfront Restaurant:*** There was some disagreement by participants who voiced their opinion on what kind of development should occur in the waterfront parks. Some residents would like to see the development of a destination restaurant in Long Dock Park; others were interested in a more local focus of recreational activities and affordable retail options in the park. Along with this tension, is that development of more commercial real estate near the waterfront should not compete with Main Street businesses.

- ***Affordability:*** Affordability in Beacon was a concern for many participants. Housing for artists, seniors, and longtime residents was an issue raised during the Town Hall meeting. Residents voiced the need to develop housing options for a wide variety of incomes and ages in Beacon.

- ***Support Local Community:*** Supporting local institutions (e.g. Scenic Hudson, Beacon Historical Society, Sloop Club) was also an important issue for participants at the workshop, and that those institutions should be integrated into the future planning of the City of Beacon.

Comment Cards

Below is a list of comments received on comment cards.

Question

If there are any other goals or objectives not included that you think should be considered for Beacon's Comprehensive Plan update, please list them below:

Comment #1

Maximize green and public open spaces at the riverfront. Minimize commercialization of the riverfront. Discourage TOD on Metro North property. Preserve viewsheds of river looking westward and maintain view looking eastward from Beekman Street. Green the riverfront. Glad to hear the initial speaker said the above were assumptions to start from. Feel better if it was made explicit.

Comment #2

I am concerned about the architectural design of the Housing Projects being built or that are being proposed to be built.

Comment #3

Re-activate the rail spur for passenger transport between the train station and the east end of Main Street, to cut down on car use and the perceived need for car ownership. Provide support for installation and operation of composting toilets and human-manure systems, to conserve precious water and harvest hyper-local fertility. (Gregg is all about the rail spur; Helen is all about turning poop from pollution to solution.)

Comment #4

Planning/Review- walkability, safety should be standard across the city! Currently no sidewalks, it's as if it is the poor, rural cousin. Speed control of traffic is a problem on Washington and DePuyster/Howard.

Comment #5

The language of existing zoning laws does not prevent non-compliant (matching style/scale, etc.) building from proceeding. "The View" apartments, illustrate this point. Enforcement and firm guidelines are needed. Additionally new projects of significant scale should require an architect. (The view only used an engineer).

Comment #6

We need a great restaurant on the Beacon waterfront which will be a destination just as DIA is.

Comment #7

Hi. Thanks for hosting this meeting. I'm assuming goal #10 is a permanent fixture so I dropped my dots in 3 other places.

Comment #8

Consider ambitious plan to create business oriented loft space building (tastefully designed) to attract creative/tech type business to riverfront area. Beacon needs to diversify its economy and there's no good building to attract business that would want to locate to this great city/community.

Comment #9

Encourage collaboration with Beacon Historical Society and Madame Brett House to establish a Beacon Historical Museum. Use development of city parcel on North side of Long Dock Park to designate visual images of "Barking Dog Park."

Comment #10

You should consider making Beacon a work destination. Encourage IT companies to set up in Beacon. A workforce locally would support Main Street and the local businesses year round – Main Street businesses cannot survive long-term in a bedroom community.

Comment #11

The best and only good thing about eating in a restaurant in Newburgh is the beautiful majestic and historic view! Keep it as is.

Comment #12

Please support River Pool. Encourage Scenic Hudson to share their space with River Pool. A real train station – similar to Poughkeepsie or Peekskill with some retail to support it.

Comment #13

Strategic Energy Planning/actions to address demand reductions, reliability and supply options for all residents, including businesses, the school system, and residents. Resiliency planning efforts/actions to address vulnerabilities in the city. Should include regional cooperation/stakeholders.

Comment #14

Elderly abuse at epidemic proportion. Public must be included in all city planning.

Comment #15

I'm hearing a lot of language that present the MTA as at best not an ally and at worst an enemy. How do you plan to negotiate actual cooperation and what is the plan if you don't succeed? (Rhetorical' don't need an actual answer.)

