



COURTROOM
1 MUNICIPAL PLAZA
BEACON, NY 12508
AND LIVE VIA ZOOM

Mayor Lee Kyriacou
Councilmember Amber Grant, At Large
Councilmember Paloma Wake, At Large
Councilmember Lastar Gorton, Ward 1
Councilmember Zack Smith, Ward 2
Councilmember Sergei Krasikov, Ward 3
Councilmember Carolyn Glauda, Ward 4
City Administrator Ben Swanson

**September 21, 2026
7:00 PM
City Council Agenda**

Call to Order

Pledge of Allegiance

Roll Call

Public Comment

Community Segment

[Police Department Presentation Concerning Flock Automatic License Plate Readers](#)

Public Hearings

[Public Hearing for a Proposed Local Law Concerning Mid-Year Salary Increases for Appointed Employees and Officers \(to be adjourned to 10/5/2026\)](#)

[Public Hearing for a Proposed Local Law Concerning Penalties for Violations of the City's Zoning, Fire Prevention, and Building Codes \(to be adjourned to 10/5/2026\)](#)

Reports: Mayor, City Council, and City Administrator

Workshop

[Appointment of Tweeps Phillips Woods to the Position of Deputy City Administrator](#)

[Extension Agreement with Royal Carting Service Co. for Waste Collection Services](#)

[Proposed Local Law Concerning the Fishkill Development District and Hotels](#)

[Discussion of the Fishkill Avenue District/Eastern Gateway District](#)

[Discussion of Potential Amendments to Short-Term Rentals](#)

[Proposed Local Law Concerning Parking, Standing, and Stopping](#)

Local Laws and Resolutions

1. [Resolution No. 75 - Appointment of Tweeps Phillips Woods to the Position of Deputy City Administrator](#)

2. [Resolution No. 76 - Authorizing the City Administrator to Execute an Extension Agreement with Royal Carting Service Co. for Waste Collection Services](#)
3. [Resolution No. 77- Setting a Public Hearing for a Proposed Local Law Concerning the East Gateway District](#)
4. [Resolution No. 78 - Setting a Public Hearing for a Proposed Local Law Concerning Short-Term Rentals](#)

Approval of Minutes

1. [September 8, 2026 Minutes](#)

Public Comment - Second Opportunity

Announcement of Next Meeting: October 5, 2026 at 7:00 p.m.

Adjournment

City of Beacon City Council Agenda
09/21/2026

Title:

Police Department Presentation Concerning Flock Automatic License Plate Readers

ATTACHMENTS

[City of Beacon Police Department Flock FAQ's](#)



CHIEF OF POLICE
THOMAS FIGLIA

CITY OF BEACON POLICE DEPARTMENT

1 MUNICIPAL PLAZA, SUITE 3
BEACON, NY 12508
(845)831-4111
FAX: (845)838-5092



NEW YORK STATE
ACCREDITED AGENCY

Recently, it has come to the Police Department's attention that there are concerns from some in the community about the use of Flock Safety Automatic License Plate Readers ("ALPRs") throughout the City and in surrounding communities. The concerns raised have ranged from reasonable discussions about the appropriate balance between privacy rights and security in society, to false claims such as those stating that these devices have never been used to solve a violent crime. It is the goal of the City of Beacon Police Department to be transparent with the public about our operations to the maximum extent possible, without compromising our ability to safely and effectively carry out our public safety duties. As part of that commitment to transparency, we have prepared this explanation of how we do, and do not, utilize these devices, as well as how the data created by their usage is maintained.

What is "FLOCK"?

The City of Beacon has a contract with Flock Safety to provide automatic license plate readers (ALPRs) in various locations in the City. These license plate readers capture still images (not video) of vehicles and their license plates as they pass the cameras on public streets. Two things then happen. First, if the license plate is on a hot list as a stolen vehicle or belonging to a wanted person, Flock will generate an alert which then has to be independently confirmed by running the plate in the New York DMV/National Criminal Information Center database "EJustice" (which is used every day on every traffic stop by virtually every New York police agency) to confirm the accuracy of the "hit" before any police action is taken to stop the vehicle. Second, Flock creates a 30-day database of vehicles that passed the ALPR, which can be searched a number of ways such as by plate number, partial plate number, vehicle description, notable vehicle features or a combination of those fields. It cannot be searched by drivers or driver descriptions, such as gender or race. It does not have facial recognition capabilities.

Why is Flock better than regular video cameras?

It is not necessarily "better" than regular video cameras but the ability to access a database that allows searching for combinations of partial information is critical in criminal investigations. Victims and witnesses often remember partial details of vehicles involved in crime and rarely remember accurate or full license plate numbers. These ALPRs provide vital

data which gives us the ability to quickly turn partial recollections into real evidence and usable information about a suspect's vehicle.

What does the Beacon Police Department use Flock cameras for?

