

FIGURE 10-1: WATERFRONT AREA-OWNERSHIP

PLANNING HISTORY

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

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

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

WATERFRONT/TRAIN STATION PLANNING: ISSUES AND OPPORTUNITIES

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

Station Area Development

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

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

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

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

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

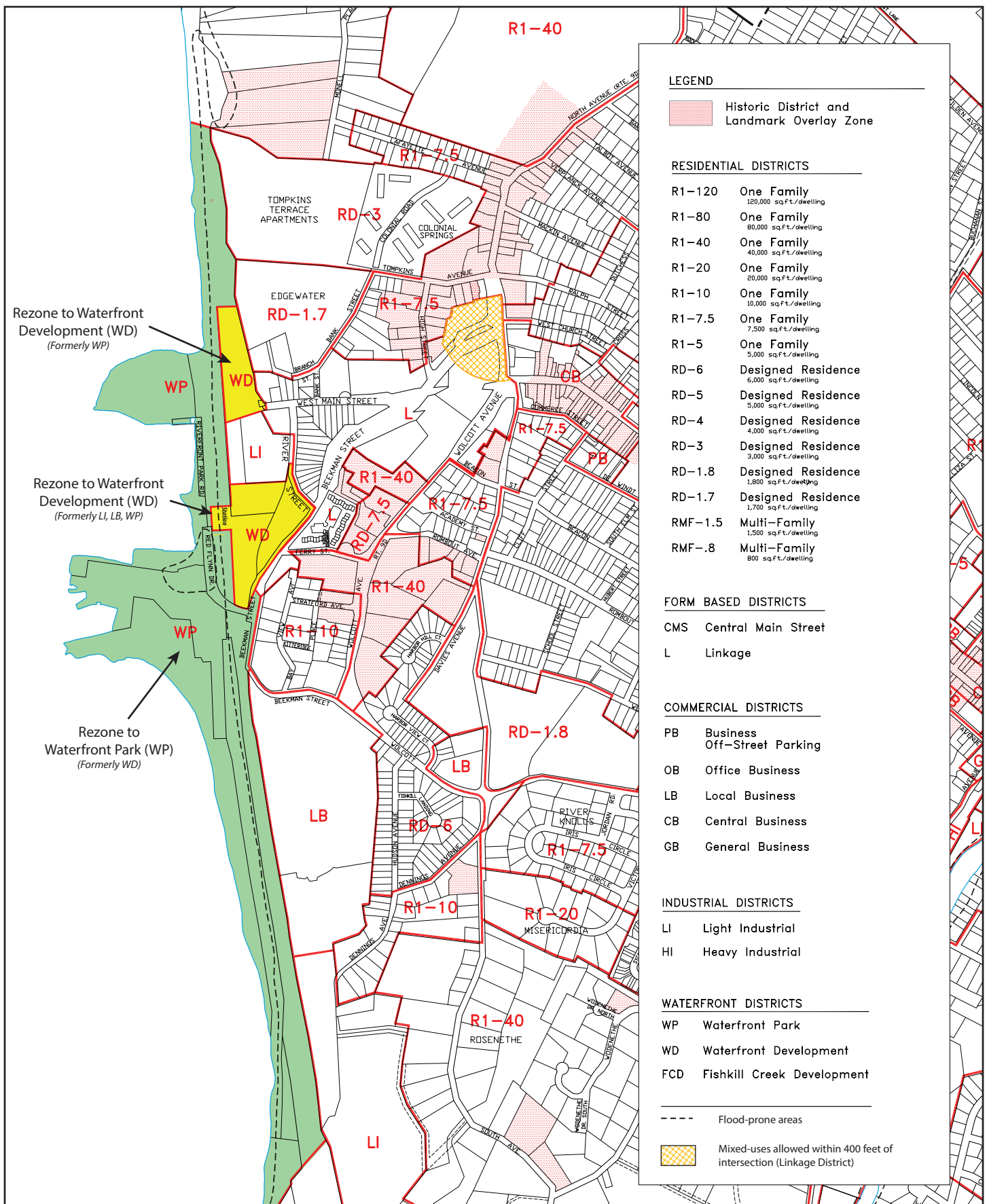


FIGURE 10-2: WATERFRONT AREA-ZONING

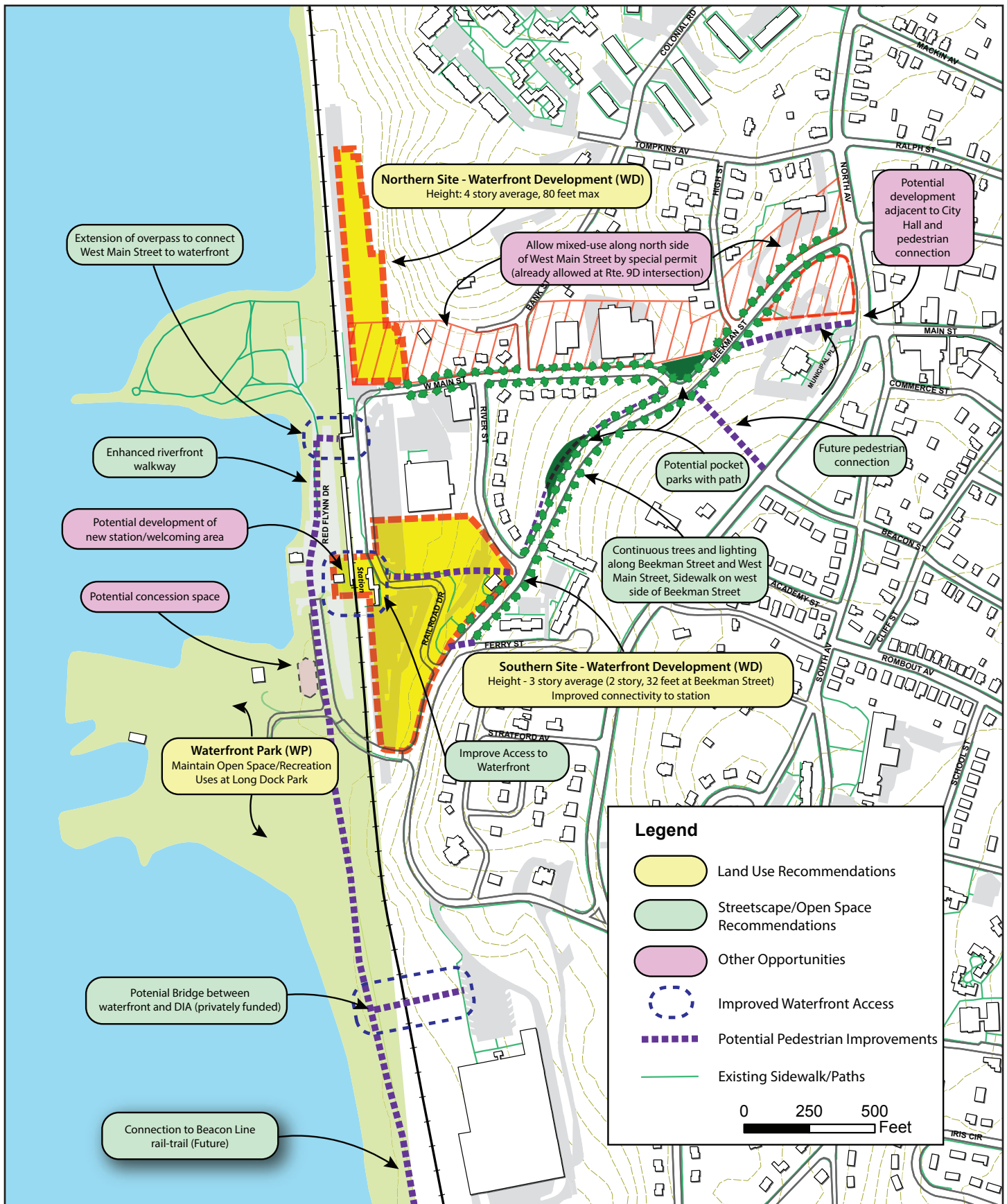


FIGURE 10-3: WATERFRONT AREA: STREETScape RECOMMENDATIONS

Waterfront Development

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

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



