

## **Project Narrative**

### **16 West Main Street**

#### **Summary**

16 West Main Street is a 1.5-acre lot currently occupied by a one-story brick building and a parking lot. The proposal is to demolish the existing building and construct a 4 story multi-family residential building at the corner of West Main Street and Bank Street, with frontage on both streets. The 4<sup>th</sup> floor is stepped back 15 feet at both streets as required by Linkage District regulations. There is a porte cochere entrance between the two wings of the building leading to the elevator lobby entrance and the parking lot with space for 49 cars.

There is a landscaped recreation area for the tenants adjacent to the building, and a separate parcel, not currently proposed for development, which is part of the property in the R1-7.5 zoning district. We are looking at the feasibility of providing additional parking on the currently undeveloped parcel. The City's Zoning Enforcement Officer determined that parking is permitted with a Special Use Permit from the City Council.

#### **Proposed Use**

The proposed building contains a total of 62 one- and two-bedroom apartments, as well as common space, a fitness room, and bicycle storage rooms. The apartments on the 4<sup>th</sup> floor have private roof decks. There will be 6 Below Market Rate (BMR) units in the building. The BMR units will be distributed throughout the building with a mix of unit types representative of the market rate apartments. The BMR units will not be segregated to a specific section of the building, and the apartments will not be distinguishable from the market rate units.

#### **Linkage District**

The Linkage District was established to increase the vitality, attractiveness and marketability of the part of the City of Beacon lying between Main Street and the Metro North Train Station by providing more residential development along with flexibility of land use, while enhancing urban form as recommended in the City of Beacon Comprehensive Plan adopted on December 17, 2007.

The Linkage District is further intended to encourage residential development to help support Main Street businesses and to create a vibrant, economically successful, walkable, and environmentally sustainable connection between Beacon's Central Business District and the train station and riverfront.

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## ARCHITECT

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The general regulation for parking quantity specifies one parking space per residential unit. Parking requirements in the Linkage District also recognize that the close proximity to the Train Station may reduce the need for parking for properties within the district. The following summary of the parking requirements specifically gives the Planning Board the authority to waive parking requirements under certain conditions:

The quantity of required on-site parking may be modified by the Planning Board, in its discretion, based upon information submitted by the applicant or otherwise made available to the Planning Board in the public record, demonstrating one or more of the following:

- A. That the projected operational characteristics of the proposed use and/or its proximity within walking distance of the train station and other services justify a reduction in the required amount of parking.  
*Applicable to this project*
- B. That adequate shared parking, contractually obligated for the duration of the proposed use, is available within 500 feet of the site and in the L District.  
*Not applicable to this project*
- C. That the applicant has provided sufficient bicycle parking to reduce anticipated vehicular travel demand, as supported by a professional parking study.  
*Applicable to this project*
- D. That there is sufficient public parking available within 800 feet of the site and in the L District to meet foreseeable parking needs of the proposed use and surrounding uses for the duration of the proposed use.  
*Not applicable to this project. However, there is street parking in the immediate vicinity of the property as well as parking at the Metro North Train Station*
- E. That the applicant will voluntarily dedicate land for public parking on site or will acquire land by purchase or long-term lease (for the duration of the proposed use) within 800 feet of the site and in the L District and voluntarily dedicate such land to the City for public parking.  
*Not applicable to this project*
- F. That a professional parking study of the proposed use and the surrounding area demonstrates that a different amount of parking would be appropriate for the use in its particular location and/or that existing and/or proposed off-site parking is sufficient.  
*Applicable to this project. A traffic study will include information about parking.*

### **Proximity to Train Station**

The Project emphasizes interconnectivity with the train station. The property is a 5 minute walk to the Beacon Metro-North train station. It's anticipated that this project will be very attractive to commuters who would be able to walk to and from the train station.

Because of the proximity to the station, along with bicycle parking and storage, the Applicant believes that it is appropriate that the Planning Board modify the parking requirements to allow the reduced number of parking spaces required for this project.

### **LWRP & Comprehensive Plan**

16 West Main Street is within the Harbor Management Area Boundary. More specifically, it is in the Beacon Harbor Area portion of the overall Boundary. The LWRP notes that Beacon has historically had a close relationship with the Hudson River which has weakened as water dependent uses have ceased or slowed. The LWRP mentions the opportunities presented by careful development in the Harbor Management Area. Although there are no specific viewsheds impacted by the project, the Applicant believes that the project reinforces applicable policies of the LWRP.

The comprehensive plan calls for increased residential density, specifically in certain zones including the Linkage District. The density is intended to support local businesses.

### **Design**

The Project has been designed to provide a uniform streetscape along both West Main Street and Bank Street. The brick and siding materials were selected to complement existing buildings in the area and reinforce the industrial history of the areas surrounding the site, as well as recalling the historic buildings on Main Street. The development has been designed to maximize compatibility and appropriate transition between the various existing and proposed housing and other uses in the area. The windows are larger than typical residential scale, which also recalls the industrial scale of the surrounding areas. Balconies add visual interest and texture to the facades and provide individual outdoor space for tenants in addition to the landscaped recreation area along Bank Street.

### **Site Engineering**

The Site/Civil Engineer will review grading and drainage, landscaping, site lighting, parking, and fire truck and garbage truck maneuvering. Utilities will be tied into existing City of Beacon lines.