Our Department uses Flock data for official law enforcement investigations only. Use of any police department database for unofficial or unauthorized purposes is strictly prohibited by Department policy. The Department shares and, in turn, receives access to hotlists and 30-day data from other cooperating police agencies. The data resulting from the operation of these ALPRs belongs to us and is not sold by the Beacon Police Department or by Flock, who is prevented from doing so by our contract with the company.

What does the Beacon Police Department *not* use Flock for?

The Beacon Police Department does not use Flock data for immigration enforcement and does not have access to data from, nor share its data with, Immigration and Customs Enforcement ("ICE"). The Beacon Police Department does not sell Flock data, nor is Flock permitted to sell data collected by Beacon's ALPRs. We do not have access to search any data that is more than 30-days old, which is automatically deleted. The only way for our Department to retain any older data is to download specific data prior to the 30-day deletion, which must be done as part of a specific investigation. As a practical matter, given the volume of vehicular traffic passing each camera daily, there is too much data to be able to download it all and circumvent the 30-day retention. Even if the Department requests longer retention, Flock will not retain any data from our cameras for longer than 30-days. Flock is not used to track any individual's movements, nor is it used to track individual vehicles unless that vehicle is related to a criminal investigation or if there is reasonable cause to believe that individual is a danger to themselves or others and such information is needed to confirm the individual's location at the time of a crime or apprehend them.

What happens to the Data?

As noted, the Beacon Police Department owns our data generated by the operation of these cameras. It is automatically erased after 30 days unless individually downloaded by the Department as related to a specific law enforcement investigation.

What are some specific examples of Beacon Police Department's use of Flock cameras?

Prior to Flock ALPRs being installed in Beacon, our detectives worked with Westchester County authorities to access data from their Flock ALPRs. The evidence gathered was crucial in proving a case where, on March 11, 2022, a taxi driver drove a woman back from NYC and sexually assaulted her inside her home in Beacon.

On June 2, 2023, after responding to a call that young men were seen displaying a handgun in a vehicle in Tompkin's Terrace, officers used a vehicle description and Flock ALPR data to determine that the vehicle had recently left the City on Rt. 9D. The vehicle was quickly located, an illegal handgun was recovered, and suspects were arrested.

On August 29, 2024, the Beacon Police Department received a hotlist hit for a vehicle entering the city. The driver was wanted in New Jersey for a serious domestic violence assault. The vehicle and the driver were located and he was arrested and turned over to authorities in New Jersey.

On September 21, 2024, a suspect spray-painted large graffiti on the side of two buildings on Main St. Video footage showed the suspect entering a getaway vehicle but did not reveal the vehicle's license plate. Flock ALPR data showed the same vehicle leaving the city and through that the getaway driver and the primary suspect were able to be identified and arrested.

On the same day, Flock ALPRs were used to identify the details of a vehicle that was operated by suspect who was using forged cash at a business on Main St. The vehicle was located by patrol and the suspect arrested.

On December 12, 2024, the Department received a hotlist hit for a stolen vehicle entering the city. Members then began checking for the vehicle and located it in the parking lot of Loft's on Leonard St. After a short foot pursuit, the driver of the stolen vehicle was arrested and the vehicle was recovered for the owner.

On February 17, 2025, after a victim was stabbed on Main St., officers used his description of the suspect's vehicle and Flock ALPR data to find that vehicle's license plate number, which led to the suspect's address and to his quick arrest for the crime.

On March 25, 2025, Flock ALPR data was used to determine that a murder suspect's vehicle tended to hit a certain camera every day at a certain time. This allowed the Beacon Police Department to peacefully arrest this individual on a planned traffic stop instead of needing to execute a high-risk arrest at his home, which would have created greater danger to both the officers, the suspect, and the suspect's family.

On April 9, 2025, an elderly male was assaulted inside Family Dollar. He was able to provide a vehicle description, but not license plate to responding officers. Using Flock ALPRs, officers were able to view an image of the vehicle fleeing the scene and obtain its plate number

therefore identifying its owner, who our investigation confirmed was the perpetrator of the assault.

On August 15, 2025, our detectives assisted City of Poughkeepsie Police with identifying shooting suspects using Flock. Using our ALPR data, they were able to locate surveillance camera footage and identify the occupants of a vehicle that fled from a Poughkeepsie shooting. During the course of that investigation, it was also revealed that while fleeing from the crime in Poughkeepsie, one of the suspects violated an order of protection in Beacon, for which he was separately charged.

On September 9, 2025, a bicyclist was struck and injured on Fishkill Ave. by a hit-and-run driver. Officers recovered vehicle parts and, utilizing Flock's vehicle description search function, were able to identify the vehicle leaving the city after the accident. The driver was then located, identified, and charged.

In September of 2025, the Department received a call from an individual who stated that his girlfriend was distraught and had threatened to jump off the bridge. A Flock hit confirmed the vehicle had been heading toward the Newburgh-Beacon Bridge and the vehicle was quickly located parked on Rock Hill Rd., a short distance from the bridge with the distraught woman still inside. She was transported for mental health assistance.

