

The seal of the City of Beacon, New York, is a circular emblem. It features a yellow rope-like border. Inside the border, the words "CITY OF BEACON" are written in a semi-circle at the top, and "N.Y." is at the bottom. The center of the seal depicts a lighthouse on a rocky island in the middle of a body of water. Below the lighthouse, the date "MAY 15, 1913" is inscribed. At the very bottom of the seal, there is a five-pointed star flanked by two arrows pointing outwards.

**City of Beacon
New York**

**COMPREHENSIVE PLAN
and Draft Generic Environmental
Impact Statement**

**Adopted by the
Beacon City Council on
December 17, 2007**

City of Beacon, New York

This Comprehensive Plan was adopted by the City Council on December 17, 2007

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**COMPREHENSIVE PLAN
AND DRAFT GENERIC ENVIRONMENTAL
IMPACT STATEMENT**

December 2007

**CITY OF BEACON
DUTCHESS COUNTY, NEW YORK**

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I. 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 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.

This Comprehensive Plan builds on the City’s past successes and proposes a combination of new open spaces and parks balanced with new opportunities for commercial and residential development in the following three key areas:

- Main Street’s Central Business District
- Former industrial sites along the Fishkill Creek
- Waterfront/Train Station area between City Hall and the train station

The Plan integrates policies for environmental protection, economic development, affordable housing and improved community services and facilities into this framework. Fifteen of the highest priority objectives are listed at the end of this chapter, with references to where more detailed information on each can be found within the Plan.

This plan recognizes that the City of Beacon is one of many municipalities guiding development in south-west 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. The regional position of the City is highlighted in the next section of this introductory chapter.

The section titled “Inventory and Analysis” explains the research that informs this plan and refers to a separate, companion document that includes more extensive detail than this Plan. This is followed by the “Goals and Objectives” section, which provides a list of all the major initiatives contained in each of the chapters in one convenient location.

These goals and objectives seek to address the issues and opportunities that are before the City.

Following these items is an explanation of the methods used to solicit a high level of public involvement in identifying both issues and preferred solutions to planning problems, from creating a more vital Main Street to protecting the slopes of Mount Beacon. Next is a section describing how consideration of potential adverse environmental impacts are handled within the document. Finally, the section entitled “Implementation” 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. This section includes a summary of the highest priority objectives of the Plan.

Regional Perspective

The City of Beacon is located in the Hudson River Valley 50 miles north of New York City in the south-west corner of Dutchess County. The area has experienced rapid population growth over the last four 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 south-west 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 nineteenth and early twentieth centuries to an integrated metropolitan economy with industries and large employers, such as I.B.M., 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 transportation is more convenient and larger lots allow for large parking areas.

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:

- Protection of residential areas from incompatible development.
- Renovation of the railroad station and the immediate vicinity.
- Redevelopment and protection of the riverfront area.
- Revitalization and strengthening of the downtown area.
- Adoption and enforcement of strict standards for site and architectural design and building construction.
- 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 supports close-knit and compact centers that support central utilities and have a mixture of uses within a five to ten minute walk of surrounding residential areas, all features of Beacon today. Plans for transforming Long Dock and connecting the train station and harbor area with Dennings Point and Madam Brett Park along the Fishkill Creek are also described on page 35. 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, to improve the following:

- 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;
- Environmental protection and enhancement, including:
 - protection of water quality near surface waters and aquifers
 - preservation of the entirety of Mount Beacon and nearby open space
 - protection of viewsheds, in particular views of the Hudson River, Mount Beacon and Fishkill Creek

- Greenway corridors along the Hudson River and Fishkill Creek and trails between the City and Mount Beacon
- Consolidation and/or sharing of municipal services (or at least active coordination) to achieve tax savings and/or service improvements, including:
 - water, sewer, roads and other infrastructure
 - emergency and public safety services
 - recycling and trash
 - recreational opportunities, both active and passive, and cultural programs
 - administrative and other areas
- 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:
 - Portion of Hudson River fronting the City of Beacon
 - Portion of Mount Beacon facing the City of Beacon
 - Van Ness Avenue & I-84 environs
 - Dutchess Junction (accessible through the City of Beacon)

Inventory and Analysis

This Plan is based both on technical studies and the input of residents, committee members, and City officials. As a foundation for the planning effort, the consultants, Frederick P. Clark Associates, studied the City's status regarding its regional position, land use, demographics, housing, environmental resources, transportation, and community services and facilities. These studies explored both the spatial and the temporal components of these aspects of the City. The results of this research are presented in full in a report entitled Inventory and Analysis, which shall function as a companion document to this Plan. The introductory sections in each chapter in this Plan are generally excerpts and summaries of the findings in the Inventory and Analysis.

Phillips Preiss Shapiro Associates conducted a fiscal impact analysis of various residential, office, retail and mixed-use prototypes that are typical of Beacon's development patterns to provide the Committee with a foundation for estimating the effect of zoning changes upon the City's finances and tax base. The results of this research are summarized in a report entitled "Beacon Cost of Services Study," dated November 2, 2006.

Goals and Objectives

Environmental Resources

Goal: 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.

Objectives:

- A. 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.
- B. 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.
- C. 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.
- D. Specific Areas. To the greatest extent possible, preserve all large undeveloped properties east of Wolcott, Howland, De Puyster, and Washington Avenues.
- E. Local Environmental Regulation. Regulate the development of floodplains, wetlands, stream corridors, steep slopes and ridge lines to ensure minimal disruption of their environmental functions and scenic qualities.
- F. Preserve Water Quality. Preserve the quality and quantity of the City's surface and groundwater resources through land use regulation, monitoring, testing and promotion of water-saving systems, and as required by state stormwater management regulations.

- G. Regulate Stormwater Runoff. Protect surface water quality through regulation of stormwater runoff, particularly during new construction, and through rigorous enforcement.
- H. Protect Local Biodiversity. Protect the City's biodiversity through protection of endangered species and threatened plant and animal populations, as well as through control of invasive species.
- I. Environmental Education. Educate stakeholders, contractors, public works employees, and the public about local environmental issues and best practices.
- J. Regional Cooperation. Initiate cooperative projects with adjoining and area municipalities to address regional environmental issues, such as the proposed subaqueous mine in Fishkill, and air quality issues on the Hudson River and throughout the City. Convene and attend regional environmental summits.
- K. Recycling and Waste Management. Reduce waste, maximize recycling. Reduce the occurrence of dumping and littering, and improve enforcement and clean-up of the same.
- L. Dumping. Reduce the occurrence of dumping and littering, and improve enforcement and clean-up of the same.

Goal: Sustainable Development. Encourage high environmental standards for development and infrastructure, develop sources of renewable energy and improve the environmental performance of City-owned vehicles.

Historic Resources

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

Objectives:

- A. Continue to provide incentives for the preservation of historic and older homes.
- B. Revise and update Historic District regulations and State and National designations.

- C. Support the work of the Beacon Historical Society.
- D. Preserve historic properties owned by the City.

Population and Residential Development

Goal: 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; (5) ensure continued racial, ethnic, age and economic diversity of the population through encouraging a wide range of housing choices.

Objectives:

- 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.
- B. Density. Densities of housing areas should allow for considerable variation, with increased densities of housing located around the central commercial hub and the waterfront / train station area of Beacon. Development at all densities should be of high architectural quality and should be related to the scale and pattern of the existing built environment.
- C. Regulation of Residential Development. Maintain strong enforcement of building codes and improve regulatory standards for architectural design.
- D. Senior Housing. Encourage the development of Age-Targeted Housing, Senior Housing and Assisted Living facilities in order to meet the needs of the senior population of the City in the next 20 years.
- E. Residential Use of Former Industrial Sites. The City should encourage the development of housing within a mix of uses in select former industrial sites along Fishkill Creek, as identified in the Land Use Plan.
- F. Green Building. Encourage or require high environmental standards for new construction of residential buildings (see also Objective O and the sidebar describing the Leadership in Energy and Environmental Design (LEED) standards

in the Commercial Development Chapter and the goal regarding Sustainable Development in the Environmental Resources Chapter).

Commercial, Office, and Industrial Development

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:

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

- 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.
- 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.
- 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.
- H. Tourism. Encourage local regional residents and tourists to visit the City, highlighting the historic, cultural and recreational opportunities of the City.
- I. Public Transportation – Main Street. Encourage an integrated and efficient transportation system consistent with the regional transportation plan to assure the effective and economic movement of people and goods within and through Beacon. To achieve this, a top priority of the Plan is the connection of the City's business district to its intermodal train/bus/ferry station and Waterfront/Train Station area (including Dia:Beacon) via convenient public transportation.
- J. Traffic – Main Street. Monitor the level of service of intersections on Main Street and feeder streets 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. Traffic should be managed so as not to detract from pedestrian uses of Main Street.
- K. Parking – Main Street. Monitor parking needs, utilize parking management strategies and expand parking supply as necessary.
- L. Structured Parking – Main Street. Allow structured parking as a use permitted by special permit in the PB district, in the CB district where properties do not front on Main Street and in high density residential districts, with strict architectural design criteria.
- M. Regional Cooperation. Promote regional cooperation in economic development planning.

- N Green Building. Encourage or require high environmental standards for new construction of commercial buildings (see also the goal regarding Sustainable Development in the Environmental Resources chapter).

Water Supply and Sewage Treatment

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:

- A. Separation of Combined Sewer and Stormwater Systems. Continue to detect and separate storm water systems from sewer systems.
- B. New development and redevelopment. Ensure that as a part of the development review process, new development minimizes stormwater impacts and contributes funds to the City equal to the cost of improving and upgrading water distribution and sewer collection infrastructure.
- C. Asbestos Main Replacements. Replace asbestos-based water mains whenever road construction provides an opportunity.
- D. Water Supply Improvements. Continue to improve water mains for domestic water and firefighting purposes. Preserve the quality of the water supplied.
- E. Plan for Improvements. Develop a sewer and water infrastructure plan, which should be linked with a capital budget.

Recreation and Community Facilities

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:

- 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.
- B. Active Recreation. Provide new playing fields and programs to satisfy increased demand for active recreation.
- C. Plan for Future Needs. Anticipate future needs and provide appropriate locations for facilities, services and programs.
- D. Maximize existing facilities. Maximize community use of existing facilities through scheduling, increased staffing and volunteer participation.
- E. Greenways. 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.
- 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.
- G. Arts and Culture. 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.
- H. Youth / Community Center(s) and Programs. Consider creating a new community center for youth and/or seniors in or adjacent to the central

business district. Expand youth programs for middle and high school students. All age groups should be adequately served.

- I. Incline Railway. Encourage the restoration and reuse of the Mount Beacon Incline Railway.
- J. Police Department. Improve community relations with the Police Department and increase the Department's effectiveness.
- K. Fire Department and Emergency Services. Maintain a high level of emergency response preparedness and emergency service.

Land Use

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:

- A. Focus Growth in the Central Business District. Growth should be encouraged in and around the Beacon central business district, rather than spreading out along Route 9D and Route 52. The focusing of residential uses should be related to the central business district, with greater densities in the City's central commercial core.
- B. Compatible Land Uses. Land should be distributed in a compatible arrangement so that conflicts between various uses are avoided and so that harmonious land uses are encouraged to locate near each other.
- C. Encourage Development of Activity Centers Along Main Street. The central business district should be encouraged to develop as a string of activity centers. The existing two areas of three-story historic buildings should be protected and enhanced. The properties between Digger Phelps Street and Teller Avenue should be encouraged to be redeveloped at greater density, with incentives (such as increased floor area ratio) for new housing construction above the first floor and parking included behind the building. One or more new City squares should be considered for this area (the exact location will depend on availability of land). Each activity center along Main Street should be served by public transportation. The City should work with local business associations to encourage the development of

different activity centers along Main Street. The City should 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. The City should encourage public/private partnerships for the development of both public and private, interior and exterior spaces along Main Street.

- D. Neighborhood Stores. Local shopping areas that serve a distinct market niche by serving everyday needs for local neighborhoods should be maintained, but at a small enough scale not to detract from the major commercial centers.
- E. Waterfront/Train Station Area. Develop an urban design plan for the Waterfront/Train Station area that encourages the development of high density housing along Beekman Street, includes mixed uses near the train station, and incorporates design elements that connect the waterfront area with Main Street. In the short term, develop a wayfinding system that provides improved signage and maps at the Waterfront / Train Station area and en route to Main Street.
- F. Brownfield Redevelopment. Encourage the remediation and development of underutilized former industrial sites which are potentially polluted, and the adaptive reuse of existing buildings.

Transportation

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:

- A. Traffic Management. Improve road intersections as needed to maintain an acceptable level of service for vehicles and high levels of pedestrian safety.
- 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 (including Dia:Beacon).

- C. Parking. Monitor parking needs, utilize parking management strategies and expand parking supply as necessary.
- D. Bikeways. Develop a bikeway system connecting greenways, community facilities, recreation areas, schools and Main Street.
- E. Street Connectivity. Improve street connectivity of local roads and collector roads.

Public Awareness and Participation

Goal: Encourage meaningful public participation in local decision making through broad dissemination of clear and pertinent information. The identification of the human consequences of alternative public actions, including identification of positive social and cultural values to be preserved, as well as social costs and benefits of alternative courses of action must receive wide exposure so that those who are affected have an understanding of such factors and the opportunity to express their views as a part of the decision making process.

Objectives:

- A. Dissemination of Information. Information on planning decisions should be made available through a wide variety of channels: the local press and communication systems, the schools, and through various religious, health, social and club organizations, the internet and through annual ‘town meetings.’
- B. Flexibility and Inclusiveness. Flexibility in City governmental procedures and institutions should be sought to ensure greater constructive citizen participation and involvement in the planning and implementation process and to foster leadership in all groups, especially those neglected in public decision making because of gaps in organization, leadership, articulation of values and needs, or economic status.
- C. Sense of Community. The City should speak for itself through its plan. The development of genuine local centers of activity and adequate community and recreational facilities in residential areas which relate to each other through an integral open space system can help create a sense of community and identity where some factors of isolation and alienation might be minimized and where a sense of awareness, incentives for participation in neighborhood decision making processes and opportunities for interaction with one's neighbor, if desired, can be maximized.

Survey

An extensive 22-question survey was sent to every household in the City of Beacon in May of 2006, seeking the opinion of residents in relation to the ongoing development of the City. Of the approximately 5,400 surveys mailed, about 524 were returned. The survey asked residents to prioritize planning issues, identify potential recreational and cultural facilities to improve the quality of life in the City, and to identify the strengths and weaknesses of the City. Many questions were open-ended, allowing respondents to write in responses, and these responses were recorded as key words into the survey database. In addition to questions about issues and opportunities facing the City, the survey also included questions regarding the respondents' age, employment, household composition, household income, housing tenure, and the number of years residing in the City. This means that the City has the opportunity to cross-tabulate survey responses regarding issues according to these socio-economic factors in order to better understand the community and respond to specific planning decisions in the future.

Public Meetings

The City Council appointed a Comprehensive Plan Committee in the summer of 2005. The Committee has met diligently through over a dozen meetings, and has held four public visioning workshops at various locations throughout the City in an effort to solicit the diverse views of the people of Beacon. The results of these workshops have been summarized in a report prepared in July 2006 by BFJ Planning Consultants. By the time the Plan is adopted, it will have been before the City Council as the subject of a public hearing on at least two occasions, as required by state law.

Environmental Impact Statement

State law requires that municipalities consider the potential environmental impacts of their actions and propose alternatives or mitigation to remedy potential impacts. The State Environmental Quality Review law (SEQR), establishes special rules for actions that are broad in scope, such as the City's Comprehensive Plan, under Section 617.10 "Generic Environmental Impact Statements." Further, General City Law Section 28-a(9) states that "[a] city comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement..." This Comprehensive Plan has been designed to serve as a generic environmental impact statement. A box at the end of each chapter considers the potential adverse environmental impacts of the actions proposed in each chapter, and if potential impacts are considered significant, alternatives are explored and mitigation is proposed.

A Generic Environmental Impact Statement may establish specific conditions or criteria under which future actions may require no or limited SEQR review. This GEIS and Plan

hereby establishes that the construction of buildings and associated improvements for residential, office, service business or retail purposes for projects no greater than 5 acres in size in the areas depicted on the Proposed Land Use Plan as Central Business, Central Business II, Transit Oriented Development and High Density Residential shall not require additional SEQR review except with respect to historical, archeological, architectural or aesthetic resources, the viewsheds referenced in this Plan and instances where the proposed action could pose a hazard to human health. Also, no additional SEQR review of any kind will be required for zoning amendments that conform in all respects to the land uses proposed in this Plan.

Potential fiscal impacts of the Plan have been explored by the City with the assistance of Phillips Preiss Shapiro Associates, and are discussed in a report entitled “Beacon Cost of Services Study,” which is included among the reports in the appendices of this Plan. The results of this report were summarized as follows:

- Growth patterns that encourage solely single-family residential development will lead to net fiscal deficits for the City, and, accordingly, increased tax rates.
- Growth patterns that encourage solely mixed-use and commercial development will contribute to a net positive fiscal situation.

The land uses proposed within this Plan generally reduces the number of potential future single-family dwellings in outlying areas of the City, otherwise maintains existing single-family zoning, and recommends allowing additional mixed-use development in the Central Business District and mixed-use and multi-family development in the Waterfront/Train Station area. This can be expected to result in positive fiscal benefits for the City.

The Cost of Services Study also analyzed potential deficiencies or constraints in local service provision, which may become fiscal issues as the City continues to develop, including the school district and the City’s water and sewer infrastructure systems. The report noted that there are no apparent school capacity issues in the near future, with classrooms available at each elementary school and space at the middle and high schools. The report found some deficiencies in the City’s sewer and stormwater systems, but noted that modernization is underway and will continue regardless of future development. The report also noted that the maximum safe water yield in the City can accommodate 17,800 persons, and that the maximum build out under current zoning is greater than this, at approximately 19,000 persons. This is an issue that will need to be resolved, although there is time to address it. If the City grows in population at 5 percent per decade, the population will reach 17,800 by 2050. If water conservation measures are adopted, the City may be able to accommodate additional population without expanding water supplies. (For more information, see the Water Supply and Sewage Treatment chapter.)

Alternatives

1. **No Action.** The “No Action” alternative is required to be discussed in any EIS as specified by Section 617.9(b)(5)(v). The Beacon Comprehensive Plan Committee, the City Council, and members of the public have engaged in extensive research, analysis, and dialogue concerning the future of the City. The “No Action” alternative would result in both a lack of beneficial effects that the Plan proposes and potential negative impacts if the City fails to address some of the issues and opportunities discussed in the Plan. There are no clear benefits to be attained from not taking action on the Plan.
2. **Alternative Objectives and Land Use Configurations.** The Comprehensive Plan represents the best possible configuration of goals, objectives and recommendations for the future development of the City, given the existing conditions and the issues and opportunities of the City. Alternatives to the proposed Plan include the elimination or modification of one or more of the objectives specified by the Plan, as well as elimination or modification of one or more of the proposed land use changes described in the Plan. The Beacon Comprehensive Plan Committee and the City Council have considered various alternatives regarding each component of the Plan as a means of constructing the best possible system of objectives and recommendations for the City.

Implementation

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);
3. Fishkill Creek Corridor Plan (conservation, redevelopment, and greenway trail);
4. Waterfront/Train Station Area Design Plan (urban design of the area emphasizing aesthetics, the pedestrian streetscape, and connections between Main Street and the Waterfront).

These specific area plans may involve future amendments to permitted land uses in the City. In particular, two such amendments have already been discussed as a part of the planning process, but have not been fully evaluated in terms of their potential traffic impacts, and therefore are not included as official components of this Plan. These potential amendments will be evaluated as a part of the Main Street Plan and the Waterfront/Train Station Area Design Plan, and are described as follows:

- Consideration of allowing four stories and 3.0 FAR in the East and West Ends of Main Street, which could result in approximately 164 additional dwelling units and up to 250,000 square feet of additional building area; and
- Consideration of allowing greater residential and commercial density in the Transit Oriented Development area. If the density of the area is increased to a maximum of 54 dwelling units per acre, which is the maximum residential density proposed for the central portion of Main Street, this would amount to approximately 680 potential additional dwelling units in this area. Increasing floor area ratios for non-residential uses may also be considered, depending upon traffic impacts. The visual and aesthetic impacts of potential increases in density in this area would also need to be evaluated.

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 web site.
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.
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. The City Council will consult the City Attorney regarding these matters.

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 residents 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 five years. Housing and demographic data should be updated within one year after the US Census Bureau reports updated information for the City.
9. Review municipal planning considerations involving regional cooperation with nearby municipalities (particularly the Town of Fishkill) on an annual basis.
10. Create or improve application and development plan review forms and checklists. The forms and checklists would query applicants, staff and boards to verify review of and compliance with the relevant portions of the Comprehensive Plan, its maps and recommendations.

To facilitate plan implementation, on the next two pages is a table summarizing the 15 highest priority objectives found in this Plan.

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BEACON COMPREHENSIVE PLAN - PRIORITY OBJECTIVES

| | Objective | Supported by Survey | Supported by Visioning Workshops | Time to Completion | Action Steps | Comp. Plan Reference | Responsible Parties | Target | Comments |
|--|--|---|--|--|---|---|--------------------------------|--------------------------------|--|
| | Open Space Preservation | 2nd highest rank in 'Planning Goals' | yes - in Vision Statement | Open Space Plan – Summer 2007 & ongoing | Form Committee - Feb. 2007; Prioritize University Settlement, Hiddenbrooke, other lands; apply for grants | Chapter II, Objectives C, D, Rec. E.7; Ch. VII, Obj. E, F | Open Space Committee | 100 acres / 5 years | Coordinate with Conservation Advisory Commission |
| | Encourage Growth on Main Street | 3rd in 'Planning Goals' | yes - in Vision Statement | ongoing & Main Street Plan - Mar. 2008 | Form Committee - Mar. 2007; develop plan; amend zoning | Ch. IV, Obj. B; Ch. V, Obj. A; Ch. VIII, Obj. A, C | Main Street Planning Committee | Maximum 5 vacant storefronts | |
| | Main Street Square | no relevant question | yes - in Vision Statement | Square open - 2010; Main Street Plan - Mar. 2008 | | Chapter VIII, Objective C | Main Street Planning Committee | N / A | multiple small parks in the long term |
| | Fishkill Creek Access and Path | access to specific open space areas 3rd in 'Services' | page 16 in Visioning Report; on 'Vision Target Areas' map | Fishkill Creek Corridor Plan – 2008 | Form Committee - Apr. 2007 | Chapter II, Objective C; Ch. VII, Obj. E | Fishkill Creek Committee | 2,000 feet new trail / 5 years | Hudson - Fulton - Champlain Quadricennial 2009 |
| | Parks | 2nd in 'Services'; 5th in 'Planning Goals'; 3rd in Question 3 | yes - in Vision Statement | ongoing | | Chapter VII | Recreation Commission | N / A | staffing needs and/or more volunteers |
| | Waterfront-Main Street Connections | no relevant question | yes - in Visioning Report - page 10 | wayfinding system - 2007 | Form Wayfinding Committee | Chapter V, Rec. D.2; Ch. VIII, Obj. E | City Council & Committee | N / A | |
| | Waterfront / Train Station Area Development | mid-rise or high-rise' ranked lowest (16th) among 'Housing' | yes - 'physical connection' in Vision Statement and on page 10 | Urban design plan - 2010 | Formalize Ad Hoc Committee; develop plan; amend zoning | Ch. IV, Obj. B; Ch. V, Obj. D; Ch. VIII, Obj. E | Committee | 100 new d.u. / 5 years | coordinate with Metro-North and Long Dock |

Introduction

| | | | | | | | | | |
|--|---------------------------------------|---|---|--|---|---|--------------------------------|---|---------------------------------------|
| | Community Center | 4th in 'Services' | yes - in Vision Statement - Main Street and in 'Youth,' page 10 | Site purchased or leased - 2008; New center(s) open - 2009 | Develop a list of alternatives; Invite public comment; Develop budget and secure funding. | Chapter VII, Objective H | Recreation Commission | 100 new persons served/ 5 years | coordinate with Beacon Youth Services |
| | Increasing Job Opportunities | 4th in 'Planning Goals' | yes - in Vision Statement, page 13 | ongoing | Encourage the hiring of local workers in building and development | Chapter V, Objectives A, B, D, F, G, H, N | City Council & Private Sector | 100 new jobs / 5 years | coordinate with Empire Zone goals |
| | Vacant Industrial Sites | no relevant question | yes - end of Vision Statement and pages 8-9 | ongoing & Fishkill Creek Plan | | Chapter IV, Objective E; Ch. V, Obj. F | Fishkill Creek Committee | 100,000 sq. ft. improved floor area / 5 years | |
| | Affordable Housing | Homes for moderate income residents' was 3rd in 'Housing Types' | yes - in Vision Statement - and on page 11 | ongoing | Modify zoning to provide incentives &/or requirements for affordable housing | Chapter IV, Objective A | City Council & Private Sector | 10 d.u. / 5 years | |
| | Emergency Medical Facility | 1st in 'Services' | not in Vision Statement - on page 10 in Report | Facility open - 2010 | | Chapter VII, page 6 | City Council & Private Sector | N / A | |
| | Theatre | most frequent response to write-in Question 6 (cultural facilities) | not in Vision Statement - on page 12 'Main Street' | Facility open - 2010 | | Chapter V, Objective N | Private Sector | 300 seats | |
| | Improve Bus / Trolley Service | not highly ranked; 8th in 'Services' | not in Vision Statement - on page 9 'Commercial Uses' and page 17 | significant improvements - 2009 & ongoing | Discuss/negotiate with County | Chapter V, Objective I | Dutchess County Transportation | 20 min. max. wait btw. buses | Quadricennial Celebration 2009 |
| | Separate Sewer from Stormwater | not highly ranked; 10th in 'Planning Goals' | not in Visioning Workshops report | Work Plan Complete - 2008 | Form Stormwater Committee - Summer 2007; Public Education | Chapter II, Objective G; Ch. VI, Obj. A, B, E | Stormwater Committee | complete treatment of all wastewater | |

II. ENVIRONMENTAL RESOURCES

All of the activities and investments that take place in the City are closely related to the City'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. 78 percent of respondents rated the preservation of environmental resources as "important" and 19 percent rated it as "somewhat important," totaling 97 percent of respondents who felt that environmental preservation in the City was important to some degree. Other public opinion information includes:

- 48 percent supported the City using tax money to protect the natural environment, views and open space, wetlands, and the mountain.
- 61 percent responded that new parks and recreation was important, and 33 percent responded that it was somewhat important, totaling 94 percent.
- Regarding "open space" as a land use, 61 percent felt that it should be encouraged, while 34 percent felt that it should be discouraged.
- In response to the question, "Regarding existing undeveloped parcels, which would you like to see?" 47 percent preferred to see the parcels remain as natural open space.