Comment #16

Ensure active, open space play areas for all children that are well-maintained and specific conditional approval for new development to provide space and or funds to contribute to active recreational facilities. Wee Play Community Project is working with Mark Price and will be discussing further long-term improvements for sustainable play areas and partnering more with the city considering the population growth and need.

Comment #17

Affordable housing for artists. Open Space- gateway to Main Street. Soft Touch to waterfront – maybe a tea house. No restaurants, retail like Newburgh. Sculpture Park! We are losing our open spaces on Main Street. We need a city square!

Comment #18

Ask NYSDOT to do a feasibility study on a roundabout at Route (9D (Wolcott Ave.) and Teller Ave. Convert our traffic lights to include advance left turn green arrows. Both ideas will alleviate rising traffic congestion.

Comment #19

Suggestions for Waterfront: Improve bike Parking, a beach (south side of riverfront? How can we see results of the dot exercise?

Comment #20

On-going feasibility study for applications of data collection and analysis in areas such as transportation, education, crime control, energy use and supporting a diverse community.

Comment #21

Please consider providing public parking off of Main Street as the overflow from the new housing/theatre will cause bottlenecking on Main Street. Very concerned that Main Street will become dangerous regarding this issue.

Comment #22

Focus on pocket park/plaza space within developed areas. Shuttles/jitneys as part of privately funded development.

Comment #23

Many of the objectives are irrelevant because they are already required by law. For example “regulate stormwater” come up with new objectives above and beyond mandatory actions related to the environment and recreation.



Beacon Comprehensive Plan Update

2nd Public Workshop: Meeting Summary

Prepared on behalf of:

The City of Beacon
1 Municipal Plaza
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Meeting Date: November 17, 2016

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BFJ Planning

Introduction

The City of Beacon is currently in the process of updating its Comprehensive Plan, which was adopted in 2007. As part of the planning process, the City hosted its second public workshop on November 17, 2016. The workshop also served as the Comprehensive Plan Committee's Public Hearing.

The workshop, attended by approximately 100 participants, was held to explain the project, discuss feedback from the public, Committee and City staff following the first public workshop, and discuss proposed recommendations to include in the Comprehensive Plan Update.

The workshop began with an introduction by Mayor Randy Casale, who then introduced members of the BFJ Planning consultant team that is preparing the Plan. The team provided an overview of the comprehensive planning process, an outline for the 2016 update, potential goals and objectives and preliminary thoughts for the waterfront/train station area.

Following the presentation and a brief coffee break, the participants were encouraged to participate in a Workstation Exercise. Participants were invited to visit each of the six stations to discuss concerns and feedback about the recommendations proposed for the Comprehensive Plan update. Participants were asked to write comments on the boards or formally submit them on comment cards which were collected at the end of the meeting.

The next steps in the Comprehensive Planning process involves coordination between the BFJ Planning team and the Comprehensive Plan Steering Committee to produce a draft Comprehensive Plan Update. The draft will be available online by the end of December. It will then be presented to City Council in January.

Workshop Agenda

1. **Welcome**

2. **Presentation**
   - Overview of Comprehensive Plan process
   - Summary of Public Workshop #1
   - Priority Recommendations for Comprehensive Plan Update
   - Preliminary Recommendations for Waterfront/Train Station Area
   - Preliminary Zoning Recommendations

3. **Coffee Break/Workstation Exercise**

Presentation

Below is a summary of the consultant team's presentation by BFJ Planning. The full presentation is provided as an appendix to this meeting summary.

1. Overview of the Comprehensive Plan Process and Project Approach

Frank Fish, Principal at BFJ Planning, started the presentation with an overview of the Comprehensive Plan update process. The overview also included a description of the project timeline, which included two public workshops. Mr. Fish explained that the second workshop was the Comprehensive Plan Committee's public hearing. The Committee is working to present the Draft Plan to City Council in January.