In December of 2025 the Department received a call from a father stating his son sent him a message telling him that he was going to kill himself. Investigation revealed that he had gone out on the bridge but turned around and Flock data confirmed that his vehicle was probably still in the city. Officers canvassed the area of the last Flock hit and found the vehicle, then located the male in the area, lying in a shed, still distraught. He was then transported for mental health assistance.

On December 24, 2025, a bicyclist was struck and injured on Rt. 9D by a hit-and-run driver. A partial vehicle description was given and the vehicle was able to be identified using the Flock ALPRs. The suspect was located and charged for the incident.

Have City of Beacon Flock license plate readers ever been used to help prove someone *didn't* commit a crime?

Yes. Recently, during a currently active investigation, the Department received a tip about an individual who may have been a suspect in a serious crime. The individual was interviewed and Flock ALPR data was used to help confirm an alibi and quickly clear that individual from further suspicion.

Have the City of Beacon's Flock License Plate Readers been hacked?

Recently there was a news story about Flock Safety's Phantom Pan/Tilt/Zoom cameras being hacked, being controlled by unauthorized users and having data erased. While that issue was addressed, the City of Beacon has not ever deployed any Flock Phantom Cameras. We only use the Automatic License Plate Reader system. Our system does not pan, tilt, zoom or record video. The system is fixed and records only still photos.

What do we see when we search for a plate or vehicle?

We can see an image of the vehicle and the immediate area around it, a larger image of the license plate and an estimated point on the map of where the photo was taken. They are not video cameras. They do not pan, tilt or zoom in. The resolution is not such that we can do things like read your cell phone. Below is an actual example of what we see. In this case the large truck with the trailer attached was the suspect vehicle.

flock safety

Report ID: fc1f99a8-3201-41a3-8ae8-744d0fa2e9ff

Investigative Summary

License Plate Detection

License Plate Read

Organization name

Beacon City NY PD

Created by

Brian Lawrence

Date created

Search reason

HIT N RUN



License Plate Detection Details

License plate

Body, Make, Color

Local Date/time captured

Organization name

licensePlate

Beacon City NY PD

City of Beacon City Council Agenda
09/21/2026

Title:

Public Hearing for a Proposed Local Law Concerning Mid-Year Salary Increases for Appointed Employees and Officers (to be adjourned to 10/5/2026)

ATTACHMENTS

City of Beacon City Council Agenda
09/21/2026

Title:

Public Hearing for a Proposed Local Law Concerning Penalties for Violations of the City's Zoning, Fire Prevention, and Building Codes (to be adjourned to 10/5/2026)

ATTACHMENTS

City of Beacon City Council Agenda
09/21/2026

Title:

Appointment of Tweeps Phillips Woods to the Position of Deputy City Administrator

ATTACHMENTS

[Tweeps Phillips Woods Resume](#)

[City Administrator Memorandum for the Appointment of Tweeps Phillips Woods to the Position of Deputy City Administrator](#)

TWEEPS PHILLIPS WOODS

PROFESSIONAL SUMMARY

Senior public sector leader with 20+ years of experience spanning municipal government, intergovernmental relations, public policy, and cross-sector partnership development across New York. Currently serving as Deputy Mayor of the Village of Cold Spring, with a career-long record of translating strategic priorities into operational results, securing public funding, and building trusted relationships across government, philanthropy, and community institutions. Recognized for political acumen, pragmatic leadership, and a mission-driven commitment to strengthening public systems.

AREAS OF EXPERTISE

Urban Affairs & Civic Infrastructure • Cross-Sector Partnership Development • Strategic Initiatives & Program Leadership • Public Policy & Government Relations • Stakeholder & Coalition Management • Grants & Public Funding Strategy • Community Engagement & Public Affairs • Intergovernmental Relations • Public-Private Partnerships • Capital Projects & Public Space Development • Board & Executive Communications • Strategic Planning & Operational Execution • Crisis Management & Municipal Operations

PROFESSIONAL EXPERIENCE

Deputy Mayor | Trustee

Village of Cold Spring, NY | 2021–Present

- Provide strategic oversight of municipal operations, infrastructure investment, and long-term community planning, including public safety, water and sewer systems, facilities, personnel, and capital planning.
- Manage a \$5.8M municipal budget, including grants and intergovernmental shared services, strengthening fiscal oversight and operational effectiveness across departments.
- Build partnerships across county, state, and federal agencies to advance civic initiatives, secure public funding, and support long-term infrastructure investment.
- Secured and administered federal and state grants supporting critical infrastructure investment, including FEMA disaster recovery funding following 2022 storm damage, water and sewage treatment plant upgrades, roadway improvements, and Village Hall facility renovations.
- Guide community-centered policy discussions involving land use, zoning, infrastructure modernization, and quality-of-life priorities.
- Lead cross-departmental emergency preparedness and crisis response efforts in coordination with regional public safety agencies.

- Support collective bargaining negotiations and oversee sensitive personnel and governance matters.