- 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.

Environmental Conditions

Approximately 14 percent of the City, consisting of about 420 acres, is currently undeveloped land. An additional 194 acres are protected as parkland, representing about 6 percent of City lands. Also, approximately 30 acres of wetlands are protected as habitat through NYS DEC regulation (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 regulation.

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 towards 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.

For more detailed information regarding baseline environmental conditions of the City, please consult the companion volume to this Plan, Inventory and Analysis.

Goal

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.

Objectives and Recommendations

- A. 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.

Recommendation

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

Policy Guide on Smart Growth

Adopted by the American Planning Association, 2002 (excerpt)

Smart growth means using comprehensive planning to guide, design, develop, revitalize and build communities for all that:

- have a unique sense of community and place;
- preserve and enhance valuable natural and cultural resources;
- equitably distribute the costs and benefits of development;
- expand the range of transportation, employment and housing choices in a fiscally responsible manner;
- value long-range, regional considerations of sustainability over short term incremental geographically isolated actions; and
- promotes public health and healthy communities.

Compact, transit accessible, pedestrian-oriented, mixed use development patterns and land reuse epitomize the application of the principles of smart growth.

In contrast to prevalent development practices, Smart Growth refocuses a larger share of regional growth within central cities, urbanized areas, inner suburbs, and areas that are already served by infrastructure. Smart Growth reduces the share of growth that occurs on newly urbanizing land, existing farmlands, and in environmentally sensitive areas.

- B. 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.

Recommendation

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

- C. 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.

The preservation of open space corridors can serve several important purposes including:

- Protecting and strengthening ecological functions;
- Providing habitats and connections between habitats for increasingly rare and endangered species of flora and fauna;
- Preserving community character;
- Protecting lands for parks and passive recreational uses, which is essential to maintaining a high quality of life in an urban setting; and
- Providing economic benefits such as enhanced land values.

Recommendations

1. 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;
 - Between lands now or formerly known as the Fairview Cemetery and Fishkill Creek.

2. 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.
3. 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.
4. Study and document through maps and other means the migration of existing wildlife and the locations of all important wildlife corridors in the City.

D. Specific Areas. To the greatest extent possible, preserve all large undeveloped properties east of Wolcott, Howland, De Puyster, and Washington Avenues.

Recommendations

1. In cases where clustering or conservation subdivisions would be beneficial to the City, for any development that proceeds in the areas identified above, the City agencies reviewing the development proposals should require development to be clustered in a limited area of the property, with the most ecologically and scenic portions preserved (see the 'Conservation Residential' category in Land Use Chapter and Proposed Land Use Plan).
2. Develop an Open Space Plan that studies and prioritizes properties important to the City for conservation purposes, to be preserved through either purchase of development rights or through direct acquisition of property.
3. Explore the purchase of development rights through conservation easements from property owners in the areas identified above. The purchaser and/or the holder of easements could be the City and/or a non-profit land conservation organization, such as a land trust.
4. Explore the public acquisition of property for conservation purposes. The City or other public entities could purchase land for conservation, as well as state or national nonprofit conservation organizations.

5. Study the costs and benefits of developing an urban service boundary excluding the areas identified above from new municipal water and sewer infrastructure due to the relatively high elevation of these areas in relation to existing City water infrastructure, and due to environmental and financial costs.
6. Support the redevelopment of the incline railway, including necessary water and sewer infrastructure, as an exception to the general policy of conserving the areas identified above. The City considers the railway's potential for environmental education and tourism to be a benefit that offsets any potential environmental impacts.

E. Local Environmental Regulation. Regulate the development of floodplains, wetlands, stream corridors, steep slopes and ridge lines to ensure minimal disruption of their environmental functions and scenic qualities.

The terrain within the City of Beacon is distinctive and varied and includes the lower slopes of Mount Beacon, the lands along Fishkill Creek, and lands along the Hudson River. These sites lend value to the scenic character of the City and, if not protected or given special consideration, may lose the qualities which make them special due to poorly designed development. The foothills of the Hudson Highlands are visually prominent within the City. Development along visually prominent slopes, including the removal of trees, can have significant impacts and should be limited and/or guided. Principal viewsheds are to be protected pursuant to Policy 25A of the Local Waterfront Revitalization Plan of the City, and are identified on pages III-26 through III-38 of the document.

Recommendations

1. Strengthen and continue to evaluate the City's environmental protection regulations.
2. City Code should reflect a standard that new development of impervious surfaces should set back by a 100-foot buffer from all wetlands and watercourses, except for cases of undue hardship or practical difficulty, and with special consideration for properties in the CB District, the Waterfront Development area and existing developed sites where redevelopment is deemed positive and/or necessary or where such redevelopment may be expected to reduce adverse environmental impacts or result in no significant net increase in adverse environmental impacts. The use of permeable pavements or other innovative stormwater management techniques would be expected to mitigate potential impacts of development within the buffer where allowed by the above exceptions.

3. City Code (Section 223-16) should regulate development in areas with steep slopes between 15 and 25 percent, and further restrict development in areas with slopes greater than 25 percent. In the intermediate steep zone of 15 to 25 percent, regulations should include consideration of soil types, vegetation and terrain in guiding development to minimize impacts, particularly erosion. Steep slope regulations should be more restrictive in areas of lower density and less restrictive in areas of greater density as depicted on the Land Use Plan Map.
4. City Code should limit or prevent new construction and the removal of trees of 12 inches in diameter or greater on slopes that are prominent features within principal viewsheds as defined in the Local Waterfront Revitalization Plan as well as other views of Mount Beacon and the Hudson Highlands not in the LWRP. The City should inventory and map all important highland slope areas to aid in the protection of these features.
5. City Subdivision Regulations should ensure that the design of new subdivisions preserve the visual and landscape quality of highland slope areas, lands offering river views, and other visually significant lands within the City. Regulations should ensure that the construction of roads and the positioning of building envelopes are appropriate within visually prominent settings.
6. City Code should discourage or prohibit clearing or construction of any kind above 300 feet in elevation within City limits, especially on hilltops, ridgelines, and steep slopes.
7. The City should enter into inter-municipal agreements with the Town of Fishkill to restrict development and coordinate environmental review of proposed development on hilltops, ridgelines and steep slopes.
8. As part of an Open Space Plan, preserve visually prominent settings through public land acquisition or by obtaining scenic easements.

- F. Preserve Water Quality. Preserve the quality and quantity of the City's surface and groundwater resources through land use regulation, monitoring, testing and promotion of water-saving systems, and as required by state stormwater management regulations.

Recommendations

1. Adopt regulations to minimize impervious surfaces in street and parking lot design and incorporate these standards into municipal building construction and renovation.
2. Regulate land uses in the aquifer recharge area east of Fishkill Creek through an Aquifer Protection Overlay District to prevent overuse and contamination of groundwater resources.
3. Strengthen the water quality monitoring program of the Fishkill Creek Watershed Committee in partnership with the Beacon Institute and the Dutchess County Department of Health for the natural water bodies in the City, particularly the Fishkill Creek and the Hudson River.
4. Promote efficient use and re-use of water in domestic and commercial plumbing systems. The collection of roof water for domestic irrigation and other such uses should be encouraged to reduce consumption of potable water and reduce the occurrence of stormwater flows into the sewer system. This policy also applies to municipal development and maintenance activities, such as irrigation of vegetation maintained by the City.

G. Regulate Stormwater Runoff. Protect surface water quality through regulation of stormwater runoff, particularly during new construction, and through rigorous enforcement, in accordance with state stormwater regulations.

Recommendations

1. Develop a local law controlling stormwater, erosion and sedimentation in accordance with DEC Phase II stormwater regulations.
2. Give building inspectors the power to stop site work and revoke existing permits in case of a violation of stormwater management practices and/or erosion control plans.
3. Establish an enforcement process to address pre-existing stormwater problems (for instance, illicit discharge detection and elimination).

- H. Protect Local Biodiversity. Protect the City's biodiversity through protection of endangered species and threatened plant and animal populations, as well as through control of invasive species.

Recommendations

1. Conduct a survey of environmental resources such as properties with important natural features and areas with threatened and endangered species. Knowledge of the presence of such resources is essential in their protection.
2. Work with landscape suppliers to discourage use, stocking and sale of invasive species, and to encourage the use, stocking and sale of native species. Lists of discouraged invasive and encouraged native species should be incorporated into the City's regulations; made available on City website; and shared, updated and promoted with landscape suppliers, professionals and homeowners as part of an educational program.
3. Empower local authorities to enforce a Tree Protection Law to prevent clear-cutting that may destabilize slopes and soils or adversely impact water resources such as wetlands and streams and to protect scenic landscape features.
4. Maintain and update the tree inventory produced by Dr. Slocum in City offices and refer to the inventory when proposed development involves removal of significant trees in areas covered by the inventory.
5. Regulate the use of pesticides, herbicides and fertilizers.
6. Examine City practices regarding the use of pesticides, herbicides and fertilizers for opportunities to improve management and maintenance practices for environmental protection and as an opportunity to educate the public about alternative management practices.
7. Use less corrosive road salts and/or reduced application of road salt in sensitive areas.

- I. Environmental Education. Educate stakeholders, contractors, public works employees, and the public about local environmental issues and best practices.

Recommendations

1. Work with local legislators and representatives to monitor and ensure that the Indian Point Power Plant and all local power plants are in full compliance with all standards and requirements; and demand that power plants be operated in a safe manner for the protection of the environment and all life forms.
2. Educate the public about the use and misuse of pesticides, herbicides and fertilizers, which can have significant independent and cumulative impacts on local environmental resources.
3. Encourage public access to and participation in natural environments as a means of environmental education, including access to area hiking trails, access to the Hudson Highlands via the redevelopment of the Beacon Incline Railway, access to the Hudson River through the Beacon River Swim event, and the River Pool.

- J. Regional Cooperation. Initiate cooperative projects with adjoining and area municipalities to address regional environmental issues, such as the proposed subaqueous mine in Fishkill, and air quality issues on the Hudson River and throughout the City. Convene and attend regional environmental summits.

- K. Recycling and Waste Management. Reduce waste, maximize recycling. Reduce the occurrence of dumping and littering, and improve enforcement and clean-up of the same.

Recommendations

1. Develop standards for recycling and waste management within the City.
2. Develop strategies to deter dumping and littering through education, public facilities, fines and surveillance.
3. Improve and/or enforce City regulations regarding dumping and littering.
4. Provide City resources to remove illicit refuse promptly and maintain cleanliness.

Goal

Sustainable Development. Encourage high environmental standards for development and infrastructure, develop sources of renewable energy and improve the environmental performance of City-owned vehicles.

Recommendations

1. Encourage or require green building construction and renovation through offering incentives for LEED-Certified construction projects, or other similar certification.
2. Consider referencing elements of nationally- or state-recognized standards such as Energy-Star Homes standards and LEED standards in the development review process for new construction or renovation of structures involving over 2,000 square feet of gross floor area.
3. Develop sources of renewable energy in the City, and cooperate to develop renewable energy sources within the region. Beacon should set as a target 10 percent renewable energy use City-wide by the year 2015, 25 percent renewable energy by 2020, and 50 percent renewable energy use City-wide by 2025. Potential sources of energy are the hydropower from the tides and/or currents of the Hudson River and hydropower from the Fishkill Creek. The City should undertake feasibility studies regarding potential renewable energy sources. The Fishkill Creek Corridor plan should identify past, present and potential future hydropower locations.
4. Whenever the City purchases motor vehicles to update its fleet, City vehicles should be based on alternative fuels, such as natural compressed gas and/or be low-emission vehicles. The City should seek State funding for the purchase for such vehicles.
5. Support programs to educate builders, businesses and homeowners about green development practices.

Environmental Impact Statement

Chapter II

Environmental Resources Chapter

Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

This chapter presents multiple policies for environmental protection, including limiting land development to land and areas most capable of supporting development; protecting open space corridors for wildlife habitat and passive recreation; regulating development in or adjacent to floodplains, wetlands, steep slopes and ridge lines; and encouraging or requiring new buildings and other new construction to meet ‘green’ standards. These policies are essential for protecting local biodiversity and ensuring the long-term sustainability of the City and the quality of life of its residents.

Potential Adverse Environmental Impacts and Proposed Mitigation

All of the goals, objectives and recommendations on this chapter are beneficial to and protective of the environment, and are not expected to have any significant adverse environmental impacts.

Alternatives

For a general discussion of alternatives, please see the section entitled “Environmental Impact Statement” in the Introduction.

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III. 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 nineteenth 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, whom 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-1700's, 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-1800's. 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.

Historic preservation is a widely held value among the residents of the City. The 2006 Public Opinion Survey showed that historic preservation is important to City residents.

- 56 percent of respondents rated the protection of historic buildings as “important” and 34 percent as “somewhat important” versus 7 percent that felt that it was not important.
- 13 percent answered that historic preservation was one of the three most important issues in the City.
- 20 percent supported using City tax abatements or otherwise using tax dollars to protect historic buildings. (In fact, the City Code currently allows an exemption from an increase in taxes if property improvements are done according to the regulations of the Historic Preservation Chapter of the City Code.)

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.

Identification of Historic Resources

Currently, there are twelve properties listed on the State and National Register of Historic Places. These are:

1. Bogardus DeWindt House (16 Tompkins Avenue)
2. Madam Catharyna Brett Homestead (Teller and Van Nydeck Avenue)
3. Eustasia (12 Monell Street)
4. Howland Library (also known as the Howland Cultural Center; 477 Main Street)
5. Lower Main Street Historic District (comprised of 142 through 192 Main and 131 to 221 Main, inclusive)
6. Nabisco Carton Making and Printing Plant (125 Beekman Street)

Historic Resources

7. Reformed Dutch Church of Fishkill Landing (44-50 Ferry Street)
8. Tioronda Bridge (South Avenue and Grandview)
9. Beacon's U.S. Post Office (Main Street and Veterans Place)
10. Mount Beacon Incline Railway and Powerhouse (Mount Beacon Park at Wolcott and Howland Avenues)
11. Peter DuBois House (36 Slockum)
12. Beacon Engine Company No. 1 Firehouse (57 East Main Street)

According to the New York Office of Parks, Recreation, and Historic Preservation, many additional properties and areas 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), Saint Luke's Church, and 40 additional properties that were proposed for the State and National Registers in the 1980's. A list of eligible properties based on the 1980's proposal is included below:

Upper Main Street Historic District

Groveville Mill Historic District

St. Luke's Episcopal Church

St. Andrew's Episcopal Church

123 South Avenue

40 North Street

48 North Street

17 Church Street

62 Fishkill Avenue

246 Fishkill Avenue

33 Davis Street

34-36 Spring Valley Street

Hudson Fulton Monument

Christie House

Tioronda/Craig House

St. John the Evangelist Catholic Church

62 Rombout Street

29 Russell Street

7 Center Street

22 South Avenue

88 Sargent Avenue

Tompkins St. – High St. Historic District

Spy Hill Historic District

24 Fishkill Avenue

27 Liberty Street

20 South Avenue

19 Kent Street

5 Willow Street

45 Ferry Street

18 Oak Street

63 Tioronda Avenue

86 Sargent Avenue

575 Wolcott Avenue

21 Kent Street

75 Grove Street

Zion Methodist-Episcopal Church

Johannes VanVoorhees House

Beacon Salvage

Wodenethe Gatehouse I

Wodenethe Gatehouse II

8 Dutchess Terrace

31 North Avenue

According to the U.S. Census (year 2000), approximately 41 percent of the housing units of the City were built in 1939 or earlier. While not all of these 2,222 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 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, with offices in the Howland Cultural Center on Main Street, 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.

Goal

Encourage and expand 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.

Recommendations

1. Streamline and Clarify Compliance Process. 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.
2. Commercial and Industrial Properties. 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.
3. Uses Related to Underlying Zoning. 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.

4. Funding for Maintenance. 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.
5. Identify and Remove Disincentives. 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, and include the Beacon Historical Society in the research work and/or oversight of the work.
6. Derelict Commercial and Industrial Properties within Historic Overlay Zone. Develop an effective regulation or other intervention that will encourage rapid redevelopment while protecting core historical aspects where feasible.
7. Historic Trust Fund. 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.
8. Public Education. Provide brochures and internet-based information for owners of property within the Historic Overlay District.
9. Community Preservation Act. Support the proposed Community Preservation Act before the State legislature.

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

Recommendations

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

2. Demolition by Neglect. 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.’ Such legislation should include time constraints for ongoing maintenance as well as fines for failure to maintain vacant buildings. The City should consider establishing funding and a policy framework that would allow the City to acquire neglected properties and arrange for their redevelopment directly.
3. Historic Trees. Maintain and improve the City’s inventory of historic trees.
4. New Construction. 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 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.
5. Lead Paint. 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.
6. Identify and Add Properties to Local Protection. Periodically compare 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.
7. Identify and Add Properties to State and National Registers. 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. Certified Local Government Program. 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.

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

C. Support the work of the Beacon Historical Society.

Recommendation

Provide assistance to the Historical Society in its efforts to establish a space of a suitable size for the preservation and display of historic artifacts.

D. Preserve historic properties owned by the City.

Environmental Impact Statement

Chapter III
Historic Resources Chapter
Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

This chapter presents policies and recommendations for the protection of historic resources, including creating new incentives for the preservation of historic buildings; updating local Historic District regulations; designating additional historic places on the State and National Registers; and supporting the work of the Beacon Historical Society.

Potential Adverse Environmental Impacts and Proposed Mitigation

All of the goals, objectives and recommendations on this chapter are beneficial to and protective of historic resources, and are not expected to have any significant adverse environmental impacts.

Alternatives

For a general discussion of alternatives, please see the section entitled “Environmental Impact Statement” in the Introduction.

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IV. 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 a goal, 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 people of Beacon not only inhabit the City, but are constantly re-creating the City as it changes and grows.

The 2006 Public Opinion Survey 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. 46 percent of respondents felt that residential land uses should be encouraged. 93 percent rated the appearance of residential areas as 'important' or 'somewhat important.' In response to the open-ended write-in question, "What three things would you like to pass on to future generations?" responses about affordable housing were the 6th most popular response. The following table summarizes the results in terms of the types of housing respondents feel is most important to develop or preserve:

| Rank | Housing Type | Important | Somewhat Important | Total Important |
|------|-------------------------------------|-----------|--------------------|-----------------|
| 1 | Homes for families with children | 59% | 29% | 88% |
| 2 | Single-family homes | 57% | 32% | 89% |
| 3 | Homes for Seniors | 56% | 31% | 87% |
| 4 | Homes for moderate-income residents | 50% | 38% | 88% |
| 5 | Homes for empty nesters | 40% | 35% | 75% |
| 6 | Homes for young adults | 39% | 40% | 79% |

- Apartments or townhouses, mixed-use buildings, and homes for artists (live/work space) all were ranked at the middle of the scale, with between 68 and 58 percent ranking these as 'important' or 'somewhat important.'
- 'Assisted living/group homes' were less popular than 'Homes for Seniors', with 21 percent responding that it is 'important' and 39 percent that it is 'somewhat important,' totaling 60 percent.

- Least preferred housing types were mid-rise or high-rise residential buildings ('Not important,' 65 percent, 'somewhat important' or 'important,' 22 percent) and 'homes for high-income residents' ('important,' 16 percent 'somewhat important,' 26 percent versus 'not important,' 58 percent).
- Homes on mid-sized lots (one-half to one acre) were preferred over homes on either large or small lots, with 57 percent favoring mid-sized lots, versus 53 percent for small lots and 39 percent for large lots over one acre. However, the survey may have been somewhat misleading, since most lots in Beacon are less than ¼ acre in size.

Many people participating in the June 2006 visioning workshops 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.

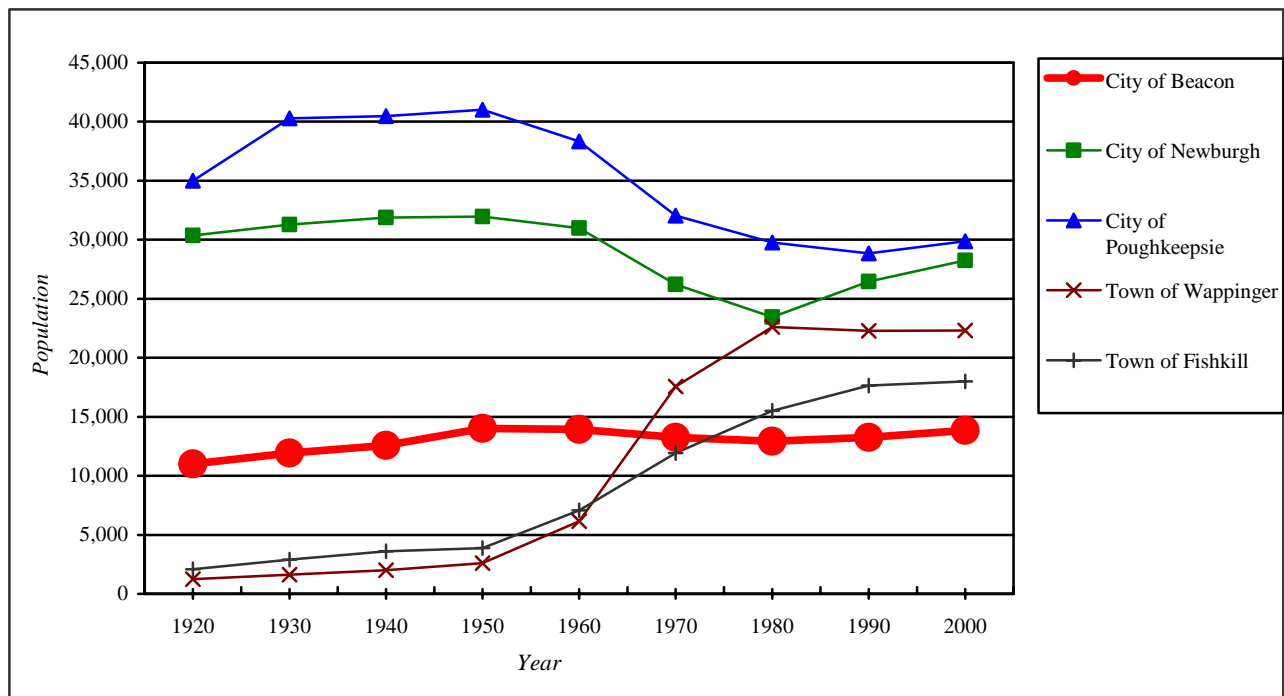
When opinions about density in these central areas are compared with only 22 percent of survey respondents viewing mid-rise or high-rise residential structures as important or somewhat important, we note that both mid-rise and high-rise housing types were lumped together in the survey. Viewing the combined results of the workshops and the surveys, we conclude that high-rise development would be unpopular, but mid-rise development (perhaps toward the lower end of the scale, in terms of number of stories), may be viewed favorably.

Finally, some workshop participants expressed a belief that there continued to be an unmet demand for artist live/work space.