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

Impact on Main Street

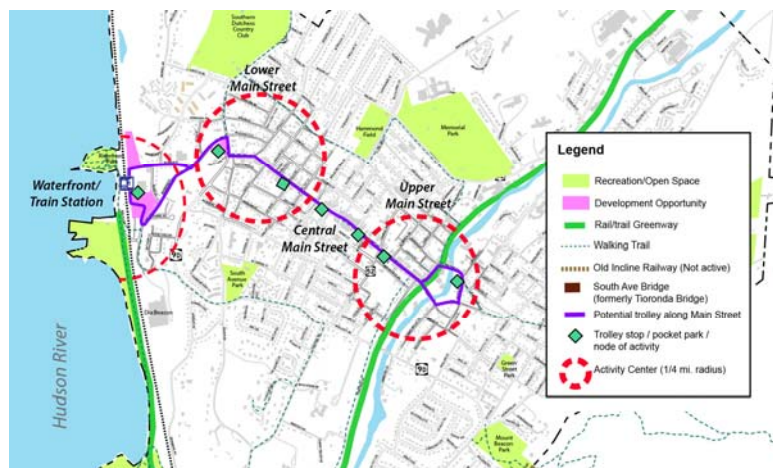
Some early plans for the station area site included a substantial amount of ground-floor commercial space. Many residents felt that this would compete with, rather than complement, Main Street. Since the 2007 Comprehensive Plan, Main Street has experienced substantial growth, partially due to the addition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

Pedestrian, Bicycle and Trolley Connectivity

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

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

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



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

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

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

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