Manager

Coqual | New York, NY | 2022–2024

- Led strategic advisory engagements for Fortune 500 organizations focused on organizational effectiveness, institutional strategy, and systems-level change initiatives.
- Managed full project lifecycle from stakeholder engagement and research design through analysis, synthesis, and executive-level recommendations.
- Conducted leadership interviews, focus groups, and national survey initiatives to inform organizational strategy and decision-making.
- Supported business development and proposal strategy efforts contributing to more than \$500K in new organizational revenue.

Director of Business Development

Association of Chartered Certified Accountants (ACCA) | New York, NY | 2016–2021

- Led strategic growth initiatives across the United States and Caribbean for a global professional membership organization.
- Developed and managed partnerships with universities, employers, nonprofit organizations, and industry leaders to expand institutional engagement and membership growth.
- Produced national conferences, policy forums, and professional development initiatives reaching more than 5,000 professionals annually.
- Prepared executive briefings, partnership materials, and strategic communications for senior leadership and external stakeholders.

Senior Advisor

Daly Gonzalez Consulting | New York, NY | 2016

- Advised nonprofit and advocacy organizations on government relations, public policy strategy, stakeholder engagement, and strategic communications.
- Supported coalition-building and external affairs strategies to advance civic and public interest initiatives.
- Secured and advised on more than \$3M in public funding and grant-supported initiatives through legislative strategy, coalition engagement, and proposal development.

Executive Director

Taxi Safety Committee | New York, NY | 2014–2015

- Directed operations and policy strategy for an industry organization representing approximately 25% of New York City's yellow taxi sector.
- Led organizational engagement during a period of major regulatory and industry transformation.
- Served as principal spokesperson and liaison to government agencies, policymakers, industry leaders, and media outlets.

Vice President, Government Affairs

Bolton St. Johns | New York, NY | 2012–2014

- Led government affairs, lobbying, and public policy strategies for clients across technology, labor, nonprofit, and advocacy sectors.
- Navigated city and state legislative processes to secure funding, regulatory approvals, and policy outcomes.
- Built and managed relationships with elected officials, public agencies, nonprofit leaders, and advocacy coalitions.
- Directed stakeholder engagement and crisis communications efforts in high-profile policy environments.

Director of External Affairs & Special Projects

NYC Taxi & Limousine Commission | New York, NY | 2008–2012

- Served as senior advisor to the Commissioner on public affairs, legislative strategy, stakeholder engagement, and intergovernmental relations.
- Managed a 30-person division overseeing communications, customer engagement, and external affairs operations.
- Coordinated policy implementation efforts with City Hall, City Council, state agencies, and transportation stakeholders.
- Developed strategic communications and stakeholder engagement strategies during periods of significant regulatory and operational change.

Policy Advisor

NYC Mayor's Office of Operations | New York, NY | 2006–2008

- Advised the Deputy Mayor for Operations on strategic initiatives related to economic development, transportation, infrastructure, and technology policy.
- Coordinated cross-agency projects involving NYC DOT, TLC, MTA, and major infrastructure initiatives including the Second Avenue Subway.
- Supported operational improvements and long-range planning efforts across complex city systems.
- Facilitated interagency coordination and stakeholder engagement across public sector partners and external institutions.

Project Manager

NYC Department of Parks & Recreation | New York, NY | 2002–2006

- Managed high-profile public realm and waterfront redevelopment initiatives including Brooklyn Bridge Park, Brooklyn Greenway, and Coney Island redevelopment projects.
- Coordinated complex cross-sector partnerships involving city agencies, elected officials, nonprofit organizations, advocacy groups, and community stakeholders.
- Supported long-range urban planning, environmental review, capital investment strategy, and public engagement processes.
- Managed public funding streams and grant-supported capital and programming initiatives.

- Coordinated interagency planning efforts with NYCEDC, DOT, DEP, and state partners to advance large-scale public space initiatives.

EDUCATION

Columbia University School of International and Public Affairs
Master of Public Administration (MPA), Urban Affairs — Urban Policy, Public Finance & Intergovernmental Relations

Macalester College
Bachelor of Arts, Political Science & Mass Communication Theory



CITY OF BEACON New York

Benjamin Swanson
City Administrator

OFFICE OF THE CITY ADMINISTRATOR
One Municipal Plaza, Beacon NY 12508

845-838-5010

TO: Mayor Kyriacou and City Councilmembers
FROM: Ben Swanson, City Administrator
DATE: September 18, 2026
RE: Recommendation of Tweeps Phillips Woods for the Position of Deputy City Administrator

I am pleased to offer this memorandum in support of my recommendation for the appointment of Tweeps Phillips Woods to the position of Deputy City Administrator. After a rigorous process that involved the evaluation of approximately 85 applicants and included two rounds of interviews with the City's Human Resource Director, Finance Director, Mayor Kyriacou, Councilmember-at-Large Amber Grant, and myself, I am confident that Tweeps is the ideal candidate for this position.