Demographic Conditions and Trends

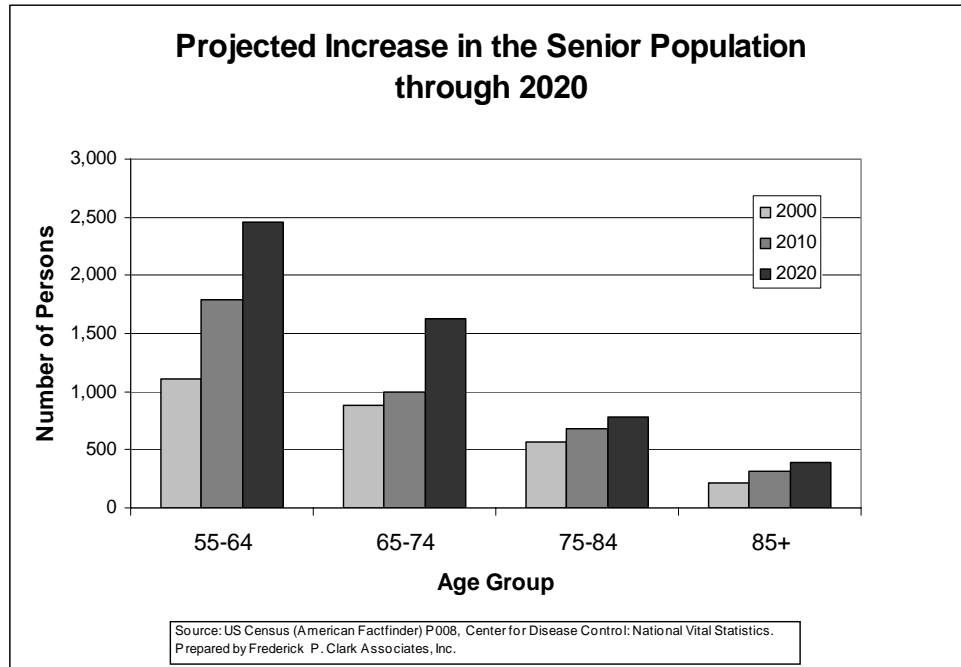
The City's population has remained relatively stable over the past eight decades, while rural communities in Dutchess County grew rapidly following the 1950's, and the population of nearby cities fell dramatically for several decades, rebounding somewhat in the past two decades. Beacon's population has been increasing slowly but steadily since 1980, and if the current growth rate continues, will reach 14,500 people by 2010.

Population: Beacon and Neighboring Communities: 1920 – 2000

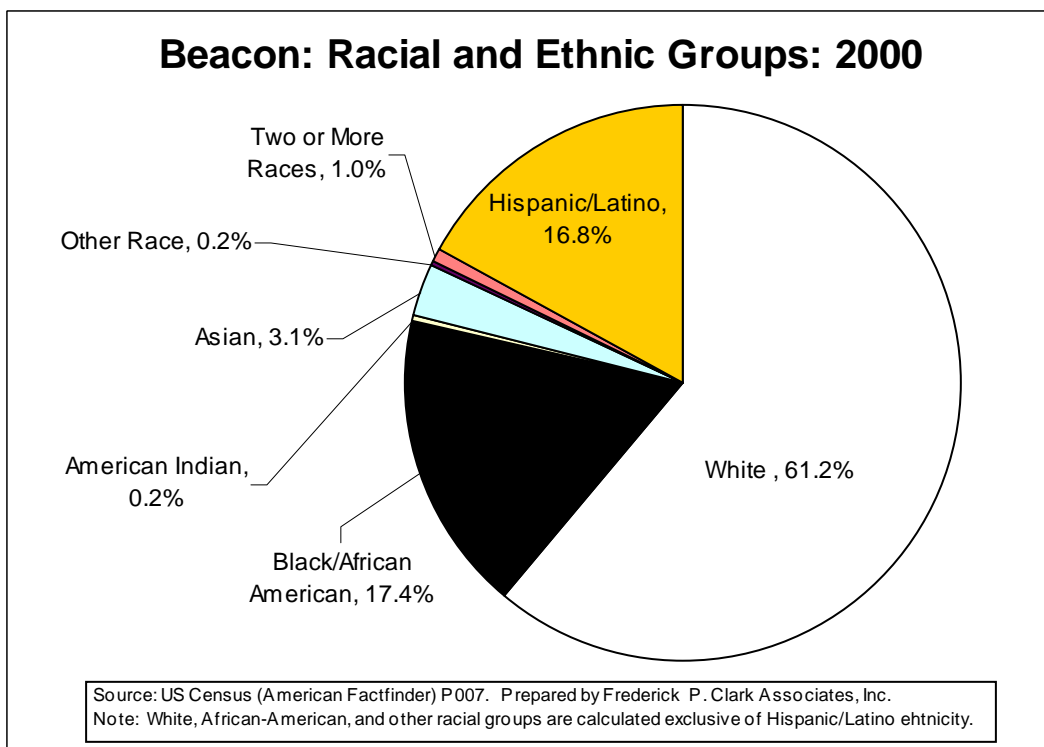


Source: U.S. Census Bureau and Dutchess County Department of Planning. Prepared by Frederick P. Clark Associates, Inc.

Like the rest of the County and the State, Beacon can expect to see significant increases in the size of its senior population over the next several years. The 55-64 age group is expected to more than double in population, the 65-74 age group will likely double, and the 75 and over age groups will increase significantly as well.

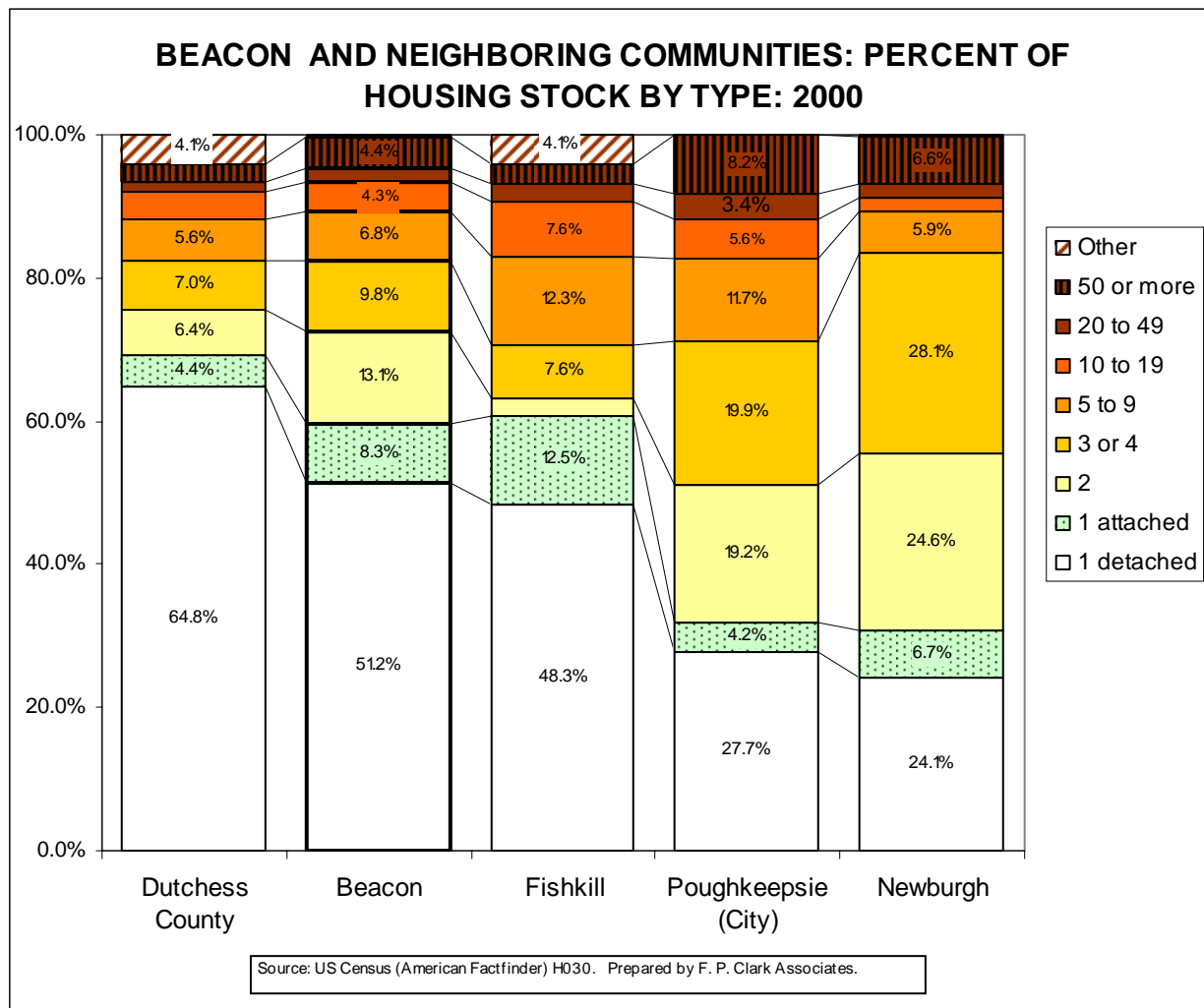


While Beacon's total population has remained relatively constant, the demography of the City has changed over the years, and Beacon has become more ethnically and culturally diverse. As of the 2000 Census, African Americans and Latinos each constituted approximately 17 percent of the total population of the City.

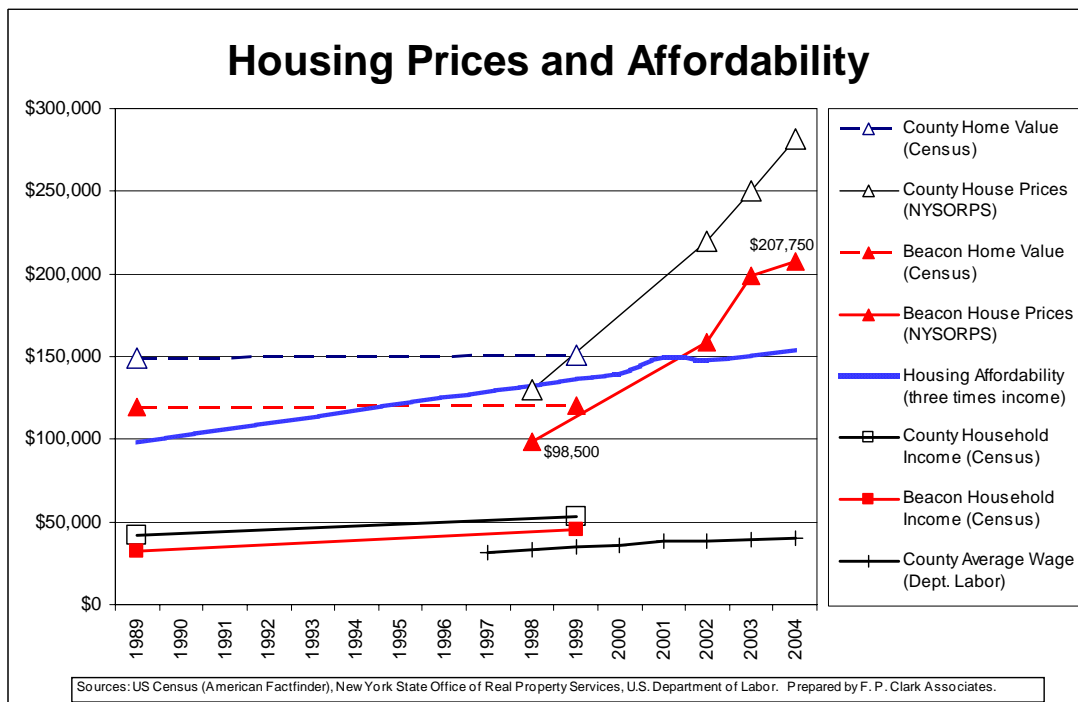
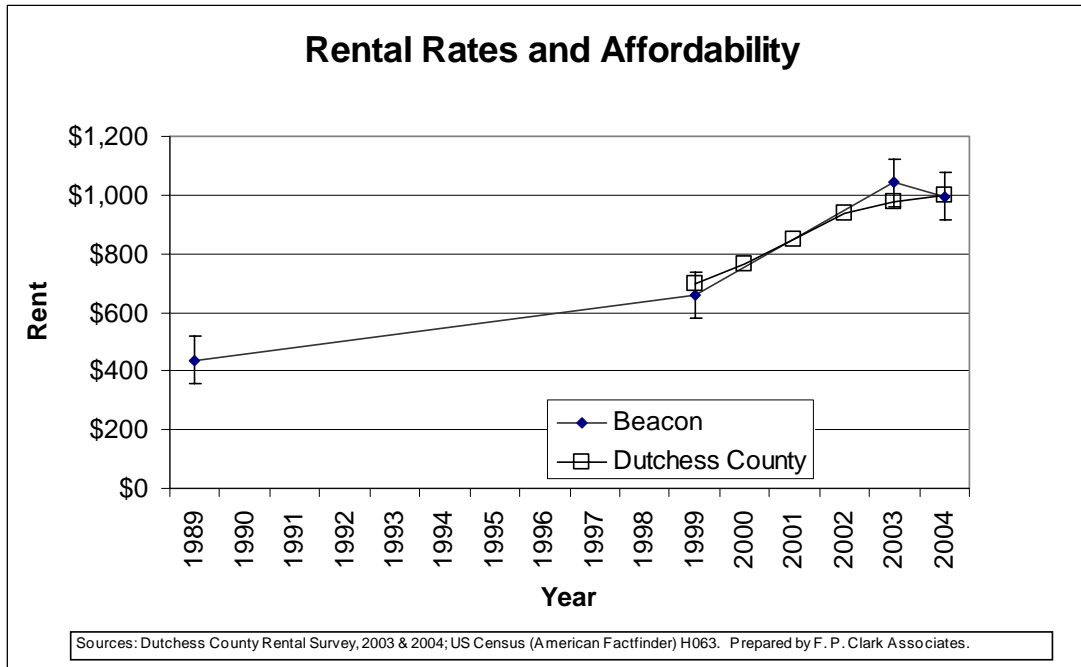


Housing Conditions and Trends

Approximately one third of the City's land area, or about 1037 acres, is devoted to housing. At the time of the 2000 Census, there were 5,415 housing units in the City. Approximately 60 percent of these were in single-family residences, 13 percent were in two-family structures, 10 percent were in 3 or 4 family structures, and 17 percent were in structures with 5 or more units of housing (see chart below). The number of housing units in each of these categories has grown gradually since 1950, except for housing units in two-family structures. It appears that previous City policy regarding two-family structures has resulted in their gradual conversion to single-family structures. The housing in the City is approximately 56 percent owner-occupied and 44 percent renter-occupied, and the vacancy rate in 2000 was 5.8 percent, which was lower than Dutchess County's 6.2 percent rate.



Housing costs have increased significantly in the past six years, outpacing much more moderate growth in wages and household incomes. Median rents provided by the US Census were \$437 in 1989, and \$658 in 1999. Since then, rents have increased dramatically, from a two-bedroom rent in Dutchess County at \$700 in 1999 to \$995 in Beacon in 2004 (see graph below).



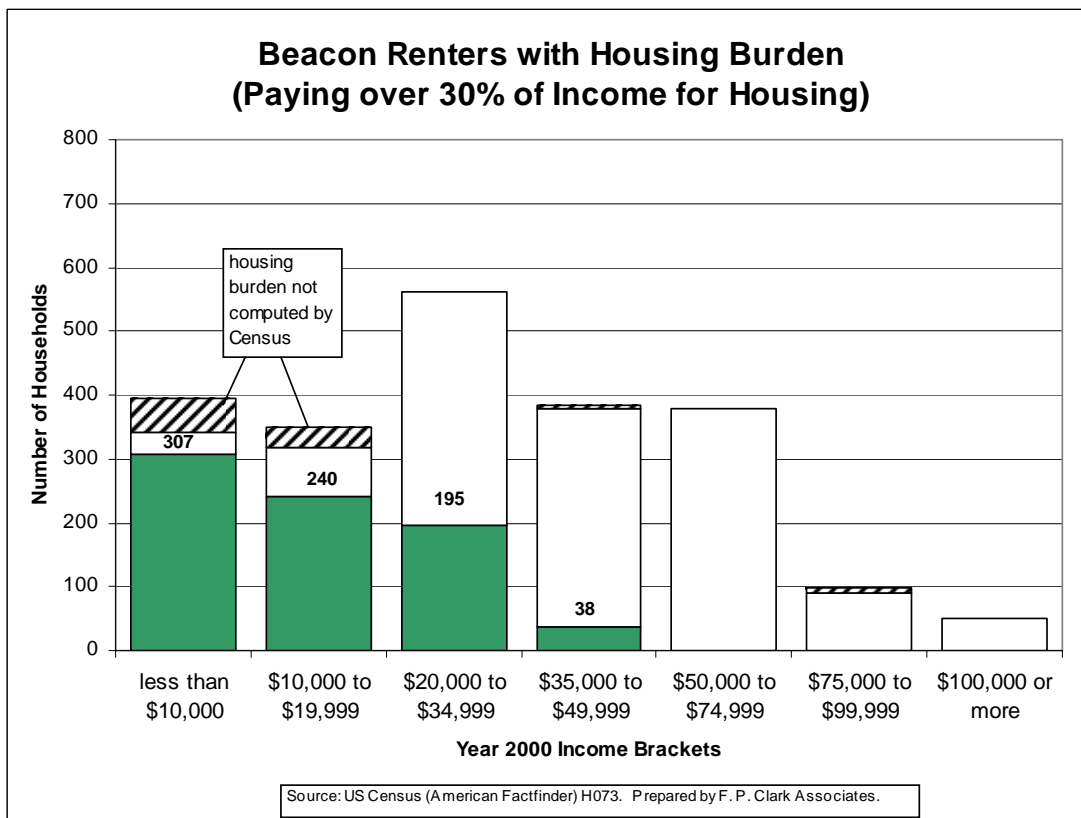
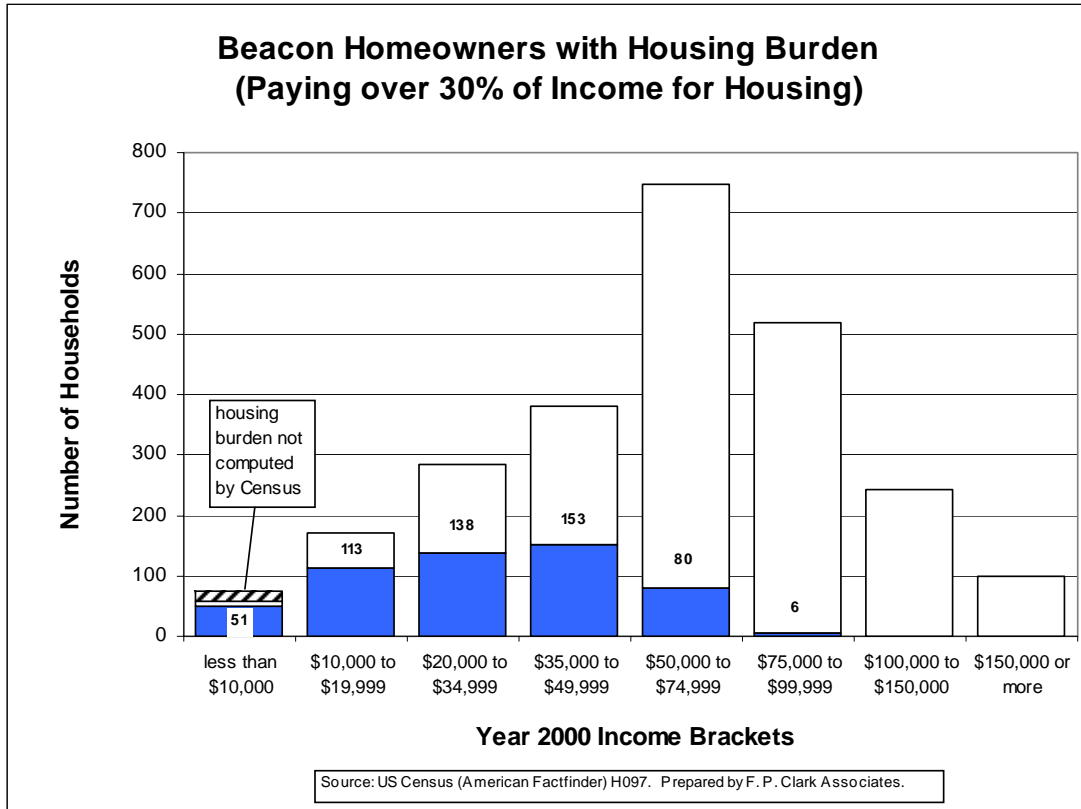
Similarly, the cost of purchasing a home in Beacon has increased considerably in recent years. The median sales price for a single-family detached home in 1998 was \$98,500; in 2004, the cost was more than twice that, at \$207,750. Indexing the 2000 Beacon median household income of \$45,250 to wage increases as measured by the U.S. Department of Labor and multiplying this number by three provides a rough estimate of what is affordable to the median-income household in Beacon. As shown in the figure above, an affordable sales price for a median-income household in Beacon in 2004 was approximately \$153,000.

The two graphs on the following page depict the status of homeowner and renter households in relation to their housing burden, broken down by income group. At the time of the Census, there were 1,321 households paying over thirty percent of their income for housing, or 29 percent of all households in the City. Households paying over thirty percent of their income for housing are generally considered to be burdened by housing costs. Those paying over fifty percent of their income for housing are generally considered at risk of homelessness. Since housing costs have increased, these numbers have increased, but updated data reflecting the relationship between current housing costs and household incomes will not be available until the next Census.

We note from the two graphs on the following page that the largest group of homeowners experiencing a housing burden is the group in the \$35,000-\$50,000 income bracket, with 153 households out of 380 in that bracket with a housing burden. Among the renters, the largest group experiencing a housing burden is the 307 households out of a total of 396 households in the 'less than \$10,000' income bracket. Only a few homeowners with household incomes over \$50,000 and a few renters with household incomes over \$35,000 experience a housing burden. Among renters, housing burden tends to be towards the lower end of the household income spectrum, while among homeowners, those experiencing a housing burden are primarily in the income brackets between \$20,000 and \$50,000. Housing burden is an important indicator of the public's need for affordable housing.

In summary, the recent increase in housing costs, and the doubling of the 55-74 year old age group are issues that the City faces, along with the region. Meeting these housing and demographic challenges through creative policies will continue to move the City towards a successful future.

For more detailed information regarding baseline environmental conditions of the City, please consult the companion volume to this Plan, Inventory and Analysis.



Goal

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; (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.

Recommendations

1. Taxation and Affordability. 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.
2. Affordable Housing through Inclusionary Zoning. 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. Affordable Housing Through Incentives. 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.

4. House Size. Regulate house size in relation to lot size to address concerns regarding the development of housing that is out of scale with established neighborhoods.
5. Lot Size. Generally avoid approving subdivisions of land that create large house lots that may encourage the development of housing that is out of scale with established neighborhoods. Therefore, encourage or require clustered housing wherever lots are 20,000 square feet in area or greater.

B. Density. Densities of housing areas should allow for considerable variation, with increased densities of housing located around the central commercial hub and waterfront / train station area of Beacon. Development at all densities should be of high architectural quality and should be related to the scale and pattern of the existing built environment.

Recommendations

1. Rezoning. Amend the Zoning District Map as identified on the Proposed Land Use Plan. The principal areas to be rezoned to allow for increased residential density include an area between City Hall and the Waterfront, and the Central Business District.
2. Density Incentives. Allow additional density in areas between Elm and Teller on Main Street and around the Waterfront/Train Station area in exchange for amenities such as affordable housing, park areas or other public space, adaptive reuse of existing buildings and structured parking.
3. Single-Family Residential Areas Around Main Street. In the areas around Main Street, the combination of 50-foot x 100-foot lots and current setback requirements limit the footprint of homes, effectively limiting density in an area where there is an important community interest in increasing density. Therefore, in portions of the R1-5 area closest to Main Street, consider reducing setback requirements to allow somewhat larger footprints of homes on small lots.

- C. Regulation of Residential Development. Maintain strong enforcement of building codes and improve regulatory standards for architectural design.

Recommendations

1. Streamline Approvals Process. Streamline the development review process to the greatest extent possible within an effective and thorough development review process. The development review process should be reviewed periodically to determine if there is potential to improve the efficiency of the process. Consider offering or requiring pre-application meetings with City staff and planning consultants to streamline the process.
2. Architectural Design. The current standard of “not too similar, not too dissimilar” is not adequate. Revise Chapter 86 to establish clear, more objective standards which relate to the Secretary of the Interior’s standards for Rehabilitation. These include the following excerpt from Standard #3, “each new property shall be recognized as a physical record of it’s 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. A more detailed and descriptive breakdown of allowable building elements shall be made available through a publicly accessible format via the Beacon city website and/or a Building Department handout, resulting in more predictable and efficient applications. Chapter 86 should refer to a broad array of graphic guidelines.
3. Code Enforcement. Assess the need to improve the City’s enforcement policies so as to continue to eliminate existing and future Zoning and Building Code violations.
4. Catalogue of Legal Non-Conforming Uses. Catalogue the housing stock of the city (conforming, legally non-conforming, and illegally non-conforming uses) so as to be able to identify legally and illegally non-conforming uses. This recommendation has not been implemented in the past due to lack of human resources and associated funding.

- D. Senior Housing. Encourage the development of Age-Targeted Housing, Senior Housing and Assisted Living facilities in order to meet the needs of the senior population of the City in the next 20 years.

Recommendation

1. Age-Targeted Housing. 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.
2. Revise the Zoning Ordinance to include definitions and standards for special permits for Senior Housing and Assisted Living facilities. Currently, the Code includes only a definition and standards for ‘Nursing Homes.’ By recognizing other forms of senior housing in the Zoning Ordinance, the City will make it more feasible for these kinds of developments to be constructed in the City.

- E. Residential Use of Former Industrial Sites. The City should encourage the development of housing within a mix of uses in former industrial sites along Fishkill Creek, as identified in the Land Use Plan.

Recommendation

Change the zoning in former industrial sites along Fishkill Creek to allow for residential development within a mix of uses as specified in the Land Use Chapter and Proposed Land Use Plan.