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

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

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

Waterfront Jurisdiction

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



Municipal Jurisdictions along Hudson River

10.2. Guidelines for Train Station Development

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

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

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

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

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

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

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

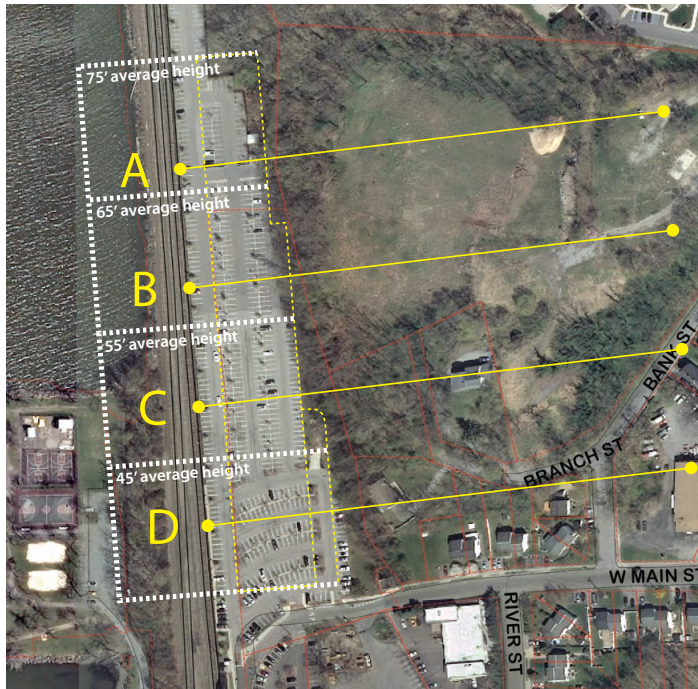
Waterfront Development – South Site (See Figure 10-5)

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

Waterfront Development North (Metro North Parking Area)