Tweeps has previously held leadership positions for New York City in several departments, including both the Mayor's Office of Operations and the Department of Parks & Recreation. Between those experiences, and other impressive, intervening positions, she has clearly demonstrated capacity to take on executive roles in the management of capital projects, grants, and public engagement, and she has a proven track record of managing coordination among various departments and stakeholders in a municipal governance context. In her interview with me, Tweeps demonstrated great familiarity with the Hudson Valley region, and nuanced and thoughtful approaches to issues that both Beacon and other neighboring communities are currently facing, including, but not limited to: climate change, infrastructure modernization, disaster response, and housing affordability.

Having held and worked with the Mayor, stakeholders, City of Beacon colleagues, and former and current Councilmembers to develop the Deputy City Administrator position myself, I am very excited to recommend Tweeps for this role. Her impressive professional experience and proven responsibility in high-level positions in municipal government will be a huge asset to expanding the capacity of the Office of the City Administrator, and I am confident that she will quickly and confidently take on key additional priorities, including expansion of the City's housing resources. I am also confident that she will be both fully capable of serving as Acting City Administrator in my absence and help to further grow and define what this position can offer the City in the coming years.

In conclusion, I highly recommend that the Council appoint Tweeps Phillips Woods to the Position of Deputy City Administrator during your meeting on September 21st of 2026. Assuming you choose to do so, she would be able to begin in the position on September 29th. Thank you for your consideration.

City of Beacon City Council Agenda
09/21/2026

Title:

Extension Agreement with Royal Carting Service Co. for Waste Collection Services

ATTACHMENTS

[Draft Extension Agreement with Royal Carting Service Co. for Waste Collection Services](#)

[Expiring Royal Carting Service Co. Waste Collection Services Contract](#)

2027 MODIFICATION & EXTENSION AGREEMENT

This 2027 Extension Agreement (the “Agreement”), entered into this ____ day of _____, 2026 but effective January 1, 2027 between the CITY OF BEACON (the “CITY”), a municipal corporation of the State of New York with offices at 1 Municipal Plaza, Beacon, NY 12508, and PANICHI HOLDING CORP. d/b/a ROYAL CARTING SERVICE CO. (hereinafter referred to as the “CONTRACTOR”), a domestic corporation with its principal place of business at 409 Route 82, P.O. Box 1209, Hopewell Junction, New York (collectively the “Parties” and each a “Party”).

WITNESSETH:

WHEREAS, the CITY and CONTRACTOR previously entered into a Waste Collection Agreement (the “Agreement”), whereby the Contractor provides certain rubbish and recyclable pick up, disposal and other services (the “Contracted Services”) for the City and the Agreement provides the option for the City to extend the Agreement, as more particularly detailed therein; and

WHEREAS, on June 11, 2024, the Parties entered into a Modification Agreement, COB Contact No. 2024-020, Amendment No. 1, (the “2024 Modification Agreement”), which deleted and replaced Article II, Paragraph B of the Agreement to amend the Charges in Disposal Costs and Tonnage: Recyclable, and to provide, beginning in 2025 that there will four (4) quarterly surveys of single stream collected recyclables monthly tonnage and payment to CONTRACTOR for such disposal shall be reduced or increased by calculation using the results of the annual quarterly surveys; and

WHEREAS, pursuant to Resolution Nos. 176 of 2019, 183 of 2020, 154 of 2021, 91 of 2022, No. 76 of 2023, No. 31 of 2024, and No. 45 of 2025 the CITY extended the Agreement for the CONTRACTOR to perform the Contracted Services for the City in one (1) year Terms, respectively, ending on December 31, 2026; and

WHEREAS, the Parties desire to further extend and modify the Agreement.

NOW, THEREFORE, in consideration of the promises and of the covenants, agreements, representations and warranties hereinafter set forth, the Parties do hereby agree as follows:

1. That the Agreement is hereby extended through and including December 31, 2027, hereinafter referred to as the “2027 Renewal Term.”
2. That the CITY shall pay the CONTRACTOR for the Contracted Services at the rates set forth below, for such services, disposal and other services provided in and

computed in accordance with the Agreement as modified by the 2024 Modification Agreement.

- (a) **Burnable Waste.** For the period January 1, 2027 through December 31, 2027.

Monthly Base Rate: \$62,282.79

Recyclable Waste Haulage and Collection.

Monthly Rate: \$20,047.28

- (b) Notwithstanding anything herein to the contrary:

- a. The 2027 Renewal Term Monthly Burnable Waste Base Rate shall be subject to adjustment *for disposal cost only* as otherwise provided in Section II A.2 of the Agreement.
- b. The 2027 Renewal Term Monthly Recyclable *disposal cost only* shall be subject to adjustment as provided for in the 2024 Modification Agreement.