- F. Green Building. Encourage or require high environmental standards for new construction of residential buildings (see also Objective O and the sidebar describing the Leadership in Energy and Environmental Design (LEED) standards in the Commercial Development Chapter and the goal regarding Sustainable Development in the Environmental Resources Chapter).

Environmental Impact Statement

Chapter IV
Population and Residential Development Chapter
Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

This chapter establishes goals and objectives to provide housing choice to a wide variety of income levels, to preserve the existing density and settlement pattern of established neighborhoods, and to encourage housing development in the following areas:

- the Central Business District
- the Waterfront/Train Station area
- Vacant and underutilized former industrial sites

The Plan specifically calls for encouraging the development of age-targeted housing, senior housing and assisted living facilities to meet the needs of a growing senior population. The Plan also calls for green building standards for residential construction. The plan includes recommendations to regulate house sizes and lot sizes in order to ensure that new single-family housing is consistent in size and scale with existing established neighborhoods. Finally, certain residential, religious and conservation areas will be reduced in potential residential density, ensuring that these areas are not subject to urban sprawl and preserving the characteristics of the City as a small-town community.

Potential Adverse Environmental Impacts and Proposed Mitigation

The goals, objectives and recommendations on this chapter could have the adverse environmental impacts. Since the potential adverse impacts are generally related to the potential environmental disturbance caused by the construction of buildings and development of land for residential purposes, these impacts are more fully described in the Environmental Impact Statement found in the Land Use chapter.

Alternatives

For a general discussion of alternatives, please see the section entitled “Environmental Impact Statement” in the Introduction.

V. COMMERCIAL, OFFICE AND INDUSTRIAL DEVELOPMENT

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 City has implemented a policy of requiring non-residential uses on the street side of the first floor of all buildings on Main Street, which has contributed to the increased vitality and economic activity on Main Street. 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.

The key economic or business components which comprise the City of Beacon consist of Main Street, which is made up of different segments with very different characteristics (e.g., the East, middle and West ends), the City's natural resources, including the waterfront and Mount Beacon, tourism and eco-tourism opportunities, the concentration of rich cultural and historic resources and creek frontage mill buildings – all of which are potentially suitable for restoration or redevelopment, given suitable development costs and market conditions. Beacon's ideal transportation assets, major government institutions and its position as a center for the arts and industry contribute further to the potential of Beacon emerging as a major regional tourist destination. Not to be lost is the positive impact that our 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.

The 2006 Public Opinion Survey showed that of all of the questions pertaining to commercial, office and industrial development in the survey, preserving Main Street vitality was the most highly ranked item. Respondents would like to see more small locally-owned shops and restaurants, as well as a new or improved grocery store and a theater for film and/or performances.

Regarding preserving Main Street vitality, 69 percent ranked it 'important' and 26 percent ranking it 'somewhat important,' for a total of 95 percent of respondents viewing this as important to some degree. Increasing job opportunities and the availability of retail goods and services were the second-highest ranking issues, with approximately 90 percent of respondents seeing these issues as important to some degree. The availability of parking around Main Street, improving traffic circulation, public transportation and sidewalks were all ranked in a third tier of popularity, with approximately 80 percent of respondents agreeing that these items were important to some degree.

'Frequent shuttle bus between train station and Main Street' ranked as high as some of the third-tier issues in terms of percent of respondents who felt that this was important

(approximately 35 percent), but was not supported by as great a percentage of those who felt it was ‘somewhat important,’ and almost a quarter of respondents felt that this potential improved service was ‘not important.’ ‘Improved parking facilities’ was also an item with fairly low popularity, with 22 percent viewing it as ‘not important,’ versus 74 percent as important to some degree. Other items that received many ‘not important’ responses were improving traffic circulation and sidewalks, with each representing approximately 20 percent of respondent’s answering ‘not important.’

‘Availability of parking around Main Street’ and ‘improving public transportation’ had between 14 and 20 percent of respondents viewing these items as ‘not important.’ The top three most-popular issues had less than 10 percent of respondents viewing these items as ‘not important.’

In response to the question, “Do you feel that following types of land use should be encouraged or discouraged?” respondents were strongly in favor (60 percent or more) of encouraging the following types of land uses:

- Small commercial or service business
- Locally owned retail businesses and restaurants
- Dine in restaurants and cafes
- Open Space
- Boating and marina facilities

Respondents were strongly opposed to the following types of land uses (50 percent or more responding that these types of land uses should be discouraged):

- Warehouse and storage facilities
- Shopping centers
- ‘Big box’ retail stores

Respondents were marginally in favor of encouraging the following types of land uses (50 to 60 percent in favor, 20 to 35 percent opposed):

- Research and development
- Bed & Breakfasts
- Tourist Attractions

Respondents appeared to be divided over whether to encourage or discourage the following types of land uses:

- Business and corporate parks
- Motels/hotels

- Franchise establishments

In response to the open-ended write-in question, “What additional types of businesses, if any, would you like to see in Beacon?” the most popular items were:

- Grocery stores (18 percent of those responding)
- Locally-owned, Small Shops (15 percent)
- Restaurants (14percent)
- Theaters (film or performance) (12 percent)
- Clothing stores (8 percent)

Large retail stores, a bakery, shoe store and a hospital or other emergency care facility were also frequently cited as businesses that respondents would like to see in the community.

In response to the question, “What are the three things you would change about Beacon?” concerns related to this chapter involve comments about loitering on Main Street, comments regarding improving the physical appearance of the city and addressing blighted buildings, comments regarding litter, comments regarding crime on Main Street and providing additional police protection.

It was clear from the June 2006 visioning workshops that Main Street is an important subject for most Beacon residents. 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 also commented that encouraging more businesses in the City could reduce the municipal tax burden on residences.

Workshop participants were generally proud of Main Street as the civic heart of the city, noting the walkable scale of the city, and claiming that, “Everything you need is in Beacon or is a short drive away.” Workshop participants felt that the combination of locally-owned shops and restaurants in the historic buildings on both ends of Main Street was attractive and successful. 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.

While Main Street was viewed as an important asset of the City, many felt that its continuing vitality was undermined by the “transition zone” between Teller and Digger Phelps Street and the lack of a strong connection between Main Street and Dia:Beacon and the train station. Also, the one-mile length of Main Street tends to make walking impractical along the entire length of the street.

The “transition zone” developed along Main Street after the merging of the villages of Fishkill Landing and Matteawan, and lacks the density and architectural features of these more historic sections of Main Street. Many participants felt that this area was weak both economically and aesthetically. Participants reported that some new businesses on Main Street were finding it difficult to stay in business, and many felt that there was a lack of local market demand for businesses on Main Street. Many participants felt that the City should encourage the development of more residences on Main Street, particularly in the area between Teller and Digger Phelps, to 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 area of the “transition zone.”

Workshop participants recommended several methods of improving connections between the railroad station, Dia:Beacon, and Main Street. These 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.

Workshop participants saw the underutilized Fishkill Creek mill buildings and lands as opportunities for redevelopment as residential, office, light industrial, small business incubators, including creative businesses such as artists’ studios, graphic design and internet businesses. 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.

Local Business Trends and Land Uses

Approximately four percent of the City’s land area, or 114 acres, is devoted to commercial or industrial uses. This includes 35 acres in retail or service uses, 9 acres in office or professional uses and 23 acres with lots where the uses are mixed, typically retail or service uses on the first floor and residential uses on upper floors. The amount of land in the City devoted to retail, service, office, professional, or mixed uses has remained relatively stable over the past 45 years. The City appears to have sufficient land area for the absorption of additional commercial land uses in lands currently zoned for these uses. The Office Business, Local Business, Central Business and General Business Districts combined total 87.5 acres, which is 20 acres or approximately 30 percent more land area than is currently in use for these types of businesses.

Land area in industrial use has declined from 159 acres in 1960 to 47 acres in 2005. While there are 89 acres listed as “Industrial Land Use” in the 2005 Inventory and Analysis, this includes 10 industrial lots that are vacant or underutilized, totaling 42 acres. The remaining 47 acres are active industrial land uses. There are 163 acres of land zoned for Light Industrial uses, and 72 acres zoned for Heavy Industrial uses, totaling 235 acres, versus the 47 acres currently in industrial use. While there appears to be a mismatch between lands zoned for industrial use and lands actually used for industrial purposes, we note that 79 acres are used by various utility providers (please see table below). We also note that industrial districts generally permit all other forms of nonresidential use as well as industrial uses. There are 22 properties in industrial zones that are used for mixed use, multi-family residential, institutional, retail and service uses, totaling approximately 34 acres.

| Inventory of Industrially-Zoned Lands | | |
|---------------------------------------|-----------------------------|-------------------------------------|
| Land Use | Land Zoned LI or HI (acres) | Percent of Industrially Zoned Lands |
| Industrial | 47 | 20% |
| Non-Industrial | 34 | 14% |
| Utilities | 79 | 34% |
| Vacant Industrial | 42 | 18% |
| Vacant/Undeveloped | 33 | 14% |
| Total | 235 | 100% |

Generally, economic activities within the City consist of small, locally owned businesses on Main Street, including a pharmacy, delicatessen, hardware store, restaurants, galleries and antique stores, some industries located near the train station and along Route 52, a small business district on Route 52, and local institutions providing jobs, including the schools, the prison, and Dia:Beacon.

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. A study of the development potential of the Central Business District found that there is considerable development potential in the district as it is currently zoned, with a maximum floor area ratio of 2.0 and a limit of building height to three stories. Up to 521

new residential units and 390,000 square feet of commercial area could theoretically be built within the district according to zoning. However, this development potential is not likely to be reached in the foreseeable future, with a total of 5 new buildings in the district totaling 29,000 square feet and no new additions over the past 25 years. The relatively small amount of new construction within the district indicates that new construction in 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 25 years, there has been much investment in the renovation of existing structures in the past decade. According to the City Building Department, there were 27 significant building permits issued in 2005 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 on Main Street, there are only 6 to 8 vacant properties that are not being actively used or undergoing renovations.

Main Street Traffic Circulation and Parking Facilities

Traffic engineers from Frederick P. Clark Associates studied the existing roadway patterns, intersections, signalization, and level of congestion on Main Street and found traffic conditions to be acceptable.

An inventory was also conducted of all parking facilities along the full length of Main Street. Parking facilities were categorized by three general types: on-street parking, municipal parking and private (business patron) parking. Ten municipal parking lots were identified in the immediate vicinity of Main Street.

The following table presents a summary of the parking facilities along Main Street. The table identifies the number of spaces available by facility type and zone. The zone designations are CB for Central Business District and PB for Business Off-Street Parking District.

| Main Street Parking Inventory Parking Spaces Available | | | |
|---|---------|---------|-------|
| Parking Facility | CB Zone | PB Zone | Total |
| Main Street On-Street Parking | 263 | -- | 263 |
| Municipal Parking Lots | 66 | 315 | 381 |
| Public Parking/Patron Parking Lots | 137 | 119 | 256 |
| Total Parking Spaces | 466 | 434 | 900 |

In addition to the parking inventory, Frederick P. Clark Associates conducted an informal survey of parking utilization. The survey was conducted on a weekday during the hours of 9:00 A.M. to 3:00 P.M. The survey identified the number of occupied parking spaces by the categories previous identified. A summary of the parking survey is provided in the following table.

| Main Street Parking Utilization Survey Spaces Occupied (Percent of Total) | | | |
|--|-----------|-----------|-----------|
| Parking Facility | CB Zone | PB Zone | Total |
| Main Street On-Street Parking | 160 (61%) | -- | 160 (61%) |
| Municipal Parking Lots | 36 (55%) | 160 (51%) | 196 (51%) |
| Private Parking/Patron Parking Lots | 71 (52%) | 44 (37%) | 115 (45%) |
| Total | 267 (57%) | 204 (47%) | 471 (52%) |

The results of the survey indicate approximately 61 percent of the on-street parking spaces were utilized. In addition, 51 percent of the total municipal parking lots and 45 percent of the private parking lots were occupied at the time of the survey. Existing businesses and residential developments are generating a significant level of parking activity. Field observations indicated on-street parking activity is distributed evenly over the length of the corridor with a slightly greater level of activity at the east end of Main Street.

Summary

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.

For more detailed information regarding the zoning and use of land for commercial, office, and industrial purposes, and for more detailed information regarding the current parking and traffic conditions of Main Street, please consult the companion volume to this Plan, Inventory and Analysis.

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.

Recommendations

1. Main Street Plan. 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. (See also the Implementation section of the Introduction for more information on the Corridor Plan and attached drawings by John Clarke of the Dutchess County Planning Department for conceptual plans for public outdoor spaces on Main Street).
2. Zoning Density. Increase the allowable density within the Central Business District, particularly in the area between Digger Phelps Street and Teller Avenue, where four-story buildings should be allowed.
3. Density Incentives. Increase further the allowable density 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. Main Street Transition Area Improvement Tax Zone. 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 ten years (Section 199-10 of City Code). Development qualifying for the incentive may include the replacement of existing 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.
5. Architectural Design. 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. These include the following excerpt from Standard #3, “each new property shall be recognized as a physical record of it’s 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. A more detailed and descriptive breakdown of allowable building elements shall be made available through a publicly accessible format via the Beacon city website and/or a Building Department handout, resulting in more predictable and efficient applications. Chapter 86 should refer to an illustrated pattern book of graphic guidelines.
6. Streetscape. Encourage the improvement of the streetscape of Main Street, including but not limited to encouraging business and building owners to provide additional landscaping, street trees, benches and window boxes and encouraging the installation of public art on Main Street. The City should also explore funding

opportunities, including public and private grants, to fund public installation of street improvements, including street trees, street benches, sheltered bus stops, bicycle racks, restrooms and information kiosks. Existing street trees should be protected and maintained under the direction of a certified arborist.

7. Streamline Change of Use Applications. 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 without holding a public hearing. Currently, changes of use that trigger increased parking requirements must be reviewed by the Planning Board.
8. Address Blighted Buildings. Establish strict standards for the securing and maintenance of vacant buildings on Main Street. Consider establishing fines for properties that do not conform with the standards. Consider establishing a registry of contact persons with contact information for vacant and underutilized properties.

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

Recommendations

1. Arts and Future-oriented Economic Development. 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.
2. Artist Live/Work Spaces. Study the affect of Section 223-24.3 on the development of artist live/work 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.
3. Existing Arts Organizations. 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.

Recommendations

1. Site Plan Review. The Planning Board should require property owners in this business district to provide sidewalks, street trees, and improved architectural design during their review of proposed changes of use or proposed development in this area.
2. Public installation of Street Improvements. The City should explore funding opportunities, including public and private grants, to fund public installation of street improvements 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.

Recommendations

1. Zoning. Evaluate the relationship between lands zoned for commercial development and the evolving patterns of development around the train station, and adjust zoning to facilitate an appropriate amount of commercial development and mixed-use development so that additional commercial development will not compete unduly with existing commercial areas. As noted in the Land Use Chapter under ‘Transit Oriented Development,’ office uses need not be related to the unique location near the waterfront. Other uses not so related but otherwise allowed in the zone should be restricted to a limited floor area.
2. Connections. Develop conceptual and physical connections between Main Street and the Waterfront/Train Station area, including Wolcott Avenue (Route 9D) from Dia Beacon to Main Street. In the short term, this entails the design of a

wayfinding system, including improved Riverfront-to-Main Street signage and information kiosks on Main Street and at gateways to the City. In the long term, this entails the development of residential and/or other uses along Beekman Street and Wolcott Avenue to improve the pedestrian streetscape between Main Street and the train station. The physical components that provide a pedestrian streetscape along this corridor should be guided by a design plan for the area. (See also the Priority Objectives Chart in the Implementation section of the Introduction)

3. Harbor. Encourage the development of small-scale commercial uses along the frontage of a public harbor walkway to attract residents and visitors to the riverfront, act as an incentive for boating and park use, activate the harbor edge and increase security and use of the riverfront area into the evening hours.

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.

Recommendation

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

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.

Recommendations

1. Density Incentives. 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.

2. Review of Environmental Remediation. 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).
3. Zoning. Change the zoning of underutilized or vacant industrial sites to encourage new types of use, including residential use. Properties adjacent to Main Street should be zoned at a density comparable to properties within the Central Business District.
4. Market Study. Analyze the future marketable uses of underutilized former industrial sites.
5. Derelict Commercial and Industrial Properties within Historic Overlay Zone. Develop an effective regulation or other intervention that will encourage rapid redevelopment while protecting core historical aspects where feasible.

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.

Recommendations

1. Designated Coordinator. 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.
2. Future-oriented Economic Development. Work with existing businesses and organizations to identify businesses or institutions that would compliment 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.
3. Empire Zone. Promote the City's locations within the New York State Empire Zone, which provides tax breaks for new and expanding businesses locating in the zone.
4. Small Business Incubators. The City should 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.

5. Promote Specific Businesses That Are Lacking in the Community. The City should 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.
6. Commercial Space Inventory. 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 BEDTF, BACA 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.

Recommendations

1. Attract train station commuters to Main Street through coordinated campaigns involving discounts for commuters and business hours tailored to meet commuters' needs.
2. 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).
3. 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. Encourage local residents to support local businesses through 'buy local' campaigns.
5. Support the Historic Society in its efforts to improve and expand historical exhibits and displays.

6. 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.

- I. Public Transportation – Main Street. Encourage an integrated and efficient transportation system consistent with the regional transportation plan to assure the effective and economic movement of people and goods within and through Beacon. To achieve this, a top priority of the Plan is the connection of the City's business district to its intermodal train/bus/ferry station and Waterfront Development area (including Dia:Beacon) via convenient public transportation.

Recommendations

1. County Bus Service. Work closely with the County to identify new bus routes to Main Street, and to identify opportunities to increase the frequency of bus service along Main Street.
2. 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.
3. 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.

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

Recommendation

The City should consider utilizing traffic control signals that allow for only one-way traffic flow at intersections with special concerns regarding turning movements and limited area for turning lanes.

- K. Parking – Main Street. Monitor parking needs, utilize parking management strategies and expand parking supply as necessary.

Recommendations

1. Fee in Lieu of Parking. Revise Section 223-26.D(2), which requires a one-time payment in lieu of parking of \$1,500 per parking space. Suggested amendments include requiring a low annual fee per parking space waived instead of a large lump sum per parking space; requiring fees to be paid into a dedicated parking improvement fund; removing the requirement of a fee in lieu of waived parking entirely; removing the requirement of a fee in lieu of waived parking for businesses that have 20 or fewer employees; or amending the fee described in Section 223-61.A(7) from \$1,500 per parking space waived to a lower amount in order to reduce barriers for new businesses locating on Main Street. The City should periodically revisit this portion of the Code to determine if the required fee, if any, is appropriate.
2. Effect of Parking Regulations on Structures Pre-Existing 1964. 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.
3. Parking Management. 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.
4. Weekend and Evening Parking. 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.
5. Purchase Land for Parking. Identify areas where additional parking is needed and where appropriate properties are available for sale and purchase properties for the development of municipal parking.
6. Parking Improvement District. Explore the creation of a parking improvement district with bonding authority to oversee parking area construction and maintenance.

- L. Structured Parking – Main Street. Allow structured parking as a use permitted by special permit in the PB district, in the CB district where properties do not front on Main Street and in high density residential districts, with strict architectural design criteria.

Recommendation

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.

- M. Regional Cooperation. Promote regional cooperation in economic development planning.

Recommendation

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.

- N. Green Building. Encourage or require high environmental standards for new construction of commercial buildings (see also the goal regarding Sustainable Development in the Environmental Resources chapter).

Recommendations

1. Encourage or require green building construction and renovation through offering incentives for LEED-Certified construction projects, or other similar certification.
2. Consider referencing elements of nationally- or state-recognized standards such as Energy-Star standards and LEED standards in the development review process for new construction or renovation of structures involving over 2,000 square feet of gross floor area.

Green Buildings: LEED and Energy Star Standards

From the U.S. Green Building Council (excerpt):

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings' performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. LEED provides a roadmap for measuring and documenting success for every building type and phase of a building lifecycle.

Adapted from the Energy Star website:

ENERGY STAR is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy helping Americans save money and protect the environment through energy efficient products and practices. With the help of ENERGY STAR, Americans saved enough energy in 2006 alone to avoid greenhouse gas emissions equivalent to those from 25 million cars — all while saving \$14 billion on their utility bills.

For Homes

Energy efficient choices can save families about a third on their energy bill with similar savings of greenhouse gas emissions, without sacrificing features, style or comfort.

- For new household products, look for ones that have earned the ENERGY STAR. They meet strict energy efficiency guidelines set by the EPA and US Department of Energy.
- For new homes, look for one that has earned the ENERGY STAR.
- For improvements to homes, EPA offers tools and resources to help plan and undertake projects to reduce energy bills and improve home comfort.

For Businesses

Because a strategic approach to energy management can produce twice the savings — for the bottom line and the environment — as typical approaches, EPA's ENERGY STAR partnership offers a proven energy management strategy that helps in measuring current energy performance, setting goals, tracking savings, and rewarding improvements. EPA provides an innovative energy performance rating system which businesses have already used for more than 30,000 buildings across the country. EPA also recognizes top performing buildings with the ENERGY STAR.

Environmental Impact Statement

Chapter V

Commercial, Office and Industrial Development Chapter

Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

This chapter establishes objectives to support the goal of encouraging a vibrant business community in harmony with existing commercial and industrial areas. In addition to recommending increased density on Main Street, the Plan calls for a Main Street Corridor Plan to fine-tune the urban design of the area, tax incentives for development within the “Transition Zone” and further improvements to the streetscape. The commercial development of additional areas and sectors within the City are encouraged through focusing on enhancing their unique attributes:

- The Artist community
- Route 52
- The Waterfront/Train Station area
- Neighborhood Stores
- Vacant and underutilized former industrial sites
- Tourism

The development of these areas and sectors will be supported through specific economic development recommendations, enhanced public transportation and improved parking management on Main Street.

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. Preserving Main Street vitality was clearly an important goal for nearly everyone who took part in the 2006 Public Opinion Survey.

Potential Adverse Environmental Impacts and Proposed Mitigation

The goals, objectives and recommendations on this chapter could have the adverse environmental impacts. Since the potential adverse impacts are generally related to the potential environmental disturbance caused by the construction of buildings and development of land for commercial, office and industrial purposes, these impacts are more fully described in the Environmental Impact Statement found in the Land Use chapter. Potential impacts specific to this chapter and not addressed in the Land Use chapter are described below, according to relevant types of environmental impact:

- **Aesthetic Resources:** The construction of parking lots or parking structures may create adverse visual impacts. The Plan proposes to hide parking structures behind buildings or vegetation, but the structure may still be slightly visible and potentially impact aesthetic resources in the immediate area. However, any remaining impacts of suitably screened structures would not be considered significant. In order to mitigate the potential visual impact of parking lots, new parking lots should not be allowed more than approximately 50 feet of frontage on Main Street, and should be suitably landscaped with shade trees and shrubs.
- **Transportation:** The plan proposes new and improved bus routes, a trolley along Main Street, improving intersections to facilitate traffic movement and pedestrian movement, improving parking management to better accommodate parking demand and the construction of new parking facilities as needed. Balancing these objectives may involve turning lanes and bus pull-off areas which will result in fewer on-street parking spaces. Fewer on-street parking spaces may, in turn, result in reaching peak parking capacity sooner, which would necessitate the construction of additional parking facilities. However, frequent and reliable public transportation on Main Street will partially mitigate the need for parking spaces, since some customers will be able to visit Main Street without the need for a private automobile.
- **Growth and Community Character:** The implementation of the objectives of this chapter will create significant numbers of new employment opportunities. This could, in turn, stimulate additional residential development. Although new employees in the City will not alter the maximum number of potential dwelling units that could be constructed in the City, successful economic development could accelerate residential growth, and it could accelerate the timeframe within which traffic impacts are expected.

Alternatives

For a general discussion of alternatives, please see the section entitled “Environmental Impact Statement” in the Introduction.

VI. 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 City has been working for the past decade to separate stormwater systems from the sewage collections systems, with limited success: during periods of heavy or prolonged rain, the sewage treatment plant still receives over twice the volume that it can effectively treat, resulting in the release of effluent that is not fully treated.

New York State's General Permit GP-02-02 for Stormwater Discharges requires operators of Municipal Separate Storm Sewer Systems (MS4s) to develop, implement, and enforce a Stormwater Management Program by January 8, 2008. The determination as to which communities or municipalities would be designated as an MS4 was based upon the population density as defined by the definition for "Urbanized Area". The definition for an Urbanized Area reads as "A central place (or places) and the adjacent densely settled surrounding area that together have a minimum population of 50,000 and a minimum average population density of 1000 persons per square mile." Based upon this definition, NYSDEC designated the City of Beacon as an MS4 community in 2003. Since 2003, the City of Beacon has been working towards establishing a Stormwater Management Program which includes the following 6 measures:

1. Public Education and Outreach
2. Public Involvement/Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Stormwater Runoff Control
5. Post-Construction Stormwater Management, and
6. Pollution Prevention/Good Housekeeping

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. Nearly half of respondents rated such improvements as 'important' and 39 percent responded that it was 'somewhat important,' for a total of 85 percent viewing this issue as important to some degree. Only 7 percent felt that the issue was not important. While only 12 percent of respondents ranked this item as one of three most important issues among those listed in Question #1, one quarter of respondents thought that improving drainage infrastructure warranted using tax dollars to address.

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.