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



Profile Section Cuts & Building Height Areas

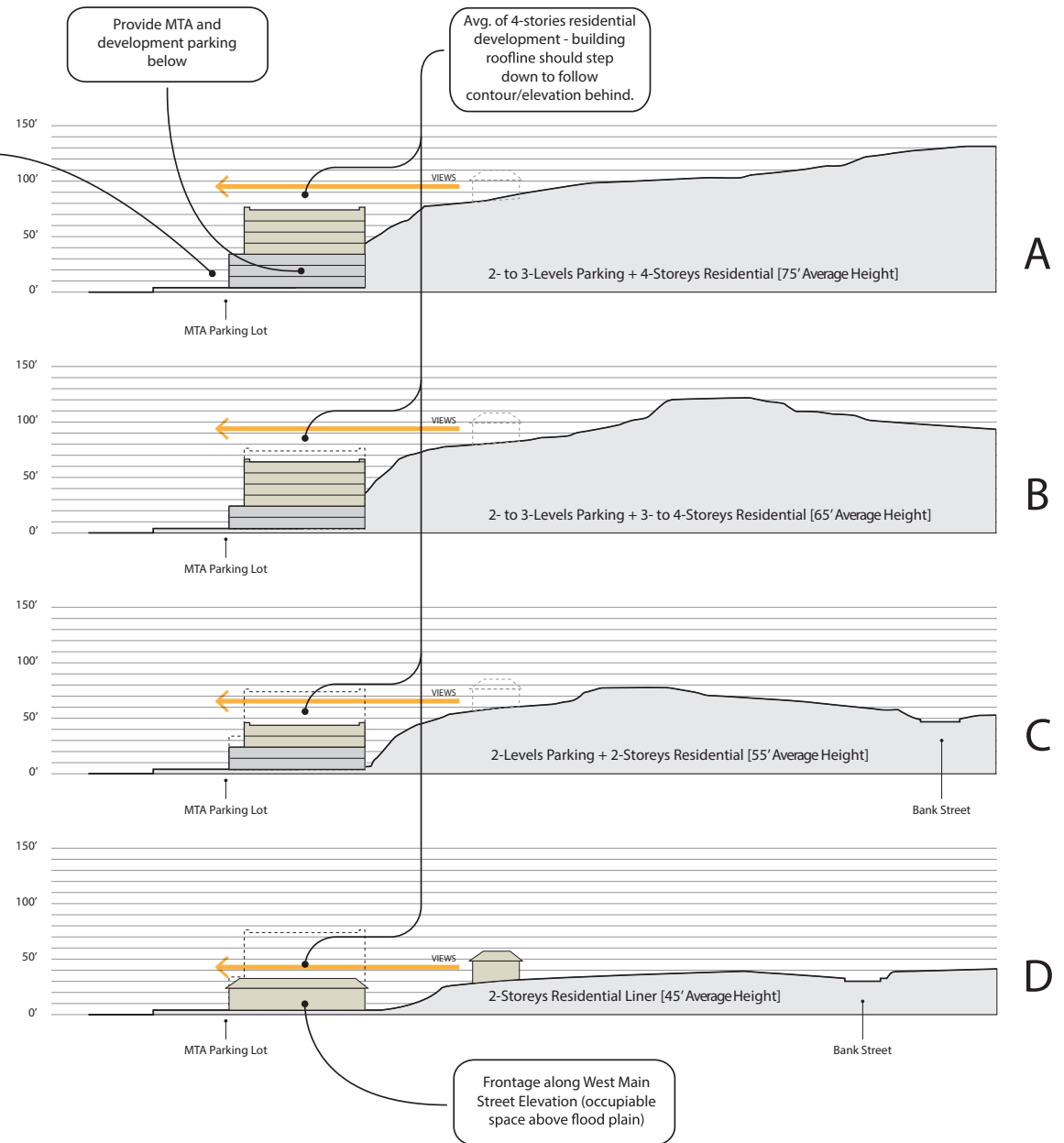


FIGURE 10-4: WATERFRONT/STATION AREA DEVELOPMENT PROFILE (NORTH SITE)

Light Industrial Area

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

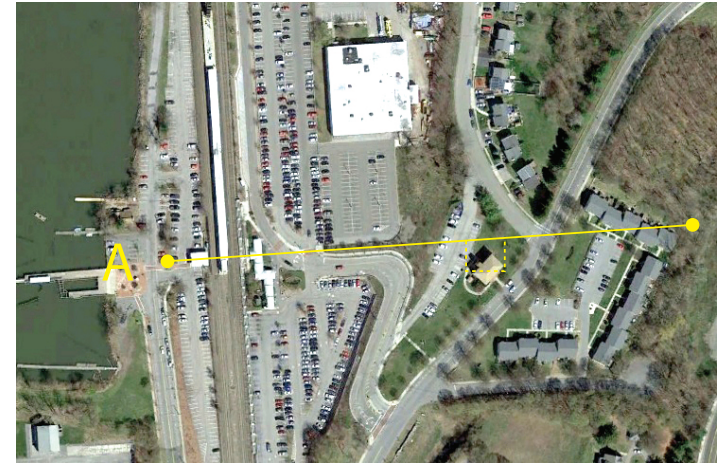
For the area between the two WD sites, it is recommended that the City either (1) retain the existing LI district or (2) rezone the area to LB. Both districts allow office uses which are important to the tax base of the City and provide an important source of employment for residents. The two zones also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