2. Priority Issues

Noah Levine, Associate Planner at BFJ Planning, provided an overview of the major priorities for the update, as highlighted by the public in the 1st public workshop, the Comprehensive Plan Committee, and City staff.

3. Preliminary Ideas for Waterfront

Jonathan Martin, Senior Associate at BFJ Planning, outlined the previous urban design strategies and development proposals that have been proposed for the waterfront and train station area. Mr. Martin discussed some of the issues gleaned from previous studies and initial public feedback such as the need to create a connection between the waterfront and Main Street.

Some of the initial assumptions for the waterfront area were to (1) focus on development to connect Linkage Zone to Train Station, (2) no net increase in commuter parking in station area, (3) traffic to/from train station during peak hours is an issue, (4) and retail at station should be small scale and serve local needs.

For the waterfront area, it is proposed that everything west of the train station be in a park-like setting. This would include improved connections to Long Dock Park, Riverfront Park and the Beacon Line proposed rail/trail. There may be the potential for a small restaurant/stand on the Beacon owned parcel adjacent to Long Dock Park.

On the station side of the tracks, two development areas were shown. Some development could be accommodated without infringing on upland views at the northern portion of the MTA parking lot. It was recommended that buildings be limited to 4 stories (over parking). In front of Beacon Station, 3 stories of development were proposed (over parking). This area would include a series of plazas/public spaces stepping down to preserve views. The deck would also facilitate access to the train platform and the waterfront across the tracks.

Mr. Martin then discussed the potential for two smaller pocket parks that could be developed along Main Street. The parks were shown at Veteran's Place and Elm Street (at the Dutchess County Center). A map showed how these parks could be linked with bus stops on the proposed trolley (rubber wheeled) route up and down Main Street.

Mr. Fish then concluded with potential zoning recommendations. This included (1) rezoning Long Dock Park from Waterfront Development (WD) to Waterfront Park (WP), (2) extending the linkage zone to the MTA Police Station property (with a max height of 3 stories), and (3) mapping Waterfront Development Zone at two locations at the MTA train station lot. It was explained that the development potential of the

proposed rezoning is less than half that of the previous plan and is more responsive to sea level rise and viewshed considerations.

Workstation Exercise

During the coffee break, workstations were set up around the room for the following six (6) topic areas:

1. Waterfront Area
2. Station Area
3. Main Street and Economic Development
4. Transportation
5. Parks, Environmental Resources and Sustainability
6. Future Land Use, Housing and Neighborhood Issues

Each station had boards with recommendations for the 2016 Plan update. Participants were invited to visit each of the stations to discuss concerns, recommendations, and feedback about the approach to the Comprehensive Plan update. Comments could be written either on the boards or they could be formally submitted on comment cards provided. A full list of comments written are provided in an appendix at the end of this workshop summary report.

Conclusion

The public workshop drew a large crowd that were engaged in the current issues facing the Beacon community, and provided thorough feedback on previous planning efforts, and the future they envision for Beacon 10 years into the future. The Steering Committee will review the comments made at the workshop and incorporate that feedback into the draft plan. The major feedback drawn from the public workshop include but are not limited to the topics below:

- ***Train Station Area Development:*** While there wasn't a clear consensus, many participants expressed support for new development at the train station that is at a low-scale. One of the biggest concerns with development at the station (and elsewhere in the City) was buildings that support the character of the established neighborhoods and the existing architectural context. There was concern about the development considering the amount of new residential to be built in the Linkage District. Some residents expressed the need for more non-residential uses near train station, such as medical, legal and other professional offices, which would provide additional tax revenues and could encourage reverse commutes. There was also support for allowing retail along West Main Street to create a better connection between the station and Main Street.

- ***Waterfront:*** There was general support for keeping the area west of the tracks preserved as open space. The suggestion to include a walkway from the West End of Long Dock to Riverfront Park was supported. There was some disagreement on whether a small scale restaurant or community facility should be allowed in the portion of the park that is out of the flood plain. Some participants expressed support for bringing a river pool to Long Dock Park. A few residents cited the need for more locations to access the waterfront (over the tracks), with one overpass potentially at West Main Street and another at Dia:Beacon. Dia:Beacon may be interested in helping to commission an artist to design such a bridge.