3. Except as provided for herein, all other terms and conditions of the Agreement, as modified by the 2024 Modification Agreement, for all Contracted Services presently performed and provided by the Contractor, shall apply and continue in full force and effect during the 2027 Renewal Term.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

PANICHI HOLDING CORP
d/b/a ROYAL CARTING SERVICE
CO

CITY OF BEACON

By: _____

By: _____

Ben Swanson, City Administrator

Print Name

Title



**CITY OF BEACON
CITY COUNCIL**

Resolution No. 85 of 2018

**RESOLUTION AUTHORIZING EXECUTION OF AN AGREEMENT WITH
ROYAL CARTING FOR WASTE COLLECTION**

WHEREAS, the City wishes to employ Royal Carting Service Co. ("Royal Carting") to collect, remove and dispose of burnable and recyclable waste from designated privately-owned real property, municipal buildings and public spaces within the City of Beacon, and

WHEREAS, Royal Carting submitted a bid proposal to the City which the City Council has found to be advantageous with respect to the collection and removal of burnable and recyclable waste.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Beacon hereby authorizes the execution of the attached Waste Collection Agreement between the City of Beacon and Royal Carting for a term commencing July 1, 2018 and ending December 31, 2019, with the ability at the City's option, to extend for three (3) additional one (1) year terms.

BE IT FURTHER RESOLVED, that the Waste Collection Agreement shall be subject to review and approval by the City Administrator and the City Attorney as to form and substance.

Resolution No. <u>85</u> of 2018			Date: <u>June 4, 2018</u>				
() Amendments			() On roll call			() 2/3 Required	
() Not on roll call						() 3/4 Required	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Terry Nelson	x				
x		Jodi McCredo	x				
	x	George Mansfield	x				
		Lee Kyriacou	x				
		John Rembert	x				
		Amber Grant	x				
		Mayor Randy J. Casale	x				
		Motion Carried	x				

Waste Collection Agreement

Between the City of Beacon and Royal Carting

THIS AGREEMENT, made the ____ day of ___, 2018, but effective as of July 1, 2018, by and between the City of Beacon (the “City”), a municipal corporation with offices located at One Municipal Plaza, Beacon, New York 12508, and Panichi Holding Corp. d/b/a Royal Carting Service Co. (“Royal”), a corporation with offices located at 409 Route 82, Hopewell Junction, New York 12533.

W I T N E S S E T H:

WHEREAS, the City wishes to employ a contractor to collect, remove and dispose of burnable and recyclable waste from designated privately-owned real property, municipal buildings and public spaces within the City of Beacon, and

WHEREAS, Royal has submitted a bid proposal to the City which the City Council has found to be advantageous to the City with respect to the collection and removal of burnable and recyclable waste.

NOW THEREFORE, in consideration of these mutual promises and covenants, and other good and valuable consideration, the parties hereby agree as follows:

ARTICLE I

A. Burnable Waste Collection and Disposal

Royal shall furnish all the materials, equipment and labor required to on a weekly basis collect, remove and dispose of one (1) Royal-supplied ninety-five (95) gallon container with attached lid and wheels for mechanical pickup of burnable waste from approximately 4,300 tax parcels in the City of Beacon.

Property owners may put additional containers out for pick up by purchasing “Add-a-Can” tags at City offices and attaching same to each additional can or by enrolling in the annual Add-a-Can Program. The City will reimburse Royal for every “Add-a-Can” tag turned into the City in accordance with the “Service and Price Schedule”, annexed hereto as Exhibit “A”.

Work shall include collection from street/trash-receptacles (defined herein as publicly-available trash receptacles maintained in a public right of way by the City of Beacon) five (5) times per week on Monday, Tuesday, Wednesday, Thursday, and Friday. The street trash

receptacles shall be combination trash/recycling containers with 18 gallon capacity each and a lockable door, except for up to twenty-two (22) new trash and/or recycling receptacles (without regard to the condition of the 22 receptacles to be replaced and to be provided by Royal at no equipment cost or rental to the City), having a capacity and design that shall be agreed to by the City and Royal. The City shall provide a list of street trash-receptacles (Exhibit "B", annexed) which list shall be attached to and become a part of this Contract as well as designate up to 20 receptacles to be replaced. Royal shall repair, maintain and replace, at its sole cost and expense, all street trash-receptacles existing or installed during the term of this Contract, or any renewal or extension thereof, except that in the event of accidental damage or destruction by the City or an act of vandalism, the City shall submit an insurance claim to cover the cost of repair or replacement, if coverage is available. "Vandalism," for purposes of this Agreement, shall mean the defacement or destruction of any street-trash receptacle by a third party to this Agreement, but shall not include instances of defacement or destruction facilitated by Royal's failure to properly secure or maintain said receptacles. The City reserves the right, upon written notification to Royal, to add to or delete from the attached list of street trash-receptacles at any time during the term of the Contract, including any renewal or extension term.

Royal shall collect, remove and dispose of residential, commercial and municipal waste collected from the curb or designated area on a day or days of the week agreed to by the City. Any spillage into the road or sidewalks while carrying the containers to the truck or while emptying containers into the truck must be cleaned up by Royal before moving to the next collection pickup. A broom and shovel shall be carried on each truck to facilitate clean up. Lids must be replaced on containers after pickup. Royal must notify the City Administration via facsimile on a form provided by the City of all waste not collected and the reason collection was refused. The City reserves the right to change the collection schedule and specifications.