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

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

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

Waterfront Development South (Metro North Parking Area)



Profile Section Cuts

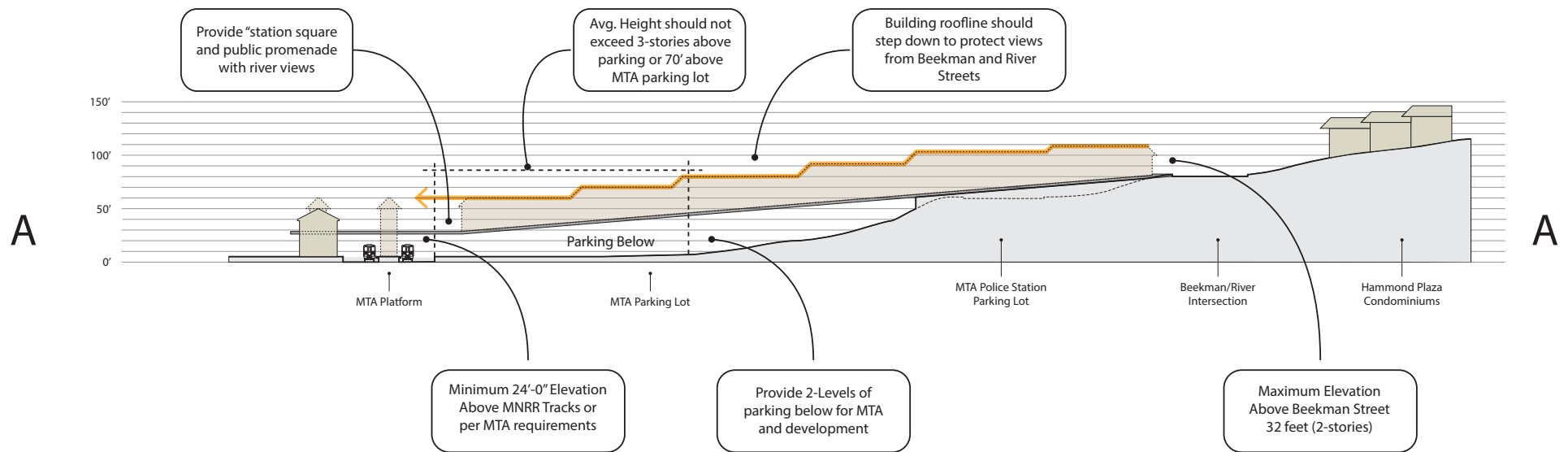


FIGURE 10-5: WATERFRONT/STATION AREA DEVELOPMENT PROFILE (SOUTH SITE)