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 3.45 mgd, while the current demand is approximately 2.4 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 reservoirs outside of the City's boundaries. The Melzingah Reservoir has a reported capacity of 50 million gallons, the Mount Beacon Reservoir has a storage capacity of approximately 182 million gallons and the Cargill Reservoir has a storage capacity of 158 million gallons. Besides the storage capacity provided by the three Reservoirs, the City owns four storage tanks: a 0.5 million gallon capacity tank at Cargill Reservoir; a 1 million gallon tank near Mount Beacon Park, a 1 million gallon tank above the water treatment plant near Fairview Cemetery, and a 1 million gallon tank off of Mountain Avenue.

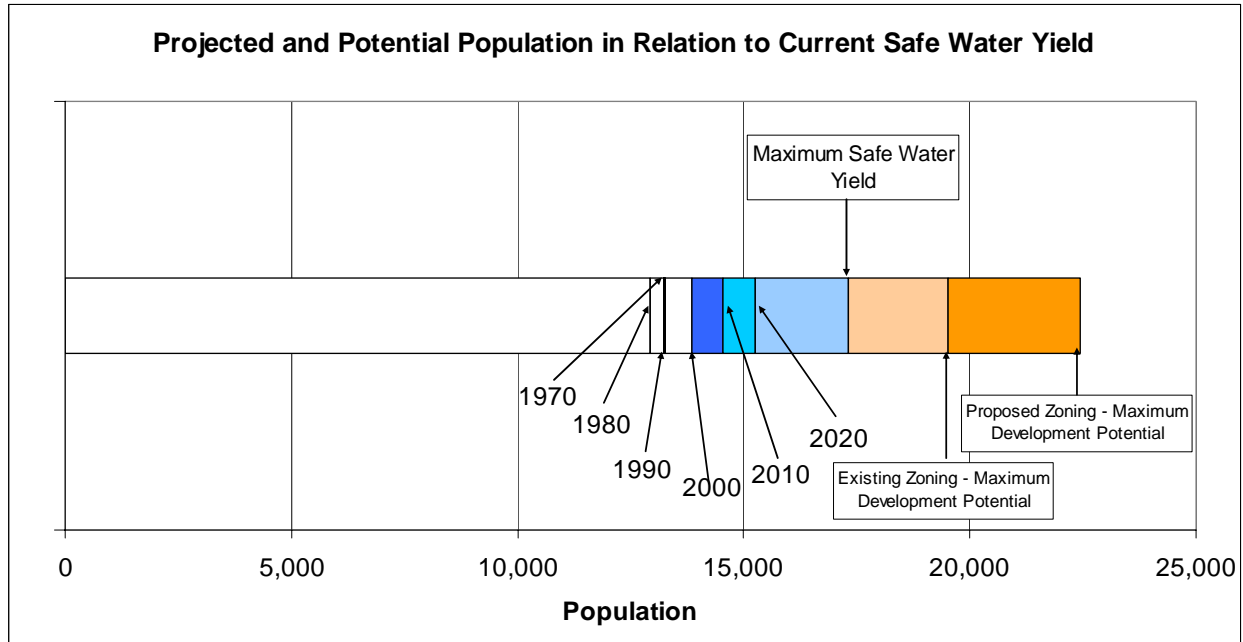
| Beacon Water Supply and Demand Summary | | | |
|---|--------------------------------|---|---|
| | 1974 | 2006 | 2020 |
| Storage (units = million gallons) | | | |
| Melzingah Reservoir | 50 | 50 | 50 |
| Mt. Beacon Reservoir | 200 | 182 | 182 |
| Cargill Reservoir | 158 | 158 | 158 |
| Water tanks | 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 has a 30-year lease to the use 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 0.18 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 on the previous page 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 grew by 4.5 percent between 1990 and 2000, and grew or declined by lesser amounts in the three previous decades. Therefore, a 5 percent growth rate per decade is a conservative assumption.

An analysis based on these assumptions finds that the maximum safe water yield in the City can accommodate approximately 17,800 persons, and that the maximum build out

under *current* zoning is greater than this, at approximately 19,000 persons. The proposed zoning changes described in this Plan would further increase the potential future population of the City, to approximately 22,500 persons. The difference between the population which is sustained by a safe water yield and the potential future population of the City is an issue that will need to be resolved, although there is time to address it. If the City grows in population at 5 percent per decade, the population will reach 17,800 by 2050. If water conservation measures are adopted, the City may be able to accommodate some additional population without expanding water supplies.



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 as much as 20 percent of the distribution system consists of asbestos-based pipes installed from the late 1940s to the late 1950s. While it is generally accepted that these pipes do not pose a threat to public health through drinking, there is a concern that when the water is distributed through the air – such as when a person is taking a shower – the asbestos fibers could be inhaled. These pipes continue to be replaced whenever roads are upgraded throughout the City. The federal government is currently involved in researching the problem.

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.

Therefore, the plant has sufficient capacity to handle sewage flow from the entire drainage basin area for the foreseeable future.

However, 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. The combined sewage and stormwater does not bypass the system, but the plant is not able to treat the combined flows for the appropriate time periods. Over the past ten years, the City has spent one million dollars in capital improvement funds detecting sewer and stormwater linkages and separating them. Technologies used to detect problem areas have included smoke testing, video cameras, and sewer flow meters. State stormwater control laws mandate that the City complete separation of combined sewer overflows by 2008.

For more detailed information regarding water supply and sewage treatment, please consult the companion volume to this Plan, Inventory and Analysis.

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 regulations to develop and enforce a Stormwater Management Program.

Objectives and Recommendations

A. Separation of Combined Sewer and Stormwater Systems. Continue to detect and separate storm water systems from sewer systems.

Recommendations

1. Information and Education. As a MS4 Community, the City should inform property owners and construction contractors about the detrimental cumulative effect of connecting sump pumps and other drainage systems to the sewer system, and about the applicable regulations, funding, and infrastructure alternatives.
2. Funding. 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 separate stormwater systems from the sewage system.
3. Testing/Detection. Continue to study the problem of combined sewer overflows to isolate the source of problem areas within the system, so that solutions can be devised.
4. Stormwater Connections to Sewer Lines on Private Property. The City has made significant progress towards detecting and separating combined sewer overflows within City rights-of-way. However, the stormwater linkages to the sewer system on private property have not been widely addressed. 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. Main Street. Portions of Main Street are known to have high groundwater levels and many property owners feel that they have no alternative to connecting the discharge pipe from their water pumps to the sewer line. The City should study

this problem, generate a range of public and private interventions, and then choose an alternative and implement a solution.

6. Cooperation with Neighboring Municipalities. Explore opportunities to cooperate with neighboring municipalities to improve sewage treatment systems within the drainage basin and improve the water quality of the Fishkill Creek.
7. Cooperation with State and Federal Agencies. Explore opportunities to cooperate with state and federal agencies to improve sewage treatment systems within the drainage basin and improve the water quality of the Fishkill Creek.
8. Stormwater Management. Encourage stormwater management, such as pervious paving, in areas of the City where there is heightened concern about stormwater treatment.

- | |
|--|
| <p>B. <u>New development and redevelopment.</u> Ensure that as a part of the development review process, new development minimizes stormwater impacts and contributes funds to the City equal to the cost of improving and upgrading water distribution and sewer collection infrastructure.</p> |
|--|

Recommendations

1. Encourage or require Low-Impact Development techniques to minimize stormwater impacts of new development.
2. Encourage or require conservation subdivisions, which result in less impervious surfaces than conventional subdivisions due to shorter road and driveway lengths.
3. Create incentives for minimizing stormwater impact for new development.

(See also Objectives F and G in the Environmental Resources Chapter).

- C. Asbestos Main Replacements. Replace asbestos-based water mains whenever road construction provides an opportunity.

Recommendations

1. Inventory. Produce a mapped inventory and list of all of the known or likely locations of asbestos-based water mains.
2. Schedule Replacement. Based on anticipated road construction schedules, density of residential population and other relevant factors, establish a non-binding schedule of replacement for all asbestos-based water mains identified in the inventory.
3. Research. Gather information about the level of health risk of asbestos-based water mains and study feasible methods of mitigation by gathering information from other municipalities with the same issue, and through other means as necessary.
4. Funding. Seek additional funding from non-profit, state, and federal sources for replacement of water mains and/or other mitigation measures.
5. Public Education. Inform residents and other property owners in areas with water service from asbestos-based water mains about the potential risks of airborne asbestos fibers and the ongoing work of the City and the federal government to address the problem.

- D. Water Supply Improvements. Continue to improve water mains for domestic water and firefighting purposes. Preserve the quality of the water supplied.

Recommendations

1. Inventory. Produce a mapped inventory and list of all of the locations of under-sized water mains.
2. Schedule Replacement. 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 Resources Chapter.)

- E. Plan for Improvements. Develop a sewer and water infrastructure plan, which should be linked with a capital budget.

Recommendations

1. Inventory. The plan should identify existing conditions within the system and existing needs.
2. Anticipated Needs. 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.
3. Infrastructure Improvements. 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.
4. Funding. Explore establishing development fees for projects outside of the city using sewer and water infrastructure.

Environmental Impact Statement

Chapter VI
Water Supply and Sewage Treatment Chapter
Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

The goal of this chapter is to maintain and improve the City's water, sewer and stormwater infrastructure to enhance environmental protection and public health and safety. The objectives are to separate stormwater flows from the sewer system, reduce site-specific stormwater impacts of existing and new development, replace water mains and plan for infrastructure improvements.

Potential Adverse Environmental Impacts and Proposed Mitigation

All of the goals, objectives and recommendations on this chapter are beneficial to and protective of the environment and public health, and are not expected to have any significant adverse environmental impacts. The cost of investments in maintaining and improving the City's utilities could be partially mitigated through additional sales of excess water supply over the next several decades in advance of the City's potential increased demand.

Alternatives

For a general discussion of alternatives, please see the section entitled "Environmental Impact Statement" in the Introduction.

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VII. 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. Beacon residents are proud of the new 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 2006 Public Opinion Survey showed that Beacon residents agree on the importance of public safety and emergency preparedness, and that over 90 percent would like to see a medical facility with emergency services located in the City. Over 90 percent of respondents saw parks and recreation as a relatively important subject, and over 90 percent supported new or improved parks or open space. 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.

The survey showed that Beacon residents are most in agreement about the value of public safety. 90 percent respondents felt that ‘public safety and emergency preparedness’ was ‘important’ and 7 percent felt that it was ‘somewhat important,’ with 97 percent of respondents agreeing that it was important to some degree. Over 90 percent of respondents also felt that a new medical facility was important to some degree, with two-thirds of respondents viewing this as ‘important,’ versus one-quarter responding that it was ‘somewhat important.’

Parks and recreation was the second most important issue among those relating to recreation and community facilities. 94 percent of respondents view this as either ‘important’ or ‘somewhat important,’ and 91 percent felt that new parks and/or open space was important to some degree. The survey asked about potential new outdoor recreational facilities versus new indoor, year-round facilities, and both were seen as important, with outdoor facilities gathering 86 percent of an affirmative response versus 79 percent for indoor facilities. Potential new pedestrian access to the Fishkill Creek, Hudson River, Mt. Beacon and/or other open space also received high marks, with 86 percent judging this as important to some degree. The survey asked respondents to suggest recreational facilities, if any were needed. Common themes to this answer was a request for more or improved parks, a swimming pool, a youth center, a senior center, bike paths, and a marina/waterfront facilities. In the section of the survey regarding preferred land uses, 61 percent preferred ‘boating and marina facilities,’ versus 28 percent opposed.

A potential new youth/community center was popular as well, with 84 percent feeling that this was important to some degree, and only 12 percent that felt that this was not important. Educational and vocational training opportunities were similarly popular, with 35 percent judging this to be ‘important,’ plus 32 percent rating it ‘somewhat important,’ for a total of 67 percent. 28 percent of respondents felt that educational and training opportunities were not important.

Arts and culture was also a popular issue in the first set of questions, with 79 percent viewing the subject as important to some degree, and 16 percent judging it as unimportant. In response to a write-in question regarding what type of facility, if any, did Beacon need to support culture, there was a strong consensus around (1) a movie theater and (2) a performance theater. Some respondents specified local community performances and art films. Another common response to this question was the need for a new and/or improved library. We also note that in response to preferred land uses, 58 percent wished to encourage ‘tourist attractions (e.g. cultural or entertainment facilities),’ versus 35 percent that wished to discourage these land uses.

Although the majority viewed the following as important to some degree, bike paths and access to high speed internet service and/or cable service were less popular potential new facilities among respondents. 28 percent of respondents felt that potential new bike paths were ‘important,’ plus 46 percent rating them as ‘somewhat important,’ for a total of 74 percent, versus 22 percent that felt potential new bike paths were not important. 25 percent of respondents felt that potential new access to high speed internet service and/or cable service was ‘important,’ plus 31 percent rating it as ‘somewhat important,’ for a total of 56 percent, versus 34 percent that felt potential new access to high speed internet service and/or cable service was not important.

There were two additional land uses related to community facilities, ‘community gardening plots’ and ‘farmers market and/or agricultural outlets,’ which residents were asked to either encourage or discourage. ‘Community gardening plots’ were favored 51 percent in favor versus 36 percent opposed, and ‘farmers market and/or agricultural outlets’ were favored more strongly, with 56 percent wishing to encourage this type of activity, versus 37 percent opposed.

In response to the question, “What are the three things you like best about living in Beacon?” of the most popular responses, the parks, the art community, and cultural activities are directly related to the purposes of this chapter. There were several items that were frequently mentioned in response to the question “What are the three things you would change about Beacon?” that are directly related to this chapter. They are the following, in order of popularity, from most often mentioned to least often mentioned (among the top 20 responses): the need to improve and/or add officers to the police department, the need for more youth programs, the need for lower taxes, the need for a

hospital or emergency medical services, and the need for an improved public library. Finally, in response to the question, “What are three things you would like to see passed on to future generations?” of the top 20 responses, open space, good or better schools, parks, lower taxes, and the incline railroad were responses related to this chapter.

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; create a ‘dog park’ on the covered landfill; 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.

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 Dennings Point to the central part of Beacon.

Workshop participants frequently referred to Dia:Beacon as an important institution in the community. Other organizations that were discussed by workshop participants included the Madam Brett Homestead and Park, the Sloop Club, and the Howland Cultural Center. Some participants also hoped the community would improve the Howland Public Library, and further promote the farmers’ market at the riverfront.

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. Workshop participants also hoped to see a theatre/performance space, and even a “School of the Arts.” 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.

Workshop participants discussed the importance of the arts community and the various arts events and festivals that take place in the City over the course of the year, including ‘Second Saturdays,’ the Spirit of Beacon Day, and the Hat Day Parade. Participants thought that the City could continue to foster the sense of community that makes Beacon special by encouraging block parties or other similar social opportunities at a small scale throughout the city.

Many participants were in favor of seriously exploring the possibility of creating a Community Center on Main Street for both youth and seniors. While there is an existing array of youth programs for children up to 6th grade in the city, there are currently no programs for teenagers. Also, some participants hoped to see increased hours of operation at the youth center. In addition, the existing Community Center on 23 West Center Street is not in the kind of central location favored by workshop participants. Participants suggested conducting study on the feasibility of a new youth/senior center, including an analysis of appropriate youth programs for teens, possibly using New Haven’s youth programs as a model. Participants felt that an effort should be made to consult with the local police department regarding the planning and programming of the youth center. Some participants also suggested that the former Dutchess County office building across from Citizen’s Bank on Main Street may be a potential site for the new Community Center.

Regarding the services provided by City government, participants 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, more detectives, and more attention to youth issues in the city.

Recreation

Approximately 11 percent of the City’s land area, or 334 acres, is devoted to active and passive recreational uses. The amount of land in the City devoted to recreational uses has increased steadily over the past 45 years.

The City of Beacon has numerous recreation opportunities that are managed by the Beacon Recreation Commission and administered through the Recreation Department, with offices in the Municipal Building. The City employs one staff person on a part-time, year-round basis to manage the Recreation Department’s activities. Recreation activities include sports programs, holiday events and senior activities. These programs are available to Beacon residents, and to all schoolchildren in the Beacon School District

(which includes portions of the Town of Fishkill and the Town of Wappinger). Recent records indicate that youth programs such as Little League, soccer and baseball have had a total of approximately 1,400 participants.

The City of Beacon Park Department 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 three softball and three baseball fields, one football field, one soccer field, two tennis courts, three basketball courts and three playgrounds. The Department marks fields for all recreation programs and floods and maintain the ice rink when weather permits. The City also has two privately owned parks: the Madam Brett Homestead and Mount Beacon Park.

| Inventory of City Recreation Areas | | |
|------------------------------------|-------------------|-----------------------------------|
| Park | Land Area (acres) | Percent of Recreational Land Area |
| Memorial Park | 49.23 | 14.7% |
| South Avenue Park | 6.74 | 2.0% |
| Riverfront Park | 5.90 | 1.8% |
| Flannery Park | 1.42 | 0.4% |
| Mount Beacon Park* | 15.20 | 4.6% |
| Madam Brett Park** | 5.65 | 1.7% |
| Total | 103.55 | 31.1% |

* Private park; Scenic Hudson is responsible for maintenance

** Private Park; City is responsible for maintenance

Education

Educational land uses consist of approximately 106 acres and 9 properties. The City of Beacon School District 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 district has one high school (constructed recently, in 2002), 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 1998 and 2004, school enrollment has increased steadily, from 3,234 to 3,476 students. In addition to the seven

schools that are part of the school district, the City of Beacon also has one private school, the Oasis Christian School.

Emergency and Protection Services

The City's Police Department, located at 1 Municipal Center in Beacon, has 37 full time police officers and 3 civilian clerical staff. The department handles approximately 14,000 calls for service a year.

The City's Fire Department is a volunteer and career fire department that provides fire and rescue services with a staff of roughly 75 volunteer firefighters, 13 full-time career firefighters and 2 part-time support personnel. The department operates out of three fire houses that house 5 fire-fighting vehicles, with over 1,200 calls a year, while boasting the County's fastest response time. The City is currently considering whether to replace or upgrade its fire stations; estimates for various alternatives range from 6 to 10 million dollars.

In addition to its "traditional" firefighting duties, the City of Beacon Fire Department responds with at least two Emergency Medical Technicians (EMT's) to all life threatening medical calls within the city with the local ambulance providers, Beacon Volunteer Ambulance and Alamo EMS.

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 approximately 1,900-2,000 calls per year, which makes it one of the busiest volunteer services in the county.

Health Services

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. The City has two nursing homes for those individuals who are in need of skilled nursing care or supervision on a 24 hour per day basis. These are the Fishkill Health Center, located at 22 Robert R. Kasin Way, and Wingate at St. Francis, located at 10 Hastings Drive. The City also has two adult care facilities. 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. The City's two adult care facilities are Hedgewood Home, at 355 Fishkill Avenue, and McClelland's Home for Adults at 126 Old Castle Point Road.

Cultural Facilities and Programs

The City of Beacon has numerous recreation opportunities that are managed by the Beacon Recreation Commission. The Recreation Department is located in the lower level of the Municipal Building and provides safe and positive recreation programs to the residents of the City of Beacon.

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

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 is in the process of constructing a 4,000 square-foot educational center on Dennings Point, and is planning to begin construction of a large scientific research and technology facility in 2008, also to be located on Dennings Point. The Institute currently employs approximately 15 employees, and expects to employ between 100 and 300 employees by 2010.

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 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.

The Mount Gulian Historic Site is a reconstructed 18th century Dutch homestead on 44 acres with a unique 1740's Dutch barn and restored garden located at 145 Sterling Street in Beacon. It is open year-round for school and group tours.

The Martin Luther King Cultural Center, Inc., located at 19 South Avenue, supports cultural awareness and civil rights. The center offers a library and provides community services for youth and seniors.

The Howland Public Library is located at 313 Main Street.

City Government Facilities

The Municipal Building, also known as ‘City Hall,’ is located at 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.

For more detailed information regarding the facilities available to the community, please consult the companion volume to this Plan, Inventory and Analysis.

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.

Recommendations

1. Analysis and Improvements. Identify residential areas of the City which are furthest 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.

2. Public Input. 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.
3. Accessibility for Persons with Disabilities. Continue to identify and upgrade facilities to meet ADA (Americans with Disabilities Act) standards.
4. Recreation Fees for Site Plans. Revise Chapter 223 of the City Code to require reservation of a park or a fee in lieu of such reservation for site development plans which involve residential development. Fees should be reasonable, and should be based on existing recreation fees in lieu of parkland for dwelling units in subdivisions, adjusted according to the expected number of persons per dwelling unit. Fees should be discounted if recreational facilities are included within the proposed development.
5. Maintenance and Management. 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.

Recommendations

1. Inventory. Inventory existing active recreational facilities and programs, including patterns of use.
2. New Sites and Programs. 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.
3. Cooperation with Neighboring Municipalities. 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.

Recommendations

1. Estimate Needs. The City should project future recreational needs based on proposed land use and zoning and recent demographic trends as detailed in this Plan.
2. Senior Programs. Since a significant demographic trend is the projected doubling of the senior population within the next twenty years, the City should plan for expanded senior programs and facilities.

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

Recommendations

1. Coordinate Schedules. The Recreation and Parks Departments should seek to coordinate the schedules of the multiple users of the existing recreation areas to the maximum benefit and utility.
2. Increase Recreation Staff. Hire a full-time Recreation Department Director. The City should consult with the Recreation and Parks Departments and the Recreation Commission (an advisory body) to determine the tasks to be completed by staff in the future, and hire additional staff accordingly.
3. Increase Maintenance Staff. The City should consult with the Recreation and Parks Departments and the Recreation Commission to determine the levels of maintenance to be achieved, and hire staff accordingly.
4. Encourage Volunteer Participation. Volunteer assistance in program development and delivery, and in park maintenance, should be encouraged and facilitated by the Recreation and Parks Departments. Appropriate training should be provided for all volunteers.

5. Recreation Staff and Volunteer Training. 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.

Recommendation

1. Develop a committee dedicated to this objective. The committee's tasks will be to identify sources of funding, identify greenway projects (including trail width and right of ways) and alternative methods of addressing each project, evaluate the alternatives accompanied by public input, and implement the selected alternatives for each project. The planning and development of trails from the City to the foothills of Mount Beacon and to the north along the Hudson River and Fishkill Creek will require inter-municipal cooperation between the City and the Town of Fishkill.
2. 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. (See also the Implementation section of the Introduction and Objective C of the Environmental Resources Chapter for more information on the environmental aspects of the Fishkill Creek corridor and for information about the Fishkill Creek Corridor Plan.)

- 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.

Recommendation

Develop a committee dedicated to this objective (see also Recommendation D.2 in the Environmental Resources chapter).

- G. Arts and Culture. 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.

Recommendation

1. 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.
2. 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. Youth / Community Center(s) and Programs. Consider creating a new community center for youth and/or seniors in or adjacent to the central business district. Expand youth programs for middle and high school students. All age groups should be adequately served.

Recommendations

1. Feasibility Study. Study the feasibility of developing a center or centers for youth and seniors, including a range of alternatives that would satisfy this objective.
2. Funding. Seek additional funding from philanthropic, state, and federal sources for the development of a Community Center.
3. Youth Programs. Study various local and national examples of youth programming, especially pertaining to teenagers, since the City currently has few programs for middle- and high-school youth. One model recommended through the Visioning Workshops was New Haven's youth program.

4. Parks and Recreation Departments. Ensure that Community Center programs and resources are well coordinated with Parks and Recreation Center programs and resources.
5. Police Department. Encourage the Police Department to be involved in the planning and implementation of some youth programs.
6. Senior Programs. As noted above under Objective C, “Anticipate Needs,” since a significant demographic trend is the projected doubling of the senior population within the next twenty years, the City should plan for expanded senior programs and facilities.

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

Recommendation

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.

- J. Police Department. Improve community relations with the Police Department and increase the Department’s effectiveness.

Recommendation

1. Mandate education, training and professional certification programs and opportunities for Police Department employees.
2. Actively pursue diversity in the Police Department.
3. Actively recruit staff so that the Department reaches desired force levels and maximizes coverage of the City. Recruit auxiliary police officers to assist in coverage in parks and other similar public areas.
4. Actively pursue an increased presence on Main Street, including more officers on foot patrol.

- K. Fire Department and Emergency Services. Maintain a high level of emergency response preparedness and emergency service.

Recommendations

1. Regional Solutions. The City should explore regional solutions to providing effective fire-fighting coverage and other emergency services.
2. Adequate facilities. The City should develop a strategic plan to improve its fire stations through renovation of one or more existing facilities and/or construction of new facilities.
3. Volunteers. Take measures to increase volunteer recruitment and to retain volunteer members.
4. Analysis and Action. Study firefighting and other emergency service needs and take action to ensure that emergency response preparedness is adequate.

Environmental Impact Statement

Chapter VII
Recreation and Community Facilities Chapter
Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

The purpose of this chapter is to provide for the recreational, cultural and community service needs of the people of the City as the City continues to grow and develop.