B. Recyclable Waste Collection

Royal shall provide one (1) 65 gallon recycling collection bin for approximately 4,300 tax parcels, and shall furnish all materials and perform all work to collect, remove and dispose of single stream recyclables from each tax parcel that meets the collection specifications once every week corresponding with the burnable waste collection schedule. Royal shall provide without cost to the City up to one hundred (100) 95 gallon recycling collection bins and thereafter, additional 95 gallon recycling collection bins at cost, upon written demand. A broom and shovel shall be carried on each truck to facilitate clean-up of spillage or breakage during recyclable waste collection. Royal shall provide an additional 65 gallon recycling collection bin at the rate of \$60.00 per bin.

C. Container Lease and Services

Royal shall provide all equipment and perform all work to provide waste and/or recyclable collection services the Beacon City Hall, Transfer Station, Parks Department, Memorial Building, Memorial Park, Riverfront Park and Fire Station #2 or as more specifically described in the Service and Price Schedule, annexed. The burnable waste containers shall be serviced by the burnable waste collection truck. Containers shall be emptied in accordance with the requirements set forth in the Service and Price Schedule which includes, but is not limited to:

1. Beacon City Hall

Royal shall provide Beacon City Hall with containers for recyclables;

2. Waste Water Treatment Facility

Royal shall provide the Waste Water Treatment Facility with two (2) two-cubic-yard containers – one (1) for the septage receiving station and one (1) for grit removal. These containers shall be emptied daily; and

3. Transfer Station

Royal shall provide the Transfer Station with a service which includes the container hauling and disposal of materials in accordance with requirements more particularly described in the Service and Price Schedule. Containers shall be serviced on demand. The Transfer Station requires up to 12 containers (6 for commingles and 6 for newspapers).

ARTICLE II

A. Changes in Disposal Costs and Tonnage: Burnable Waste

1. Should Royal's cost of burnable waste disposal increase or decrease more than \$10.00 per ton during the term of this Contract, or any extension or renewal thereof, the City will increase or decrease its contract payments as follows:

Base Disposal Cost Per Ton:

Provided by Royal, subject to audit

New Disposal Cost per Ton:

Provided to the City within three days of Royal's notification effective thirty days after change; also subject to audit.

Monthly tonnage to be used **only** for calculation of payment change: 300 tons per month.

Calculation of payment change:

$[(\text{new per ton rate}) - (\text{base per ton rate})] * 300 = \text{increase/decrease in monthly payment}$

Example: Base rate = \$55.00 New Rate = \$65.00

$[(\$65.00 - \$55.00) * 300 = \$3,000 \text{ payment increase as a result of audited increase in Royal's cost of disposal.}$

2. Payment will be recalculated for each year beginning January 1, 2019, and January 1 of each renewal term based upon the average of the quarterly surveys of tonnage collected, but shall not be less than 300 tons per month effective as of July 1, 2018. Payment on the tonnage shall be reduced or increased as determined by the calculation of the results of quarterly surveys (to be conducted on a schedule the parties shall mutually establish) with such adjustment being made not later than the second monthly statement following the final survey for the relevant contract year. If the term of the Contract is extended for subsequent years, the tonnage will be adjusted based on the average tonnage collected in the preceding year, effective January 1st of the new term.

For the period July 1, 2018 through December 7, 2018, the City shall pay a special adjusted rate as more particularly calculated in the correspondence set forth in Exhibit "C" annexed.

B. Recyclable Waste Collection

Recyclable volume of 350 tons (per annum) of commingled recyclables and 300 tons (per annum) of mixed paper waste is anticipated. If the volume increases, the City will not be responsible for any increase in collection and removal costs incurred by Royal. The City will pay the actual cost of disposal and shall collect 100% of the revenue, if any, derived for the sale of such recyclable materials. All credits to be paid to (and all costs to be borne by) the City shall be pursuant to a separate and direct account to be established with ReCommunity Recycling.

If there is a change in disposal costs by any other recyclable disposal facility, the City must be notified in writing within two (2) days of the date Royal is notified. Payment, if any, will be based on an audit of Royal's disposal costs.

C. Roll Off Container and Dumpster Lease and Service

Cost based on service and lease of equipment in accordance with the Service and Price Schedule, and includes:

1. Transfer Station

Royal shall provide the charge for the container, hauling and disposal at the prices per the Service and Price Schedule. Any adjustment to these costs will be provided to the City within three (3) days of Royal's notification effective thirty (30) days after an approved adjustment by the New York State Office of General Services. Bulk waste shall include metal, construction and demolition debris, furniture and junk.

Decreases/Increases in collection costs will be calculated as follows: X (disposal price/ton)

X annual disposal costs = adjusted annual cost to city. X = new disposal rate/ton

2. Dumpster Lease

The dumpster lease for Beacon City Hall, Transfer Station, Parks Department, Memorial Park Riverfront Park* and Fire Station #2 shall be based on Service and Price Schedule. These rates will not increase during the life of the contract. These containers shall be serviced under the burnable waste and collection contract.