Streetscape and Architectural Design Principles

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

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

Transportation

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

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

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

Section 11: Future Land Use Plan

11.1. Future Land Use Plan

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

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

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

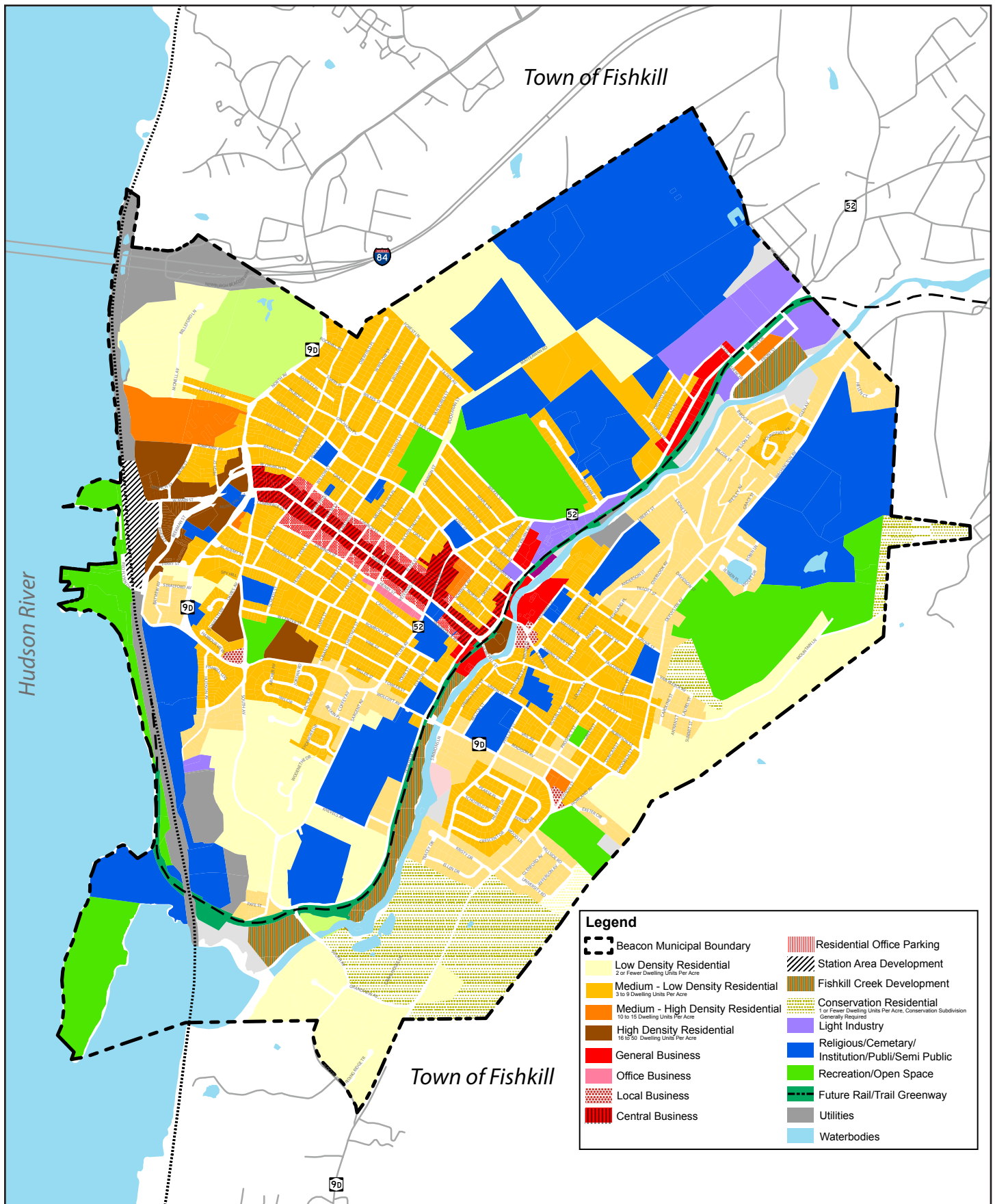


FIGURE 11-1: FUTURE LAND USE MAP

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

Conservation Residential

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

Recommendation

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

Residential – Low Density

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

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

Recommendation

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

Residential – Medium-Low Density

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

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

Recommendation

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

Residential – Medium-High Density

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

Recommendation

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

Residential – High Density

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

Recommendation

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

Station Area Development

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

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

Recommendation

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

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

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

Fishkill Creek Development

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

Recommendation

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

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

Office Business

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

Recommendation

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

Local Business

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

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

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

Recommendation

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

Central Business

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

Recommendation

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

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

Gas stations are no longer a permitted use within the CB and CMS Districts. Gas stations should be encouraged to relocate to other locations outside of the Main Street area. Pre-existing non-

conforming gas stations seeking building permits or other such approvals should be required to comply with architectural and design standards established specifically for gas stations.

Residential/Office/Parking

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

Recommendation

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

General Business

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

Recommendation

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

Light Industry

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

Recommendations

The Plan proposes to revise the regulation of industrial areas so that all active industrial sites will be within a Light Industrial Zoning District tailored to fit the operational criteria of these existing businesses. It is recommended that the light industrial zone adjacent to the train station allow uses that are not discordant with the adjacent land uses proposed for the station area (WD District). This area should not allow auto body shops, repair shops, or adult uses. Alternatively,

the City may consider rezoning the station area LI zone to LB, with the provision that retail be limited to accessory uses within 1,000 feet of the station platform so that stores and shops do not compete with other retail areas including Main Street.

The Heavy Industrial Zoning District should be eliminated.