Potential Adverse Environmental Impacts and Proposed Mitigation

The goals, objectives and recommendations on this chapter could have the adverse environmental impacts. Potential impacts are described below, according to relevant types of environmental impact:

- **Land:** The plan calls for new playing fields which could involve the disturbance of large amounts of land. The plan also includes the objective of establishing a new community center, which may involve the disturbance of land as a part of the construction of a building or parking facilities. The development of small parks could also involve some impacts to land, to a lesser extent. Potential erosion, sedimentation and stormwater impacts will be mitigated by appropriate controls and designs. The maximization of the use of existing playing fields is limited by the durability and maintenance of the grass on the fields. Over-use of the fields could have negative environmental impacts such as erosion and sedimentation; such over-use is not recommended by the Plan. The Plan calls for the potential development of a bike path along the Fishkill Creek using the easement area of the railroad tracks. This would have no significant adverse impacts to land, since the corridor is already graded and has no vegetation. The restoration of the incline railway could involve disturbance of land along the route of the railway and at the terminals at the top and bottom. The bottom terminal may also involve the construction of parking areas. Potential land disturbance associated with the restoration of the incline railway, particularly disturbance on steep slopes, will need to be carefully mitigated through proper erosion and sedimentation control measures.
- **Plants and Animals:** The restoration of the incline railway (including terminals) and the creation of new playing fields or parks could result in the removal of significant numbers of trees and the loss of forested habitat, which could have adverse impacts on local habitats. However, this Plan also calls for the development of an Open Space plan to protect ecologically important lands remaining within the City, and wildlife corridors to maintain connections between important habitat areas. These ecologically beneficial aspects of the Plan can be considered as mitigation for the aspects of the

Plan that are designed to meet the recreational and community service needs of the City.

- **Aesthetic Resources:** Since the incline railway already exists, no significant adverse impacts are expected. The construction of playing fields and other such facilities are not expected to have adverse impacts to aesthetic resources.
- **Open Space and Recreation:** The goals and objectives of this chapter will have only positive impacts on the community's needs for open space and recreation.

Alternatives

For a general discussion of alternatives, please see the section entitled "Environmental Impact Statement" in the Introduction.

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VIII. LAND USE

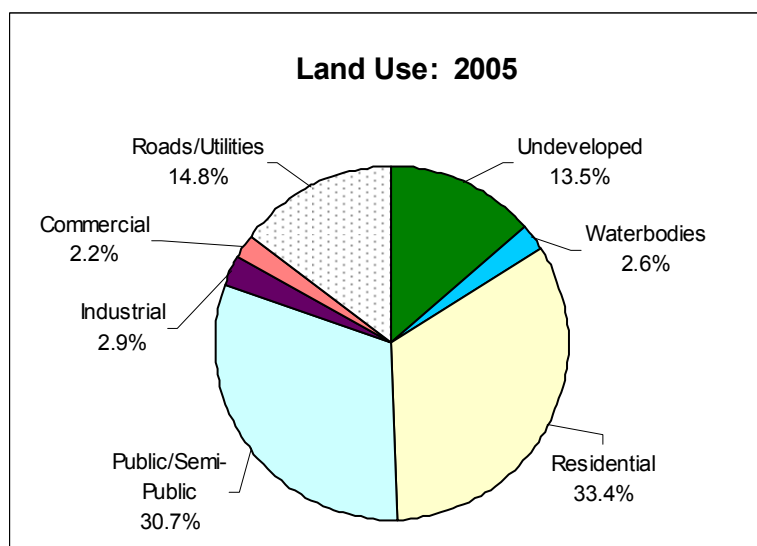
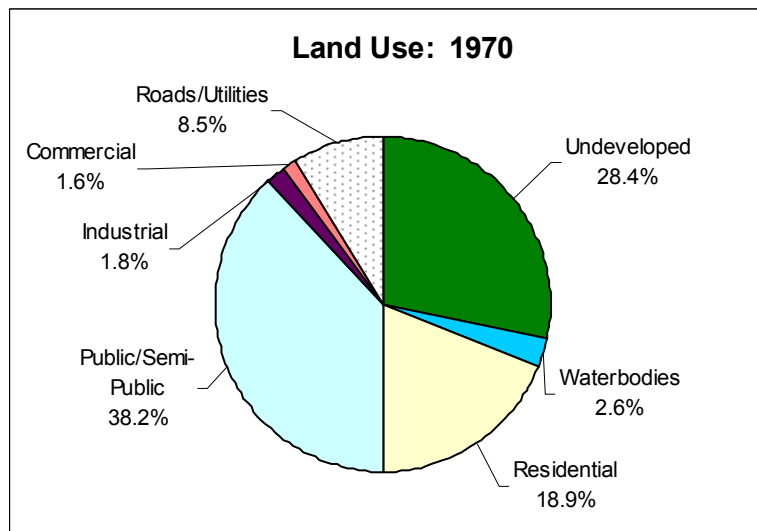
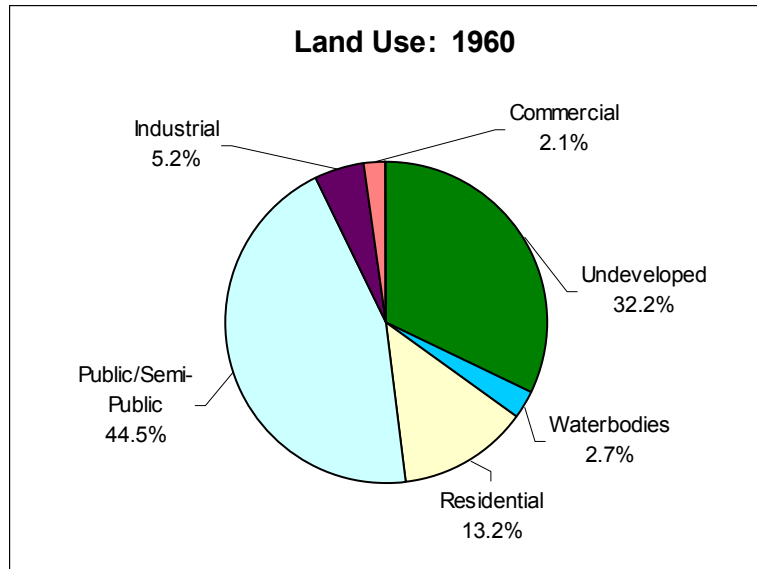
This chapter summarizes some of the objectives and recommendations of the preceding chapters as they relate to the City's oversight of the use of land. Most of the proposed land uses described in the Proposed Land Use Plan Map represent the preservation and continuation of existing land uses, including 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 allowing greater residential densities on Main Street and in the area between Main Street and the train station. Also, several vacant and underutilized industrial sites along the Fishkill Creek are proposed to allow for alternative uses, including commercial and residential uses. Allowing these lands to be built at greater densities represents an efficient use of land in a location capable of supporting this level of development. The City expects to benefit from this through the physical revitalization of these areas, economic revitalization of local businesses where the new residents will shop, and increased property tax revenues.

As noted in the preceding chapters, the goals, objectives, and recommendations of this plan are based, in large part, on the opinions of the residents of Beacon. Although the changes proposed in this plan are significant, the public input received through the 2006 Public Opinion Survey and the Community Visioning Workshops conducted in the Spring of 2006 indicate that these changes represent the views and aspirations of a majority of the community.

There are approximately 3,100 acres of land in the City of Beacon, comprising of approximately 5 square miles. The first part of this chapter briefly explores how the City has changed in the last three decades; the following section describes how the City should develop in the future.

This chapter builds upon the research and analysis as reported in the “Land Use, Zoning and Development Potential” chapter in the companion volume to this Plan, Inventory and Analysis. The analysis of development potential in the second half of that chapter is an important step in identifying if the zoning of a municipality is in line with the goals and expectations of the City.

The land use component of this plan uses the dual perspectives of past trends and a possible future based on current zoning to adjust and fine-tune the destiny of the City. The details of the dual analyses are summarized on the following page.



Land Use Changes from 1960 to 2005

The following items highlight the major changes in development the City has experienced over the 45 years between land use inventories:

- Developed Land: In 1960, 68% of the land area of the City was developed (991 acres were undeveloped); in 2003 86% of the City was developed (420 acres were undeveloped). Recreation areas were included in a different category and not counted as undeveloped land.
- Residential Land: Acreage used for residences more than doubled between 1960 and 2005, rising from 407 acres (13% of City land) to 1037 acres (33% of City land). As of 2005, the City has 844 acres in single-family use, 72 acres for two-family residences, 12 acres for three-family residences, and 109 acres for multi-family residential use.
- Commercial Land: Use of commercial land has remained relatively stable, consisting of approximately 65 acres in both 1960 and 2005.
- Industry: Lands used for industrial purposes have decreased from 159 acres in 1960 to 89 in 2005.

Development Potential

This section highlights future land uses, given *current* land use regulations. Please refer to the table that concludes this section for a summary of development potential.

- Residential Development Potential. Approximately 425 acres of residentially zoned land is developable, resulting in approximately 700 units of housing that could be built in the future. Additionally, if the Central Business District were developed to its maximum extent, approximately 500 housing units could be built in the future. Finally, if existing vacant industrial areas were to allow housing at the density of the Central Business District, approximately 900 housing units could be constructed on these lands.
- Commercial and Industrial Development Potential. There is approximately 390,000 square feet of potential building space at the first floor level of the Central Business District. If half of the potential building volume of the vacant industrial areas were used for commercial and industrial purposes, this would constitute approximately 370,000 square feet. Finally, among some of the large undeveloped lots in the City, there is an additional potential of nearly 300,000 square feet of building space land zoned commercial or industrial in

the City. This figure takes into account the floor area ratio (FAR) allowed in each district, as well as environmental constraints.

The numbers of potential residential units and potential areas of new commercial buildings should not be interpreted simply as predictions. Due to the small lot sizes and inherent costs of development in the Main Street area, we do not expect this area to grow according to its theoretical potential. On the other hand, proposals regarding vacant industrial areas and the development of other large undeveloped parcels suggest that a significant portion of the development potential of these areas may be realized in the foreseeable future.

| Theoretical Development Potential : Commercial and Residential Development | | |
|---|---|--|
| | Potential # of New Residential Units | Potential New Non - Residential Area (SF) |
| Main Street Area | 521 | 390,000 |
| Vacant Industrial Areas | 914 | 372,760 |
| Large Undeveloped Lots | 713 | 294,750 |
| TOTALS | 2,148 | 1,057,510 |

Goal

The most desirable use of land should be sought based upon people's needs, locational significance and physical characteristics.

Objectives

- A. Focus Growth in the Central Business District. Growth should be encouraged in and around the Beacon central business district, rather than spreading out along Route 9D and Route 52. The focusing of residential uses should be related to the central business district, with greater densities in the City's central commercial core.
- B. Compatible Land Uses. Land should be distributed in a compatible arrangement so that conflicts between various uses are avoided and so that harmonious land uses are encouraged to locate near each other.
- C. Encourage Development of Activity Centers Along Main Street. The central business district should be encouraged to develop as a string of activity centers. The existing two areas of three-story historic buildings should be protected and enhanced. The properties between Digger Phelps Street and Teller Avenue should be encouraged to be redeveloped at greater density, with incentives (such as increased floor area ratio) for new housing construction above the first floor and parking included behind the building. One or more new City squares should be considered for this area (the exact location will depend on availability of land). Each activity center along Main Street should be served by public transportation. The City should work with local business associations to encourage the development of different activity centers along Main Street. The City should 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. The City should encourage public/private partnerships for the development of both public and private, interior and exterior spaces along Main Street.

D. Neighborhood Stores. Local shopping areas that serve a distinct market niche by serving everyday needs for local neighborhoods should be maintained, but at a small enough scale not to detract from the major commercial centers.

E. Waterfront/Train Station Area. Develop an urban design plan for the Waterfront/Train Station area that encourages the development of high density housing along Beekman Street, includes mixed uses near the train station, and incorporates design elements that connect the waterfront area with Main Street. In the short term, develop a wayfinding system that provides improved signage and maps at the Waterfront / Train Station area and en route to Main Street.

F. Brownfield Redevelopment. Encourage the remediation and development of underutilized former industrial sites which are potentially polluted, and the adaptive reuse of existing buildings.

Land Use Plan

The plan for future land use in the City of Beacon is depicted in the Proposed Land Use Plan Map, and is further identified and explained in this section. The following categories are a part of the land use plan:

- Conservation Residential
- Residential – Low Density
- Residential – Medium-Low Density
- Residential – Medium Density
- Residential – Medium-High Density
- Residential – High Density
- Waterfront Development
- Fishkill Creek Development
- Office Business
- Local Business
- Community Business
- General Business
- Office/Residential/Parking
- Light Industry
- Religious/Cemetery
- Institution

- Utilities
- Public/Semi-Public
- Recreation/Open Space
- Stream/Wetland Preservation

The residential density comparison chart below provides a reference for how the categories described below match existing and proposed zoning.

| Residential Density Comparison Chart | | | |
|---|------------------------|--|--------------------------------|
| Residential Land Use Density | Zoning District | Minimum Lot Area per Dwelling (square feet) | Dwelling Units per Acre |
| Conservation | R1-120 | 120,000 | 0.4 |
| Low | R1-80 | 80,000 | 0.5 |
| | R1-40 | 40,000 | 1 |
| | R1-20 | 20,000 | 2 |
| Medium-Low | R-1-10 | 10,000 | 4 |
| Medium | R-1-7.5 | 7,500 | 5 |
| | RD-6 | 6,000 | 7 |
| | R1-5 | 5,000 | 8 |
| | RD-5 | 5,000 | 8 |
| Medium-High | RD-4 | 4,000 | 10 |
| | RD-3 | 3,000 | 14 |
| High | RD-1.8 | 1,800 | 24 |
| | RMF-1.5 | 1,500 | 29 |
| | RD-1 | 1,000 | 43 |
| | RMF-.8 | 800 | 54 |
| | CB (existing) | 1,500 | 29 |
| | CB (proposed) | 1,000 | 43 |
| | CB-II (proposed) | 800 | 54 |

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

Conservation Residential

This category calls for one 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.

This category of land use can be found on the slopes of Mount Beacon east of Wolcott Avenue, Howland Avenue and DePuyster Avenue.

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 two 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 Misericordia 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.

Residential – Medium-Low Density

This category calls for 3 to 5 dwellings per acre. The purpose of this category of land use is to provide somewhat larger lots in locations more distant from the center of the City. This type of land use corresponds with the R1-10 Zoning District.

Neighborhoods with this level of density are generally found east of Fishkill Creek near Wolcott Avenue, or between Washington Avenue and Liberty Street.

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

Residential – Medium Density

This category calls for 5 to 8 dwellings per acre, which generally entails 5,000 and 7,500 square-foot lots with single-family residences (which correspond with the R1-5 and R1-7.5 Zoning Districts). This is the historical development pattern of neighborhoods north, south, and east of Main Street, with more than half of all lots in the City (over 2,400 of approximately 4,500 lots) developed at this density. The purpose of this land use category is to preserve the existing settlement pattern of these neighborhoods, which provide the privacy of a private home on a separate lot at an affordable scale with minimal environmental impact and at a density that allows residents to walk to local parks, businesses, and other destinations.

Recommendation

This land use category is proposed to remain virtually unchanged from existing zoning, except for the expansion of this area to include a 2.3-acre area on the west side of Wolcott Avenue (Route 9D) across from Rombout Avenue.

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

The residential area on Front Street should be designated RD-3 or RD-4. This will normalize the existing residences on Front Street, which are currently in an industrial district. Also, the proposed changes to the Office Business category and the Residential/Office/Parking category would allow residential development at a medium-high density in these areas.

Residential – High Density

This category calls for 20 to 60 dwelling units per acre, which involves housing types such as apartment buildings and condominiums. Prior to the development of this plan, the only 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).

Recommendations

This Land Use Plan proposes allowing increased residential densities in the Waterfront/Train Station area (the area between City Hall and the train station) through the creation of a new RD-1 Zoning District in this area, which would limit development to 1,000 square feet of lot area per dwelling unit, resulting in a maximum density of 43 dwelling units per acre. Building heights should be limited to a maximum of 4 stories in the RD-1 District. Design guidelines should be established to require new buildings to front on Beekman Street and to ensure high levels of architectural quality.

The Plan proposes changing the residential density standard in the Central Business District from RMF-1.5 (29 dwelling units per acre) to the new RD-1.

The One East Main property, which is proposed to include 150 dwelling units, consists of approximately 3.8 acres, translating to a density of 39 dwelling units per acre. Therefore, this property should be rezoned to the RD-1 District to accommodate the proposed housing. This housing density would be matched by the new residential density standard for the Central Business District, which is immediately adjacent to the site.

The purpose of these proposed changes would be to allow for the development of attractive new market-rate housing in the areas in and around the City center and the train station. New residents would be expected to patronize established business districts in the City, thus securing the economic resurgence of the City. New residents will also contribute to the tax base through property taxes, and because of the housing types involved, are not expected to have a large impact on demand for public school services. These expectations are detailed further in the ‘Cost of Services’ study accompanying this Plan.

This Land Use Plan proposes that high-density residential districts be eligible for density bonuses for affordable/workforce housing and for senior housing. Under this plan, a density bonus of 20% would be available if one-half of the additional housing units (10%) are affordable to working residents and a density bonus of

20% would be available if one-half of the 20% of the housing is age-restricted to seniors. Additional density bonuses should be made available for appropriately designed structured parking, providing shared parking facilities, and for the provision of public recreational facilities.

Transit Oriented 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, calls for up to 20 residential units per acre and up to 0.5 floor-area-ratio of commercial uses.

Further, given the topography of the site relative to the adjacent surroundings as well as the desire to provide waterfront views from future housing, it is appropriate that development be allowed to reach 5 stories. Guiding principles for development in this area are preservation of the important public viewsheds identified in the Local Waterfront Revitalization Plan, creating structures and landscaped areas that provide attractive views of the City from the river, preserving public recreation areas, maintaining and enhancing public access to the waterfront, hiding parking under and within proposed building masses, generating quality open space, improving connections to Main Street, improving public transit to Main Street, and fostering architectural quality and variety in articulation, scale and bulk. Proposals for development in this area will need to evaluate potential impacts to traffic, viewsheds and fire protection service, and significant adverse environmental impacts must be avoided or mitigated. Enhanced public transportation between this area and Main Street would be an important method of mitigating potential traffic impacts resulting from development in this area. Overall commuter parking should be limited in order to allow for transit- and pedestrian-friendly development. Whenever possible, Beacon residents and taxpayers should be given priority for parking.

This Land Use Plan proposes that this zone be eligible for density bonuses for affordable/workforce housing and for senior housing. Under this plan, a density bonus of 20% would be available if one-half of the additional housing units (10%) are affordable to working residents and seniors. Additional density bonuses may be made available for appropriately designed structured parking, providing shared parking facilities, and for the provision of public recreational facilities.

The commercial land use component of the proposed TOD zone should be developed in a mixed use context, with the bottom 1-3 stories of planned development 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. The City is not concerned with new offices in this area competing with existing office space elsewhere in the City.

In keeping with the orientation of the zone as transit-oriented, the parking requirements for all uses in the area should be reduced by at least 10 percent to limit the number of cars that utilize the site and to reflect the reduced demand for parking created by a mixed-use walkable area. The amount of parking required for each residential unit may range from 1.5 to 1 parking space per unit, to be determined after further study. 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.

Waterfront Development

This category is designed to protect the special values of the waterfront lands close to the City's center, and to stimulate the revitalization of the City and its waterfront by establishing a well-designed central focus for the City's waterfront area.

This category has been expanded to include lands between the railroad station and the harbor.

Fishkill Creek Development

This category is 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 under-utilized industrial sites, and are not as well suited to continued industrial development as properties on the north end of the Fishkill Creek corridor.

Recommendation

Develop a new zoning district to permit and facilitate a mix of residential and non-residential uses. Office uses should be encouraged in this area. For the portion of the site that is developed for housing, densities should not exceed 10 to 15 dwelling units per acre. Non-residential densities should be limited to a floor area ratio of 2.0 and non-residential permitted uses should generally include the uses permitted in the Local Business District and the workshops of tradespersons as permitted in the General Business District. The zoning district for these areas should provide incentives to improve these properties while preserving existing buildings where feasible and desirable. The City should undertake a study and prepare a design plan for the Fishkill Creek Corridor to coordinate the appropriate redevelopment of this area to reflect a mix of residential and non-residential uses, including incentives to encourage development. (See also Chapter II, Objective C, Chapter VII, Objective E, and Implementation section of Introduction for information on the Fishkill Creek Corridor Plan).

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 a 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

The uses allowed in the Local Business District should be allowed in the Transit Oriented Development area near the junction of Beekman and River Streets and to the north and west, and high density residential land uses should also be allowed in this area.

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.

Recommendations

As noted above in the section on High Density Residential, the Plan proposes changing the residential density standard in the Central Business District from RMF-1.5 (which allows a density of 29 dwelling units per acre) to the new RD-1 (which allows a density of 43 dwelling units per acre).

The Plan proposes to allow up to four stories and 3.0 floor area-to-lot area ratios in the area between Teller Avenue and Digger Phelps Street, in order to encourage the redevelopment of this area. Residential densities in this area would be permitted at a slightly higher density, using the RMF-.8 District standards (which allows 54 dwelling units per acre). These changes in maximum height and floor area would require the development of a different zoning district for this area, which would be the same as the CB District in all other respects. Zoning in the CB District may include standards that require sloping roofs or setbacks of floors three or more stories above ground level to encourage light and solar access and reduce shading, particularly for buildings on the south side of Main Street. Incentives for development would be specific to this area between Teller Avenue and Digger Phelps, such as the Main Street Transition Area Tax Improvement Zone (see Chapter V, Objective A, Recommendations).

As noted in Chapter V, Commercial, Office and Industrial Development, 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 should no longer be a permitted use within the CB District. 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

This plan recommends changing the uses allowed in this district to allow the same uses in the Office Business District (which would now allow residential densities of up to 14 dwelling units per acre), in addition to the parking and residential uses previously allowed. This is intended to provide a mixed-use transition zone of moderate intensity land uses between the Central Business District and medium density residential areas. Proposed new parking areas should be reviewed by the Planning Board as a part of the site plan review process.

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.

Recommendations

A small area south of Churchill Street, east of Tioranda Avenue, and west of Fishkill Creek and an area north of East Main, west of Leonard Street, and east of Fishkill Creek should be added to this category. The applicable residential density for the district should be reduced from that of the Central Business District to RD-3.

Light Industry

Industrial areas are generally found on scattered sites along the Fishkill Creek, most commonly on the west side of the Creek. 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. Two large underutilized properties between Fishkill Avenue and Fishkill Creek on the north end of the City are available for future industrial uses.

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. The Heavy Industrial Zoning District should be eliminated.

The Light Industrial Zoning District at One East Main should be changed to a high density residential land use, using the new RD-1 Zoning District. 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. The Round House property north of East Main on the west side of the Fishkill Creek should be included in the Central Business District.

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

Religious/Cemetery

This land use is indicated in locations where there are existing places of worship and cemeteries. Fairview Cemetery, to the north of the City, has not yet been developed to the extent shown on the plan.

This category has been expanded to include church property and a cemetery east of Washington Avenue. In the event that these properties are proposed for a new use, the community would prefer a similar church or cemetery use. If such a use is not possible, due to their environmental value, these lands should be restricted to the lowest residential densities in the City.

Institution

The institutional category includes existing facilities such as Dia:Beacon and the State Prison to the north of the City.

This category has been expanded to include lands owned by Dia:Beacon, future development of facilities for the Beacon Institute on Dennings Point and the area around the Madam Brett Homestead, in addition to the previously identified area of the State Prison.

Utilities

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

Public/Semi-Public

This category includes existing public facilities that are not also recreation areas or floodplains. Lands included within this category include school grounds, City fire stations, and City Hall.

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; proposed lands for this use are shown with a diagonal hatching.

Recommendation

The park or Town Square proposed for Main Street is not fixed in a particular location, but Veterans Place and the adjacent lot and City parking lot is a location to be considered. The exact location 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, as described above in the Community Business land use category. The Main Street plan may involve multiple small parks or squares.

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

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.

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.

For a more detailed analysis of land use, zoning, and the development potential of important areas of the City, please consult the companion volume to this Plan, Inventory and Analysis.

Environmental Impact Statement

Chapter VIII
Land Use Chapter
Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

For most areas, the Plan recommends a continuation of existing zoning and land uses. The areas where changes from current land use and current zoning are recommended are described below. The total area of proposed decreased density is larger than the total area of proposed increased density by a factor of 3 to 1 (400 acres are proposed to be decreased in density vs. 115 acres that are proposed for increased densities). Therefore, the Plan will protect more land from development than existing conditions. The Plan will also allow for the development of significant numbers of new dwelling units in apartments, condominiums, or town homes in a few key areas. If all 115 acres of land to be rezoned to increased density were built to the maximum extent, over 1,300 additional dwelling units could be built in these areas, over and above what is currently allowed by the City's zoning (see the 'Land Use Changes Analysis Table' at the end of this chapter).

There are a total of four general areas where allowable densities are proposed to be increased. These areas are proposed to be increased in density for the following reasons:

- Allow greater commercial and residential use of Main Street, in order to bring vitality to Beacon's downtown
- Encourage the redevelopment of former industrial properties along the Fishkill Creek, many of which are blighted and underutilized
- Allow for residential development near the Waterfront/Train Station area along West Main Street and portions of Beekman Street at greater densities
- Allow for a mix of residences and offices with retail and services related to the waterfront and the train station, in the area closest to the train station and the harbor

These areas are proposed to be increased in density in order to further revitalize the City. With business competition from auto-oriented malls in Dutchess and Orange Counties, relatively small Main Street businesses need a larger local residential population in order to thrive. Also, the Plan provides sufficient incentives for property owners in these key areas of the City to maintain and improve properties. The plan will significantly improve the architectural appearance and landscaping of these areas of the City. Additional density in the Waterfront/Train Station area will be integrated with public outdoor spaces in order to create a safer, more vibrant and inviting walking environment between the train station and Main Street.