- ***Train Station:*** Some residents expressed the need for a new train station, potentially with a restaurant or other retail amenity on the west side of the tracks.

- ***Linkage:*** Most residents seem interested in finding a way to bridge the connection between Main Street, the waterfront, and the train station. Overcoming the physical barriers between the waterfront and Main Street will be a significant urban design challenge. The scale of development is the key issue for the community and the BFJ Planning Team and the Steering Committee will weigh those concerns when drafting the proposals in the Comprehensive Plan.

- ***New Development:*** Some residents expressed the need for architectural or design guidelines for buildings in the following areas: Route 9D, the Historic Overlay District, Route 52, West Main Street, and the Station Area. There was also concern from many residents about the speed of development in the City and the resulting change of character and quality of life which might result.

- ***Parking:*** Inadequate parking was cited in a few areas of the City including: the waterfront area, Mount Beacon Park, Main Street and East Main Street.

- ***Bicycle Access:*** There was general support for improved pedestrian and bicycle facilities in the City. Many residents expressed the need for a bicycle plan. Bicycle parking is needed at destinations along the waterfront/train station, Main Street, schools, and the parks around the City.

- ***Pedestrian Access:*** There was support for improved pedestrian connections between Main Street and Beekman Street/Ferry Street. Some residents expressed concern about safety for runners along Route 9D north of Mount Beacon. Sidewalk improvements from Breakneck Ridge to Mount Beacon was suggested in this area.

- ***Recreation Facilities:*** There was general support for the two pocket parks on Main Street proposed. Some participants expressed the need for more parklets, specifically more playgrounds, in closer proximity to residential areas. Others expressed the need for "adult recreation amenities" such as circuit training facilities. There should be improved signage to parks and open space areas.

- ***Sustainability:*** There was a lot of support in developing an environmentally sustainable future for the City of Beacon. Renewable energy, public transit, resource conservation and water quality were topics the public want to incorporate into the Comprehensive Plan.

- ***South Avenue Bridge (Tioronda Bridge):*** There was some concern about reconstructing the bridge with 2-lanes, as some residents felt it would increase traffic along Fishkill Creek and negatively impact the bucolic nature of the area. Traffic calming measures were suggested to slow through traffic. There was consensus that historical features of the Tioronda Bridge should be replicated in the design for the South Avenue Bridge.

- ***Affordability:*** Affordability in Beacon was a concern for many participants. Housing for artists, seniors, and longtime residents was an issue. Residents voiced the need to develop housing options for a wide variety of incomes and ages in Beacon. Commercial rent affordability is also a concern. As Beacon becomes more and more attractive to many, retail rent on Main Street outpaces a retail businesses ability to afford to do business on Main Street. Office space for start-up companies ("Incubators") could be encouraged as part of the Waterfront Development and Linkage Zones.

- ***Support Local Community:*** Supporting local institutions (e.g. Scenic Hudson, Beacon Historical Society, Sloop Club) was also an important issue for participants at the workshop, and that those institutions should be integrated into the future planning of the City of Beacon. Finding a permanent home for the Beacon Historical Society was a topic brought up by a few residents.

Workshop Photos











Appendix 1: Comments on Workstation Boards

Below is a list of comments received on each of the Workstation Boards

Waterfront Area

- Scenic Hudson's Long Dock Park
  - Keep Long Dock Park free of commercial development. No parking lot, no food trucks.
  - Can the parking spaces be moved further away from the riverfront (especially Lot 2B) to preserve car-free views looking north and south from Long Dock.
  - Concern about food trucks—will loud generators be needed to operate the trucks or is electricity available?
- Zoning and Land Uses
  - Is there an approved plan for the Beacon Terminals property located along the future Greenway Trail? If not, can the Plan reference the Fishkill Creek Corridor Plan and indicate zoning requirements for this site, if any.
  - Support for marina
  - Waterfront Park zoning should include Denning's Point
- Pedestrian and Bicycle Access:
  - Suggestion to include in the plan a walkway/boardwalk from the West End of Long Dock to Riverfront Park (x3)
  - Develop bike storage or bike parking area with roof
  - Underground tunnel from North Parking Lot to Riverfront Park
- Other:
  - Consider public art plan for open spaces, involve Beacon Arts and Beacon 3D