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

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

Institution

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

Recommendation

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

Utilities

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

Recommendation

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

Recreation/Open Space

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

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

Recommendation

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

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

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

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

Stream/Wetland Preservation

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

Section 12: Zoning and Implementation Plan

12.1. Zoning Recommendations

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

Description of Proposed Zoning Recommendations

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

Table 12-1: Proposed Zoning Changes

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

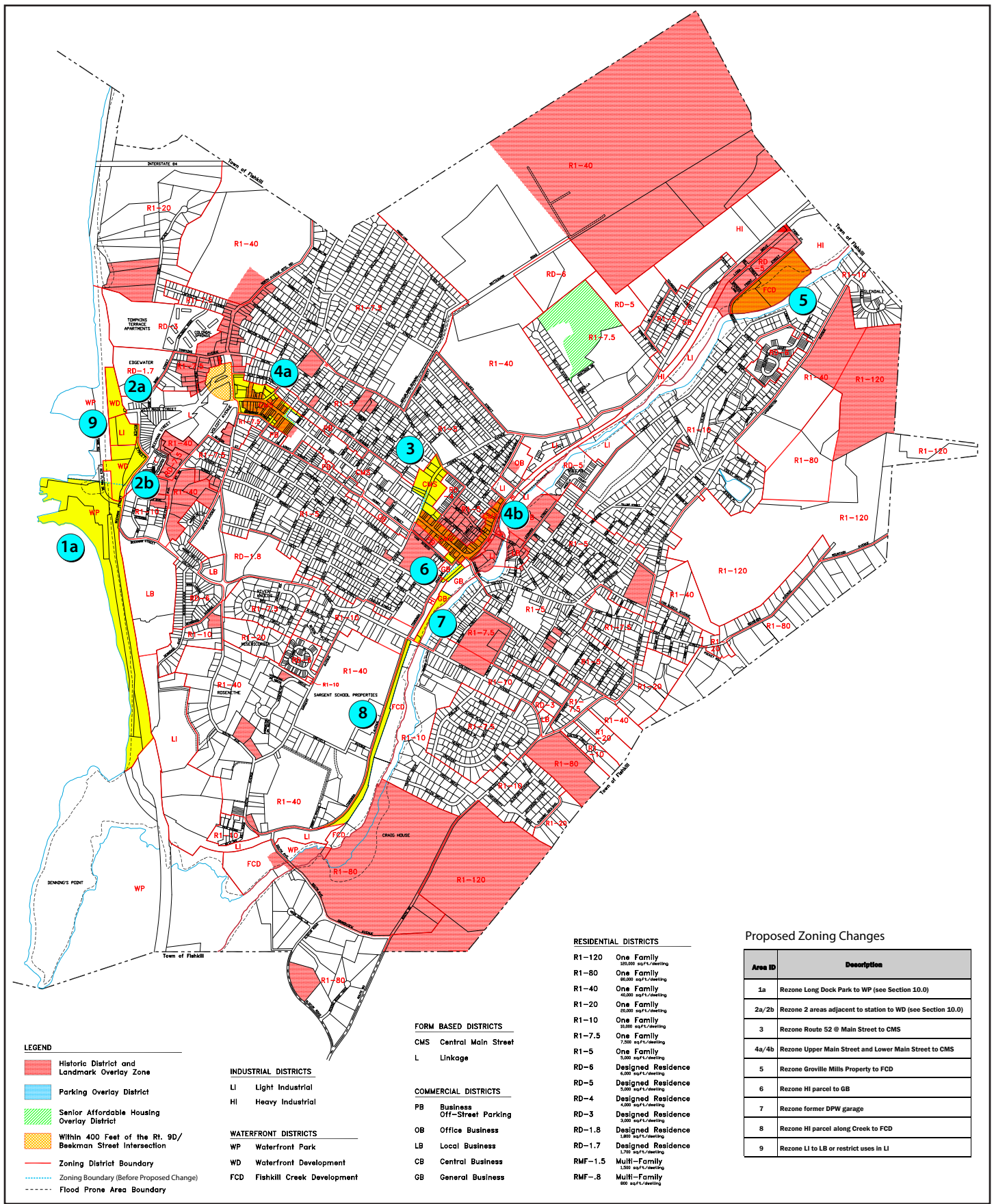


FIGURE 12-1: PROPOSED ZONING CHANGES

Architectural Standards

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

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

Next Steps

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

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

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

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

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

Appendix: Public Workshop Summaries

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