There are a total of nine separate areas where densities are proposed to be decreased. These areas are proposed to be decreased in density for the following reasons:

- Protection of views of Mount Beacon and Hudson Highlands foothills
- Protection of areas of significant environmental value, including forested areas, areas with steep slopes, and areas that provide habitat and wildlife corridors to plants and animals
- Aquifer protection

The Plan is based on principles of Smart Growth, as developed by the American Planning Association (see sidebar in the Environmental Resources chapter). The Plan seeks to enhance Beacon's unique sense of place and to expand the range of transportation, employment and housing choices in a fiscally responsible manner.

For a more detailed account of the areas where densities are proposed to be increased or decreased, please refer to the table at the end of this chapter.

Potential Adverse Environmental Impacts and Proposed Mitigation

The goals, objectives and recommendations on this chapter could have the following adverse environmental impacts to the following environmental features:

- **Land:** No significant adverse impacts are expected. More intense land uses are focused in areas where land is generally flat or gently sloping and adjacent to developed areas. These areas represent a virtually irreversible or irretrievable commitment of resources from less developed status to more intensive land uses. Large areas will be protected by lower densities as described above.
- **Water:** Construction near the Hudson River and near the Fishkill Creek could have negative environmental impacts, such as increased non-point source water pollution. These potential impacts will be mitigated through proper erosion control measures during construction and stormwater quantity and quality systems to be installed on site. Residential, commercial, office and industrial development will also increase the demand for water to be supplied by the City. As described in the Water Supply and Sewage Treatment chapter, the City's safe water yield of 3.4 million gallons per day is expected to be sufficient for a population of approximately 17,800 persons, which would be reached in the year 2050 at a growth rate of 5 percent per decade. Taking into account the proposed land use changes, the potential population of the City could reach 22,500 persons. Water conservation measures may mitigate part or all of the potential water supply impacts of additional population growth without expanding water supply. Additional sources of water supply may be necessary to mitigate increased demand not covered by water conservation measures.
- **Air/ Energy:** Energy use may increase by more than 5 percent due to continued development within the City. However, the proposed settlement pattern will encourage walking, bicycling, and the use of public transportation and will result in

lower than average private automobile trips per dwelling unit. The Plan will assist in the regional need to accommodate growth within an energy-efficient settlement pattern.

- **Plants and Animals:** Some areas that provide habitat for plants and animals in the Waterfront/Train Station area and other areas along the Fishkill Creek may be developed, which would result in a loss of small areas of isolated habitat. However, these areas will be more than offset by approximately 400 acres where residential densities will be reduced in areas that are contiguous with large forested habitats and wildlife corridors.
- **Aesthetic Resources:** Development near the waterfront could screen views of the river, if unregulated. However, as specified in this Plan, development must meet the standard of not having an adverse impact on existing viewsheds as identified in the Local Waterfront Revitalization Plan, and development must also create structures and landscaped areas that provide attractive views of the City from the river. Four story buildings on Main Street will cause additional shading of Main Street and will reduce views from Main Street towards the Hudson Highlands. While the visual impact of four stories on Main Street has been examined and is not expected to be significant, the City may choose to mitigate potential visual impacts by requiring sloping roofs or setbacks of floors three or more stories above ground level, particularly on the south side of Main Street, in order to allow solar access.
- **Historic and Archeological Resources:** No significant adverse impacts are expected. Instead, the proposed land uses will tend to preserve and protect historic buildings and landscapes in the City. The Plan has been tailored to fit in with the existing historic fabric of the City.
- **Open Space and Recreation:** No significant adverse impacts are expected. In fact, this chapter of the Plan is protective of open spaces because it establishes that existing recreation and open space lands should continue to be used as such, and if this is not possible, only the lowest residential densities should be allowed.
- **Transportation:** Allowing increased residential densities and additional floor area on Main Street, and increased residential densities and a range of non-residential uses in the Waterfront/Train Station area is likely to increase traffic flow. A detailed traffic analysis of existing and potential future traffic resulting from the proposed changes in density finds that only one intersection (Route 9D at Beekman Street) may be significantly impacted by the proposed changes, and these impacts can be mitigated through adjusting the signal timing. For more information, please refer to the Transportation Chapter in this plan, and to the full Traffic and Parking Study that is a companion document to the Plan.
- **Growth and Community Character:** The Plan aims to increase the vitality of businesses on Main Street, allow for the development of former industrial properties and encourage residential, office, and other non-residential uses in the area near the train station. Theoretically, if every parcel were developed to the maximum extent

allowed under the Plan, over 1,300 additional dwelling units could be built in the City. The City can be expected to grow in population by more than 5 percent as a result of this Plan. Over time, this growth may lead to a demand for additional community services, such as schools, police and fire department services, etc. However, because nearly all of the potential new dwelling units will occur in mixed-use buildings or multi-family buildings, the increased demand for school services is expected to be significantly lower than for single-family dwellings. Also, tax revenues are expected to outweigh costs associated with new development. The areas selected for additional development have been tailored to fit in with existing facilities (such as the train station and the public services on Main Street) and with existing historic areas, such as the East and West Ends of Main Street. The Plan may be necessary for the continued investment in properties of historic value, especially on the East and West Ends of Main Street, since one of its key objectives is to support the vitality of Main Street.

Alternatives

For a general discussion of alternatives, please see the section entitled “Environmental Impact Statement” in the Introduction.

Land Use

LAND USE CHANGES ANALYSIS TABLE

| EXISTING ZONE | ACRES | Minimum lot size per dwelling unit | Dwelling units per acre | EXISTING BUILD OUT | PROPOSED ZONE | Minimum lot size per dwelling unit | Dwelling units per acre | FUTURE BUILD OUT | Potential Additional Dwelling Units |
|--|-------|------------------------------------|-------------------------|--------------------|---------------|------------------------------------|-------------------------|------------------|-------------------------------------|
| I. MAIN STREET - EAST AND WEST ENDS | | | | | | | | | |
| CB | 15.0 | 1500 | 29.0 | 434.9 | CB | 1000 | 43.6 | 652.3 | 217.4 |
| | | | | | | | | | |
| II. MAIN STREET – CENTRAL | | | | | | | | | |
| CB | 13.6 | 1500 | 29.0 | 395.3 | CB II | 800 | 54.5 | 741.2 | 345.9 |
| | | | | | | | | | |
| III. OTHER AREAS ADJACENT TO MAIN STREET | | | | | | | | | |
| PB* | 18.9 | 5000 | 8.7 | 165.0 | R/O/P | 3000 | 14.5 | 275.0 | 110.0 |
| OB | 2.5 | 5000 | 8.7 | 22.2 | OB | 3000 | 14.5 | 37.0 | 14.8 |
| LI** | 0.2 | 0 | 0.0 | 0.0 | CB | 1000 | 43.6 | 10.4 | 10.4 |
| LI | 5.2 | 0 | 0.0 | 0.0 | GB | 3000 | 14.5 | 75.2 | 75.2 |
| | | | | 187.2 | | | | 397.7 | 210.5 |
| *Full Build-out of the CB District involves extensive use of PB District for parking, which could decrease or limit growth of residential and commercial uses in the PB District | | | | | | | | | |
| **Round House on East Main Street | | | | | | | | | |
| | | | | | | | | | |
| IV. LOWER FISHKILL CREEK AREA | | | | | | | | | |
| LI | 18.3 | | 0.0 | 0.0 | FD | | 15.0 | 274.5 | 274.5 |
| | | | | | | | | | |
| V. WATERFRONT AREA | | | | | | | | | |
| LB | 0.5 | 3000 | 14.5 | 7.5 | RD-1 | 1000 | 43.6 | 22.6 | 15.1 |
| LI | 7.2 | 0 | 0.0 | 0.0 | RD-1 | 1000 | 43.6 | 312.6 | 312.6 |
| OB | 4.6 | 5000 | 8.7 | 39.8 | RD-1 | 1000 | 43.6 | 199.2 | 159.4 |
| RD-3 | 2.6 | 3000 | 14.5 | 38.2 | RD-1 | 1000 | 43.6 | 114.6 | 76.4 |
| RD-5 | 4.8 | 5000 | 8.7 | 42.0 | RD-1 | 1000 | 43.6 | 209.8 | 167.9 |
| RD-6 | 10.7 | 6000 | 7.3 | 77.4 | RD-1 | 1000 | 43.6 | 464.2 | 386.9 |
| R1-20 | 1.8 | 20000 | 2.2 | 4.0 | RD-1 | 1000 | 43.6 | 79.5 | 75.5 |
| R1-40 | 1.8 | 40000 | 1.1 | 2.0 | RD-1 | 1000 | 43.6 | 78.8 | 76.8 |
| | | | | 210.9 | | | | 947.0 | 736.2 |

Land Use

| | | | | | | | | | |
|--|-------|-------|------|---------|--------|--------|------|---------|---------|
| VI. WATERFRONT NEAR TRAIN STATION | | | | | | | | | |
| LB | 2.0 | 3000 | 14.5 | 28.9 | TOD | 2100 | 20.7 | 41.3 | 12.4 |
| LI | 6.5 | 0 | 0.0 | 0.0 | TOD | 2100 | 20.7 | 134.8 | 134.8 |
| WP | 1.8 | 0 | 0.0 | 0.0 | TOD | 2100 | 20.7 | 36.4 | 36.4 |
| WP | 10.2 | 0 | 0.0 | 0.0 | TOD | 2100 | 20.7 | 211.6 | 211.6 |
| | | | | 28.9 | | | | 424.0 | 395.1 |
| | | | | | | | | | |
| SUBTOTAL (INCREASE) | 128.3 | | | 1,257.2 | | | | 3,224.4 | 1,967.2 |
| VII. CONSERVATION RESIDENTIAL, RELIGIOUS AND RECREATION AREAS WITH REDUCED DENSITY | | | | | | | | | |
| R1-10 | 14.0 | 10000 | 4.4 | 60.8 | R1-120 | 120000 | 0.4 | 5.1 | -55.7 |
| R1-40 | 39.1 | 40000 | 1.1 | 42.5 | R1-120 | 120000 | 0.4 | 14.2 | -28.4 |
| | 99.4 | 40000 | 1.1 | 108.2 | R1-120 | 120000 | 0.4 | 36.1 | -72.1 |
| | 20.1 | 40000 | 1.1 | 21.9 | R1-120 | 120000 | 0.4 | 7.3 | -14.6 |
| | 58.8 | 40000 | 1.1 | 64.0 | R1-120 | 120000 | 0.4 | 21.3 | -42.7 |
| R1-80 | 27.3 | 80000 | 0.5 | 14.9 | R1-120 | 120000 | 0.4 | 9.9 | -5.0 |
| | 64.4 | 80000 | 0.5 | 35.1 | R1-120 | 120000 | 0.4 | 23.4 | -11.7 |
| | 62.3 | 80000 | 0.5 | 33.9 | R1-120 | 120000 | 0.4 | 22.6 | -11.3 |
| | | | | 381.3 | | | | 139.9 | -241.4 |
| VIII. GENERAL BUSINESS | | | | | | | | | |
| GB | 14.4 | 1500 | 29.0 | 419.1 | GB | 3000 | 14.5 | 209.5 | -209.5 |
| | | | | | | | | | |
| SUBTOTAL (DECREASE) | 399.7 | | | 800.4 | | | | 349.4 | -451.0 |
| TOTAL | | | | | | | | | 1,516.2 |

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IX. TRANSPORTATION

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.

Transportation-related issues were the generally considered the least important of the fourteen main planning issues presented in the 2006 Public Opinion Survey. Improving public transportation was one of three most important issues for only 10 percent of Beacon residents. The availability of parking around Main Street was one of three most important issues to 8 percent of the population, and improving traffic circulation was one of three most important issues for just 6 percent of residents. However, between 75 and 83 percent of all respondents ranked these issues as important to some degree.

In terms of new community services, sidewalks ranked 6th among the twelve types of community services listed in the survey, followed by frequent shuttle bus service between the train station and Main Street (8th), bike paths (10th), and improved parking facilities (11th). We note also that bike paths were a frequent response to a write-in question about what types of recreation facilities are needed.

When asked what three things people like best about living in Beacon, the third most popular response was the city's convenient access to the Metro-North rail system and to major regional highways.

The visioning workshops conducted by the Comprehensive Plan Committee and its consultants in June 2006 showed 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.

Existing and Projected Traffic Conditions

Key transportation features of the City, including the limited access highway (Interstate 84) to the north of the City, major roads (Route 9D and Route 52/Main Street), collector roads, and local roads are depicted on the Proposed Land Use Map.

Frederick P. Clark Associates, Inc. studied the traffic conditions existing currently and the potential traffic conditions that could arise in the event that areas where the densities are proposed to be changed are developed to the maximum extent. The areas studied included the Waterfront, Main Street and several different sections to the northeast and southeast of the Main Street Business District.

The study included detailed manual traffic volume surveys at several intersections during a typical weekday morning, weekday afternoon and Saturday midday time periods. These traffic volumes were expanded to reflect a 2027 design year with the anticipation of development and redevelopment over a 20-year period. The analysis determined the level of additional traffic for current and future zoning changes and evaluated the potential impact of these traffic conditions on several key intersections for each of the peak hours.

The analysis found that the key signalized intersections along Route 9D and Main Street are currently operating at acceptable Levels of Service during peak traffic hours.

Under current zoning, the analysis of anticipated build out over the next 20 years indicates that traffic delays can be expected to increase along Route 9D and Main Street; however, all but one of the intersections will continue to operate at acceptable levels. The intersection at Route 9D and Beekman/West Church Street will have significantly worse delays, especially during peak traffic volumes in the evening.

Under the proposed zoning, at a projected full build out in 20 years, the Waterfront/Train Station area and Main Street in the Downtown Business District would experience additional traffic and other sections of the City generally to the east of the Main Street Business District would experience less traffic than full build out under current zoning. Results of the analysis indicate that along Main Street, intersections will continue to operate at acceptable levels but will experience greater delays during peak periods. It is likely that the City and State will need to consider the removal of parking spaces near signalized intersections to incorporate left turn lanes and/or right turn lanes in order to improve traffic flow. These changes should be considered as other parking is provided in the general Business District. At the signalized intersections along Route 9D involving Beekman Street and Main Street, traffic signal timing will need to be modified to reduce delays. These modifications can be expected to provide acceptable Levels of Service at full build out of the City according to the proposed land uses.

Other more specific intersection/roadway improvements may be necessary in the future as the City develops in relation to the development of specific areas.

Levels of Service for signalized intersections are defined as follows:

| LEVEL OF SERVICE (signalized intersections) | CONTROL DELAY (seconds per vehicle) |
|--|--|
| A | ≤ 10.0 |
| B | 10.1 to 20.0 |
| C | 20.1 to 35.0 |
| D | 35.1 to 55.0 |
| E | 55.1 to 80.0 |
| F | more than 80.0 |

The following table summarizes the Levels of Service at key intersections at the present in 2007, and projected 2027, assuming all areas of the City are developed to the maximum extent allowed by zoning, with three variations: as developed according to current zoning, proposed zoning, and proposed zoning with traffic mitigation (which involves modifying the timing of signals at intersections).

| INTERSECTION | LEVEL OF SERVICE (morning peak/evening peak/weekend peak) | | | |
|---|--|---------------------------------|--------------------|-----------------------------|
| | CURRENT CONDITION | PROJECTED 2027 – FULL BUILD OUT | | |
| | | Current Zoning | Proposed Zoning | Proposed with Mitigation |
| Route 9D at Beekman Street (South) (unsignalized) | B/B/B or Better | B/B/C or Better | C/C/C or Better | -- |
| Route 9D at Main Street | A/A/A | A/B/B | A/B/B | A/B/B |
| Route 9D at Beekman and West Church | B/C/B | B/E/B | D/F/C | B/C/B |
| Main at South Avenue (unsignalized) | B/B/B or Better | B/B/B or Better | B/B/B or Better | -- |
| Main at Chestnut Street | A/A/B | A/A/B | A/A/B | -- |
| Main at Fishkill (Route 52) and Teller | B/B/A | B/B/B | B/B/B | -- |

For additional information regarding existing and projected traffic and parking needs, see the Traffic and Parking Study prepared by Frederick P. Clark Associates, Inc., which is a companion volume to the Comprehensive Plan.

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.

Recommendations

1. Monitor the level of service of intersections on Main Street and feeder streets.
2. Make improvements such as signal timing, 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. Where turning lanes are added, streets may need to be widened slightly to accommodate right-turn movements.
3. Modify the signal timing of the intersection at Route 9D and Beekman Street/West Church Street to improve traffic flow.
4. Develop long-term plans for improvement of Route 9D between Beekman Street and the intersection with Interstate 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.
5. Consider the installation of traffic calming features, such as raised crosswalks, on major roads and collector roads, including but not limited to Beekman Street and West Main Street.
6. Improve access and capacity to the Waterfront/Train Station area. This may be achieved through additional turning lanes, potential new roads, and improved public transportation.

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

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 (including Dia:Beacon).

Recommendations

1. 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
2. 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.
3. 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.
4. 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.
5. Satellite Commuter Parking. Advocate for the development and improvement of satellite commuter parking with bus service to the Beacon station. Improvements include facility location(s), physical site improvements, and improved incentives, such as tickets inclusive of bus and parking services at discounted rates.

- C. Parking. Monitor parking needs, utilize parking management strategies and expand parking supply as necessary.

Recommendations

1. Seek public parking easements on privately owned parking facilities as a method of ensuring adequate public parking supply.
2. 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.

See Chapter V, Commercial, Office, and Industrial Development, Objective K for additional recommendations.

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

1. 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 if feasible.
2. Consider developing bike lanes on the following roads:
 - Route 9D from Interstate 84 to South Avenue
 - South Avenue from Route 9D to Tioronda Bridge to Grandview Avenue to Route 9D
 - Beekman Street
 - Teller Avenue
 - Fishkill Avenue
 - Verplank Avenue

- E. Street Connectivity. Improve street connectivity of local roads and collector roads.

Transportation

1. 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.
2. Continue to provide local street connectivity as land in outlying areas is subdivided for residential development.

Environmental Impact Statement

Chapter IX

Transportation Chapter

Draft Generic Environmental Impact Statement for the Comprehensive Plan

Logic and Rationale for Policies

The purpose of this chapter is to improve the transportation system of the City as it continues to grow and develop.

Potential Adverse Environmental Impacts and Proposed Mitigation

The goals, objectives and recommendations on this chapter could have the adverse environmental impacts. Potential impacts are described below, according to relevant types of environmental impact:

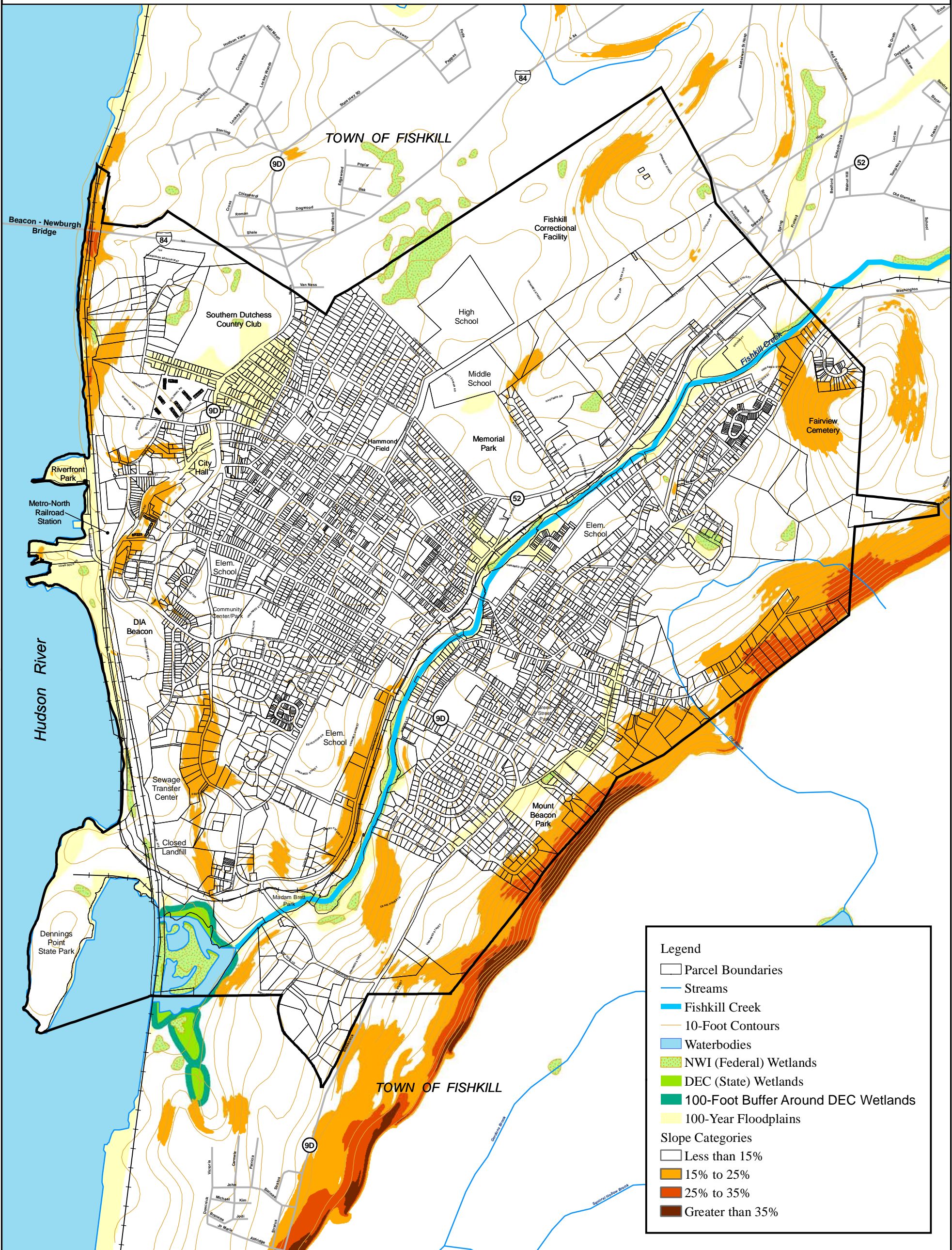
- **Land:** The plan calls for new collector roads which could involve the disturbance of significant amounts of land. Potential erosion, sedimentation and stormwater impacts will be mitigated by appropriate controls and designs.
- **Air/ Energy:** The proposed transportation improvements combined with the proposed land uses will encourage walking, bicycling, and the use of public transportation and will result in lower than average private automobile trips per dwelling unit, which will, in turn, result in lower than average energy consumption for travel per household and better future air quality throughout the region than the current land use and transportation system.
- **Plants and Animals:** The development of new collector roads could result in the removal of significant numbers of trees and the loss of forested habitat, which could have adverse impacts on local habitats. However, this Plan also calls for the development of an Open Space plan to protect ecologically important lands remaining within the City, and wildlife corridors to maintain connections between important habitat areas. These ecologically beneficial aspects of the Plan can be considered as mitigation for the aspects of the Plan that are designed to meet the transportation needs of the City.
- **Transportation:** The goals and objectives of this chapter will have only positive impacts on the community's transportation system. For more information on the potential impact of the proposed land use changes on the transportation system, please refer to the Land Use chapter.

Alternatives

For a general discussion of alternatives, please see the section entitled "Environmental Impact Statement" in the Introduction.