Station Area Workstation

- Land Use and Zoning
  - Allow retail on West Main Street to create pedestrian connection to the waterfront/train station. Consider amending Linkage Zoning for the properties located along West Main Street. Instead of requiring a Special Permit for development, grandfather in the existing, as-of-right uses but create a zoning plan that for small commercial business development along West Main in the future.
  - Consider more non-residential near train station, encouraging less expensive office space and commercial space such as medical, legal and other professional offices that requiring less Main St. walk in traffic or for reverse commutes for incubators or foundations. Office space would provide additional tax revenues and could encourage reverse commutes (similar to White Plains, which has as many people commuting from NYC as to NYC). (x5)
  - Extend form-based zoning architectural requirements from Main Street to West Main Street to the Waterfront Development zone to shape the look of all Linkage Zone and Waterfront Zone development. This will allow the City to better define / dictate the 'human' experience and scale of any new construction proposed
  - Instead of more apartments, consider light-industrial buildings so we can manufacture things in beacon and diversify Beacon's economy away from tourism only.

    - Bring in hotel at train station property north area, with focus on eco-tourism (but not a Marriott type building), and it must include convention space.
- Pedestrian and bicycle access
    - Connect Ferry Street to Wolcott Ave with a pedestrian staircase to make it easier to reach Main Street from the train station.
    - Develop sheltered and secure bike parking at train station
- Other comments about train station:
    - Develop a nicer station
    - Parking deck is a great idea
    - Development in MTA-Metro North area needs to be a tax entity for the city
    - Disagree, no major construction on train station property near waterfront at all.
    - Will view shed laws be impacted to protect neighborhoods when new developments are proposed?

Main Street and Economic Development

- Is there such a thing as "affordable storefronts?" Unfortunately, as Beacon becomes more and more attractive to many, retail rent on Main Street outpaces a retail businesses ability to afford to do business on Main Street. Is this a concern or priority?
- The "red box" in the proposed open space Veterans Plaza would make for an ideal location for the Beacon Historical Society's "permanent home" with the park setting in front. Bring tourists to a "beacon history" location in the central business section of Main Street.
- Bring in a college to the Craighouse Property. This will bring in an influx of money. Approach existing colleges with specializations in art/architecture.
- The area of East Main Street between the dummy light and Dogwood is ripe for economic development.
- Support growth of medical, professional office spaces (for 50+ employees)
- Support light industrial uses
- The main point that came up at my station, which I cant remember the name of but had to do with business on main st, was the cost of commercial leases. Many types of businesses that might be desirable but are not hugely profitable may be priced out which I think is a valid concern but I haven't thought of a way to address it. The people I spoke to were talking somewhat along the lines of the percentage affordable units in new house construction. Maybe something like that could be done? Also, as a business owner who opened off main street because of prices, I don't feel any less like a member of the community and I feel like perhaps the plan sometimes pays just a little bit too much homage to main st.