2/13/2008 10:09 AM

ENVIRONMENTAL FEATURES



Legend

- Parcel Boundaries
- Streams
- Fishkill Creek
- 10-Foot Contours
- Waterbodies
- NWI (Federal) Wetlands
- DEC (State) Wetlands
- 100-Foot Buffer Around DEC Wetlands
- 100-Year Floodplains
- Slope Categories
 - Less than 15%
 - 15% to 25%
 - 25% to 35%
 - Greater than 35%

COMPREHENSIVE PLAN City of Beacon

Dutchess County, New York

Data Sources: Dutchess County Office of Real Property Services,
Dutchess County Department of Planning & Development,
FPCA GIS, Dutchess County EMC

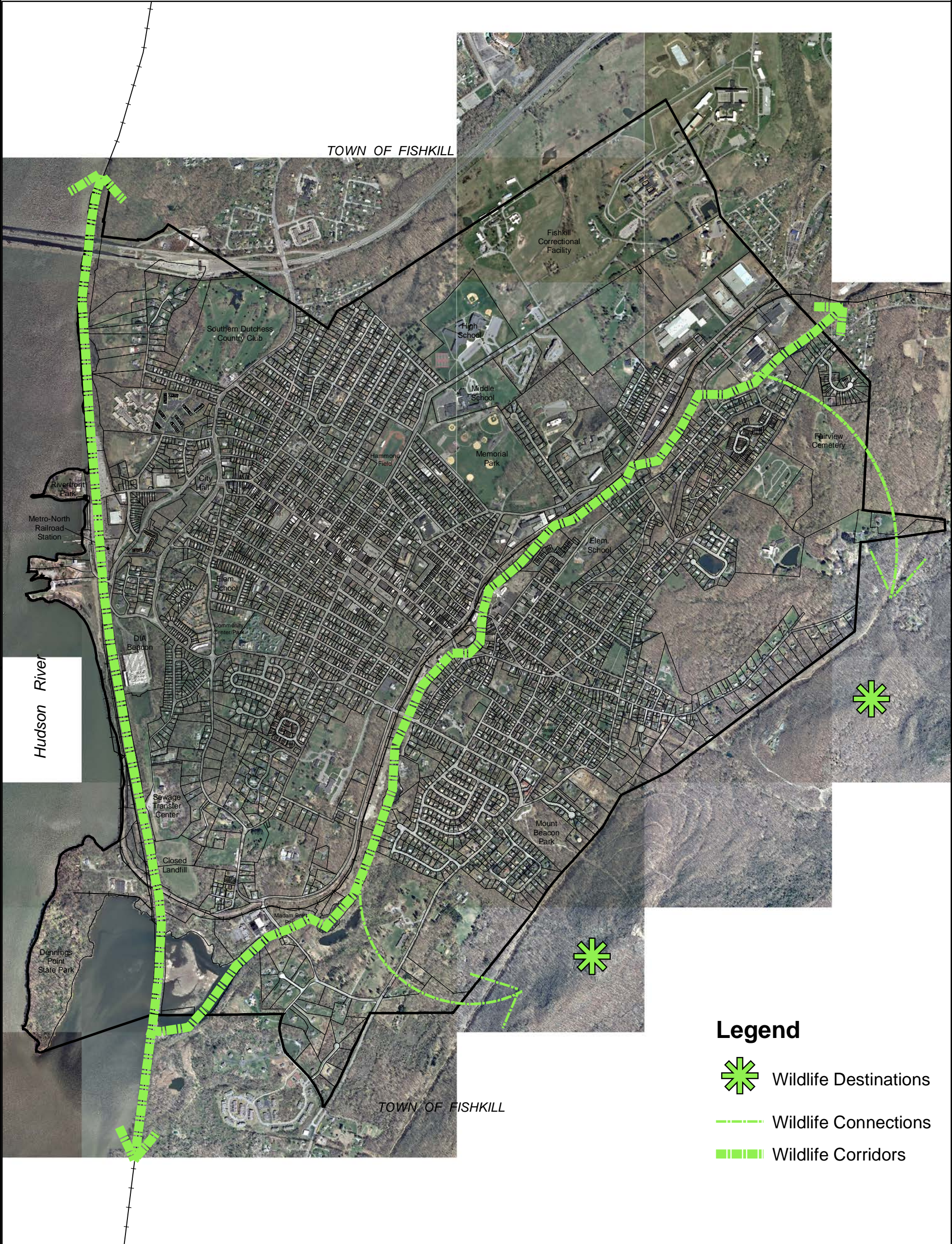
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation



November 2006

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WILDLIFE CORRIDORS



COMPREHENSIVE PLAN City of Beacon

Dutchess County, New York

Data Sources: Dutchess County Office of Real Property Services,
Dutchess County Department of Planning & Development, FPCA GIS, NYS GIS Clearinghouse
Note: Aerial Orthophotography is from 2004.

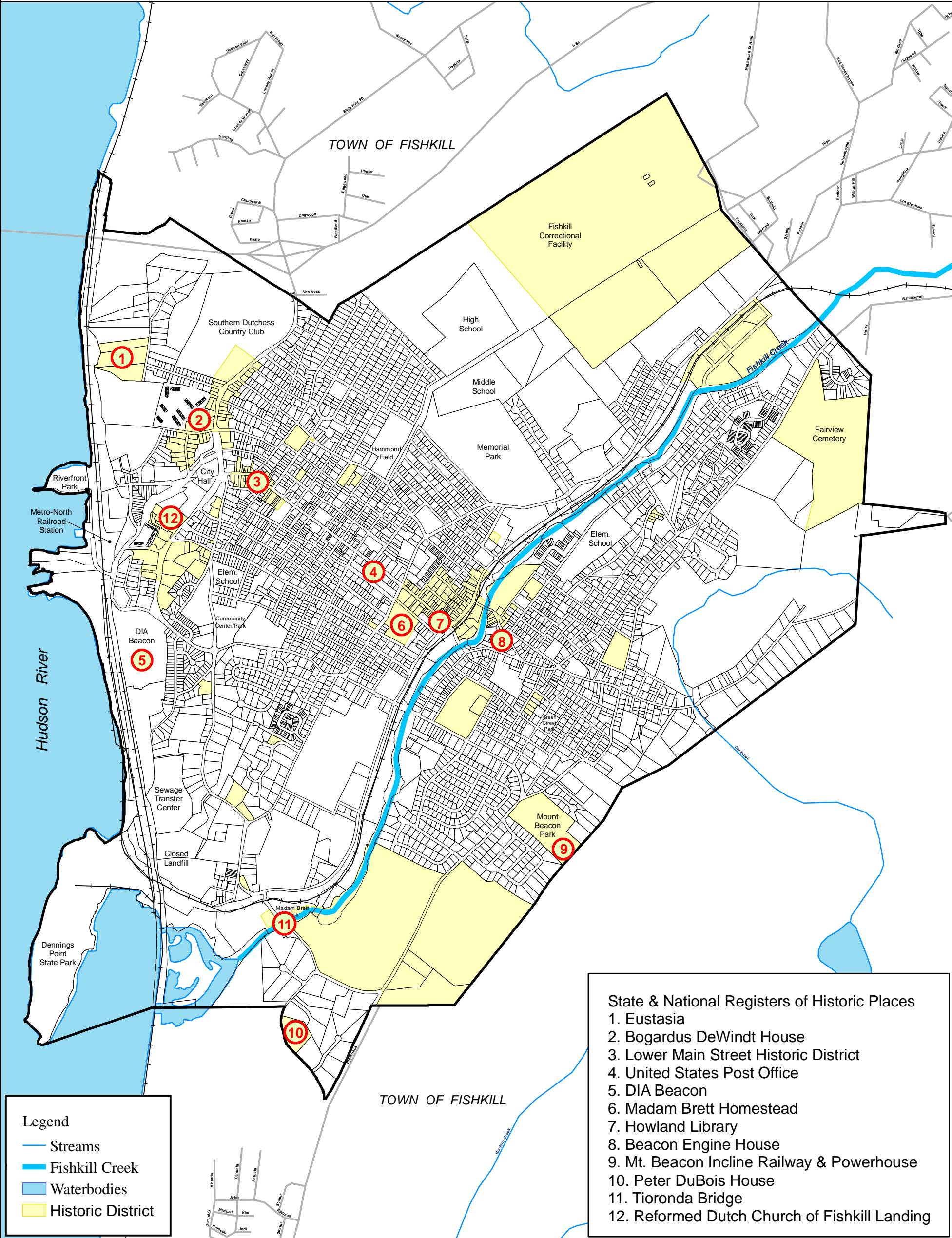
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HISTORIC RESOURCES



COMPREHENSIVE PLAN City of Beacon

Dutchess County, New York

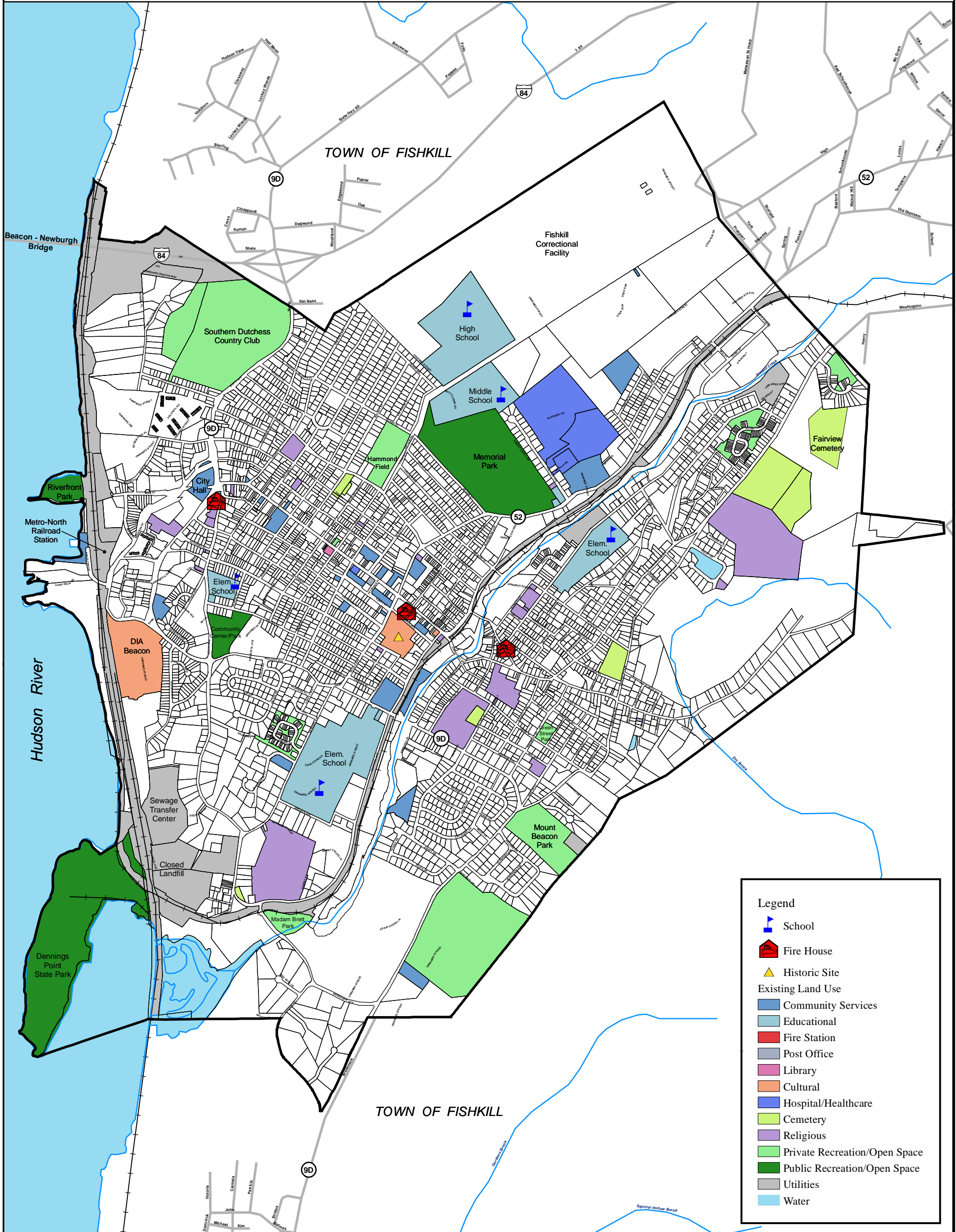
Data Sources: Dutchess County Office of Real Property Services,
Dutchess County Department of Planning & Development,
FPCA GIS, Dutchess County EMC

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Planning/Development/Environment/Transportation



November 14, 2006

COMMUNITY FACILITIES



COMPREHENSIVE PLAN City of Beacon

Dutchess County, New York

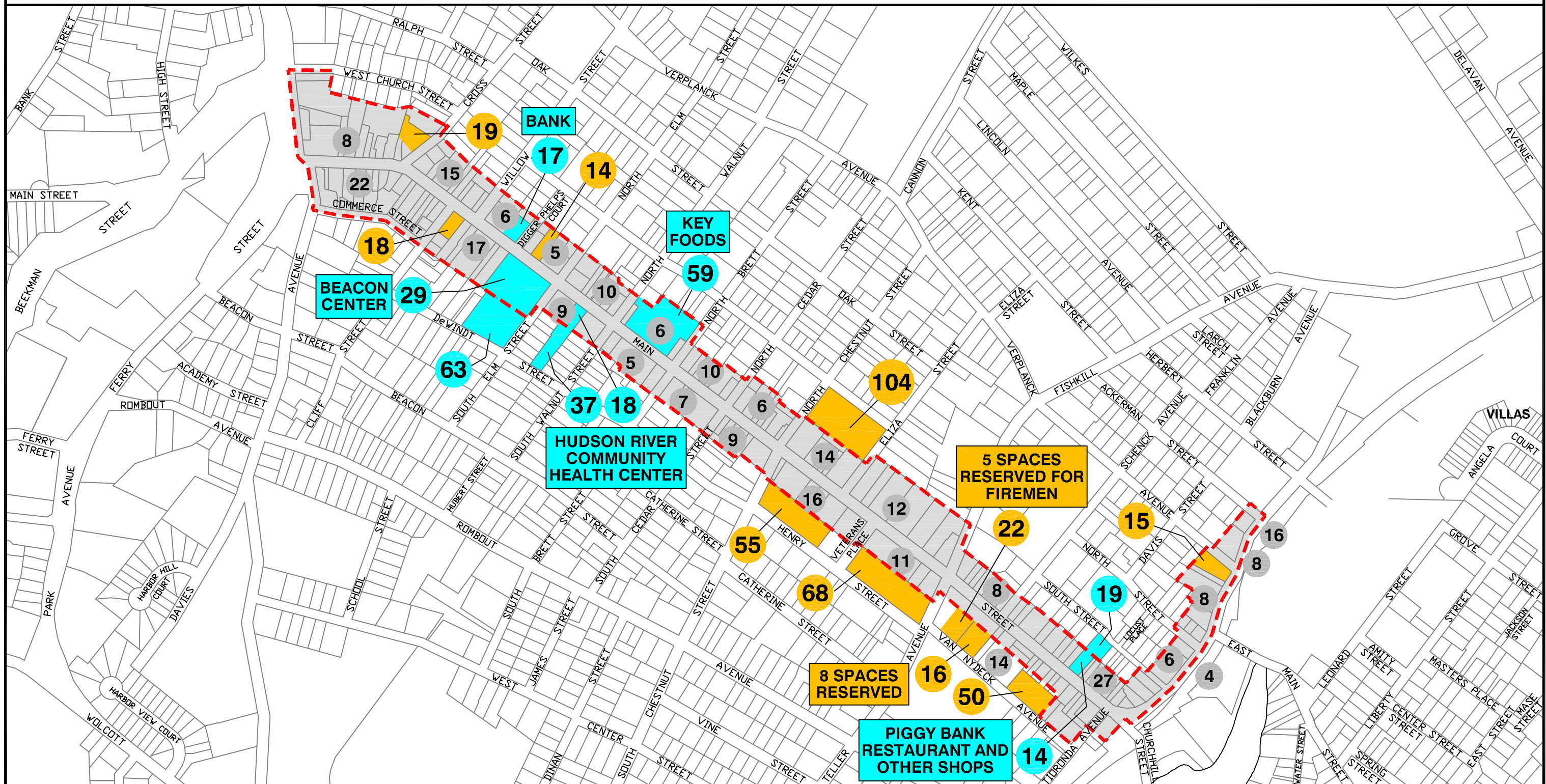
Data Sources: Dutchess County Office of Real Property Services,
Dutchess County Department of Planning & Development, FPCA
GIS

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November 2006

PARKING FACILITIES PLAN



COMPREHENSIVE PLAN
City of Beacon
Dutchess County, New York

Data Source: Dutchess County Office of Real Property Services,
Dutchess County Department of Planning & Development,
FPCA GIS, NYS GIS Clearinghouse
Note: Main Street parking survey conducted
Monday, February 27, 2006 from 9:00 A.M. to 3:00 P.M.
Aerial Orthophotography is from 2000.

LEGEND

- 256** PRIVATE/PATRON PARKING
- 381** MUNICIPAL PARKING
- 271** ON-STREET PARKING
- 900** TOTAL PARKING SPACES

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Planning/Development/Environment/Transportation

Not to Scale



November 15, 2006

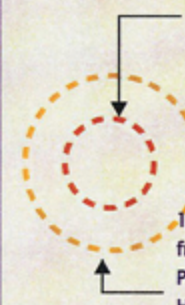
APPENDIX

The following plans and drawings represent possible outcomes of some of the objectives and recommendations of this Plan, and are provided for illustration only. The City may encourage or approve actual plans and development that are different from these illustrations.

Centers and Greenspaces Plan

City of Beacon

Legend

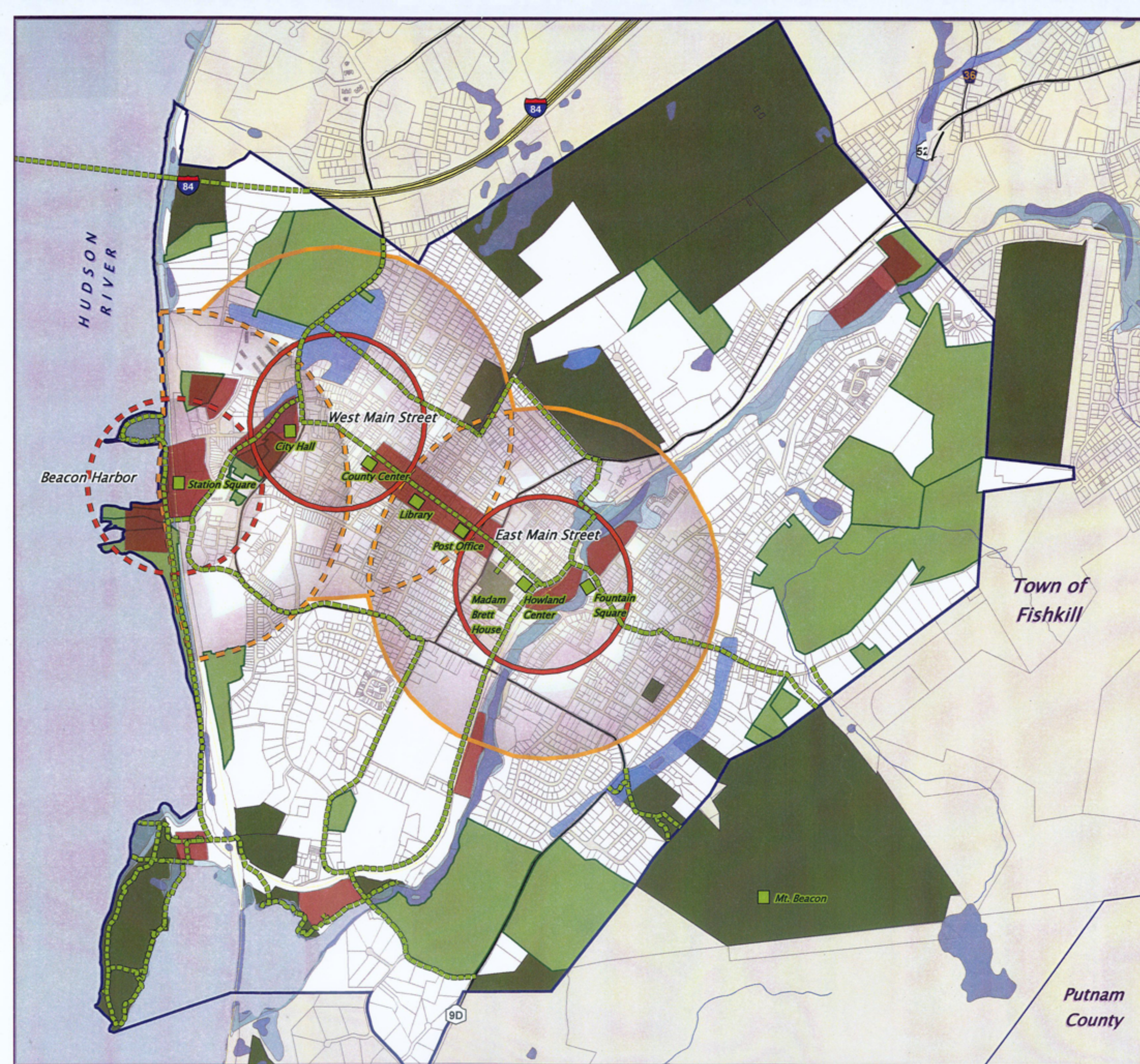


- Neighborhood Center
1/4 - 1/2 Mile Radii
- Emerging Center
- Easement-Protected and Public Lands
- Major Greenspace Parcels
- Parcel Lines
- Municipalities
- Water/Wetlands/
Floodplains
- Trails
- Main Public Places
- Prime Redevelopment Opportunities

Dutchess County Department of Planning & Development
27 High Street
Poughkeepsie, NY 12601
845.486.3600

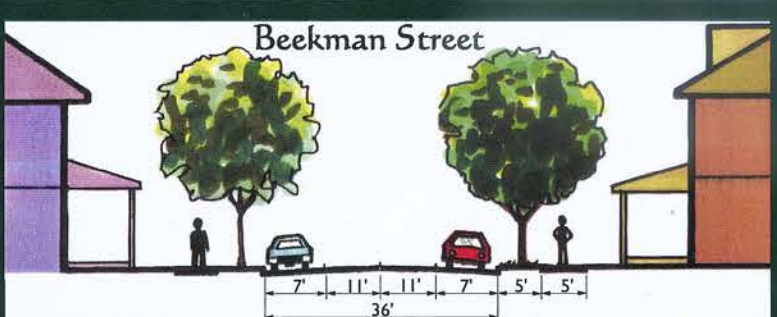
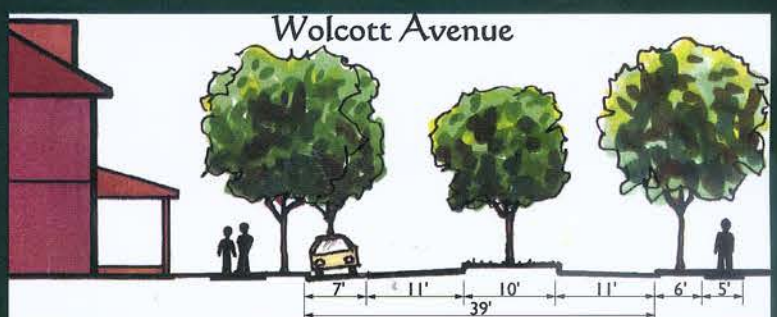


Scale: 1" = 1500 Feet





Landmark Building at Key Corner
 Beacon Information Center
 Tower at Top of Beekman Street
 Park with River View over Parking Deck
 City Hall
 Direct Path through Park to Main Street
 Corner Store



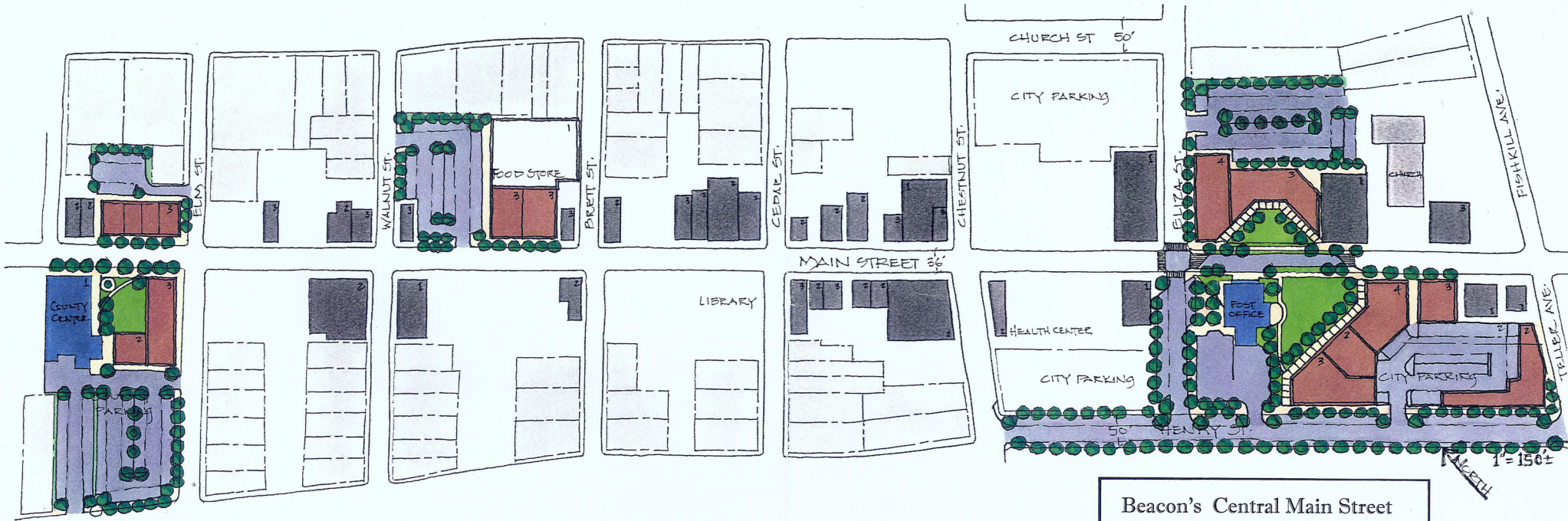
Connecting Beacon's Main Street with the Hudson River and Railroad Station

No accuracy or completeness guarantee is implied or intended.
 All information on this map is subject to such variations and corrections
 as might result from a complete title search and/or accurate field survey.

Data Sources:
 10-foot Contours - USGS
 Parcel Lines and Road Centerlines - Dutchess County
 Real Property Tax Service, September 2006
 Digital Orthophotography Acquired 2004

Legend:
 — Parcel Boundaries
 — 10-foot Contours

North
 Scale: 1" = 200'
 Prepared by
 Dutchess County Department
 Planning and Development
 March 6, 2007



Beacon's Central Main Street Illustrative Sketch Plan

- Historically Compatible Buildings
- Adjacent Residential Properties
- Existing Public Buildings
- Potential Infill Structures
- Potential Greenspaces