Transportation

- Traffic and Circulation:
    - Consider widening Rte. 9D next to golf course (north of Verplanck) for an extra outbound left lane (for commuters)
    - What is being done for current traffic issues if you are adding more development? What is planned to mitigate traffic near the train station? (x2)
    - The street entrance into Memorial Park is extremely narrow and dangerous. Turning on/off Route 52 should be 2-way street and possible stop sign or light to

accommodate foot traffic between park and businesses across the street (Ron's Ice Cream).
    - As part of I-84/9D improvements, open up underpass between stadium and Fishkill Correctional.
    - Develop access from Route 52 to Beacon Correctional site (not past schools)
- Tioranda Bridge (aka South Avenue Bridge):
    - The Tioronda Bridge (South Avenue Bridge) should be 1 lane with pedestrian/bike lane. Too much traffic with 2 lanes
    - Developing South Ave Bridge will hurt Madam Brett Park and increase traffic along creek.
    - The South Ave Bridge should be restored to its original design (with notable bow-string design). The structure is in the historic register.
    - Tioronda Bridge (South Avenue Bridge) for walking/bike and emergency only. Build it in historical style.
    - Support 2-lane bridge with walkway and bicycles, do it once and save money. Add stop signs to slow people down.
    - Plan access across tracks to all creek side parcels. Include improvements at South Avenue Bridge with widening of RR underpass.

- Public Transportation
    - Will trolley work if it has failed in the past? Try to create walking path with open space nodes to direct people towards Main Street and West Main Street.
- Pedestrian and bicycle:
    - More runners along Rte. 9D past Mt. Beacon. Develop path to Breakneck Ridge for safety.
    - Let's get a bike trail going. Carmel leads other towns, they have one already.
    - Covered/secure bicycle parking facility at train station (with camera)
- Consider adding two pedestrian bridges to the existing public access points at the Train Station and Long Dock Park:
    - Consider including in the Plan a walking bridge from Dia:Beacon across the tracks to the riverfront path; Dia:Beacon may be interested in helping to commission an artist develop such a bridge.
    - Consider including a walking bridge as part of a commercial/residential development at the North End of Metro-North's parking lot to connect Riverfront Park to West Main and Main Street.
- Public Open Space:
    - BFJ's plan presented concepts for spaces adjacent to the DMV and Towne Crier, both of which are terrific. Where are the other two trolley stops/pocket parks located and can concepts for these other two locations be included in the plan?
- Parking
    - To expand overcrowded parking at the Trailhead to Mt. Beacon at Mt. Beacon Park, develop from the trail a path to the Settlement Camp to create a second Trailhead and parking lot at the Settlement Camp. This parking lot would also serve increased use of the Camp over time.
    - Consider including a parking lot behind development areas on West Main, north of City Hall, to provide needed parking at the West End of Main Street.
    - Public parking on west side of City is inadequate

- Consider including in the Plan a concept for parking and/or a pocket park where the current parking lot exists opposite Dogwood and the Firehouse on East Main Street.

Parks, Environmental Resources and Sustainability

- How about an adult playground, with exercise stations located in a loop around town
- Wayfinding, signage and connection from train to Main Street
- River pool at Long Dock (x3)
- Have playground/green space with ¼ mile of most residential
- Improve wayfinding at settlement camp
- Hiddenbrooke – the open fields could be community gardens
- Route 9D dangerous to runners, continue sidewalk to Breakneck from Mt. Beacon.
- Fishing access to Fishkill Creek at bridges.

Future Land Use, Housing and Neighborhood Issues

- Affordable Housing
  - Encourage Affordable housing (e.g. 75 new units at Leonard Street)
  - Consider Affordable business district
  - What is meant by affordable housing?
  - Support Senior Housing
  - At what point does increase in housing units overwhelm/overtax the infrastructure and quality of life in our small city? Is this a concern in planning? Is it a priority of those in decision making positions?
- Should access points at Fishkill Creek Development (FCD) be mapped?
- Economic development
  - Encourage incubators as part of Waterfront Development and Linkage Zones.
  - Need light industrial areas so that we don't solely rely on tourism
  - Commercial rents are going up
- Architectural/design standards
  - Consider aesthetic standards for any development on Route 9D, which is major showcase of City
  - Consider Architectural or Design Guidelines for City-wide alterations and new construction in the Historic Overlay.
  - Redesign strip mall/ugly path from South Avenue to Beekman on 9D.