2.1 Riverfront Park

Collection services for the Riverfront Park shall be in accordance with the Service and Price Schedule, annexed.

3. Waste Water Treatment Facility

The Waste Water Treatment Facility requires two (2) two-cubic yard containers – one (1) for the septage receiving station and one (1) for grit removal.

ARTICLE III

Agreement Summary

The City shall pay Royal for the performance of solid waste management activities and for the provision of solid waste management equipment in accordance with the Service and Price Schedule.

ARTICLE IV

Term of Agreement

The work will be performed under this Contract shall begin as of July 1, 2018 and shall continue for a period of eighteen (18) months terminating on December 31, 2019.

The City of Beacon reserves the right to renew this contract for three (3) additional one-year terms under the same terms and conditions as this contract.

Royal's Bid Proposal Form and accompanying documentation, dated April 30, 2018, are attached and incorporated into this Contract with the intent that they be binding on the parties in accordance with the terms set forth therein.

Tonnage adjustments will be made upon renewal and shall take effect as of January 1, 2019 of the renewal term.

ARTICLE V

A. Entire Agreement

The terms and conditions set out herein are the entire terms and conditions of this Contract and any prior or contemporaneous understandings or Contracts, oral or written, are merged herein. There are no representations or warranties, Contracts, or covenants other than those expressly set forth in this Contract. This Contract may be amended or modified and/or any right or obligation arising under this Contract may be waived from time to time only by a written instrument executed by the City and Royal. The failure of either party at any time to enforce any of the provisions of this Contract shall not constitute a waiver of such provision.

B. Compliance with Law

The parties shall comply with Applicable Laws in performing their respective obligations hereunder.

C. Indemnification

Royal shall, during the performance of this Agreement, take all necessary precautions and place proper safeguards for the prevention of accidents and shall indemnify and save harmless, the City, its employees, officers and agents from any and all liability for damages,

costs, losses, penalties and expenses, including reasonable attorney's fees, resulting from any claim asserted by a third party for wrongful death, bodily injury and/or property damage which are caused solely by willfulness, negligence or carelessness in the performance of the Agreement or in guarding and protecting the same or from any improper methods, materials implements or appliances used in its performance or construction, except to the extent such damages, costs, losses, penalties and expenses are the result of any passive or concurrent negligent act or omission by the City or any of its employees, officers or agents.

D. Governing Law and Venue

This Contract and performance under it shall be governed by and construed in accordance with the laws of the State of New York. All claims counterclaims, disputes and other matters in question between the City and Royal, not otherwise resolved, arising out of or relating to this Contract or its breach shall be decided in a court of competent jurisdiction. The City and Royal hereby agree that there shall be no requirement for arbitration of any controversies or disputes hereunder, all such matters to be resolved at law.

E. Severability

If this Contract contains any unlawful provision, the same shall be deemed of no effect and shall, upon the application of either party, be deemed stricken from this Contract without affecting the binding force of the remainder.

F. Assignment or Novation

Royal shall not assign or transfer, whether by an assignment or novation, any of its rights, duties, benefits, obligations, liabilities or responsibilities under this Contract without the written consent of the City; provided, however, that assignments to banks, trust companies, or other financial institutions may be made without the consent of the City. No assignment or novation of this Contract shall be valid unless the assignment or novation expressly provides that the assignment of any of Royal's rights or benefits under the Contract is subject to a prior lien for labor performed, services rendered and materials, tools and equipment supplied for the performance of the work under this contract in favor of all persons, firms or corporations rendering such labor or services or supplying such materials, tools or equipment.

G. Prevailing Wage Determination

Royal shall ensure that the wages to be paid to laborers, workmen or mechanics shall not be less than the prevailing rate of wages as defined in New York Labor Law §220.

IN WITNESS WHEREOF, the parties hereto have caused their corporate seals to be hereunto affixed, and, these presents to be signed by their duly authorized officers the day and year first above written.

APPROVED AS TO FORM: CITY OF BEACON

By: 
RANDY CASALE, Mayor

By: 
ANTHONY RUGGIERO, City Administrator

By: 
NICHOLAS M. WARD-WILLIS, City Attorney

APPROVED AS TO FORM: ROYAL CARTING SERVICE CO.

By: 
JAMES P. POPOVICH, Vice President

ACKNOWLEDGMENT

STATE OF NEW YORK)
)ss.:
COUNTY OF DUTCHESS)

On the 8th day of June, 2018, before me, the undersigned, Notary Public in and for said State, personally appeared **JAMES P. POPOVICH**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the entity upon behalf of which the individual acted, executed the instrument.

CHRISTIN RAND
Notary Public, State of New York
No. 01RA6368253
Qualified in Dutchess County
Commission Expires Dec. 11, 2021



Notary Public

EXHIBIT “A”

SERVICE AND PRICE SCHEDULE

EXHIBIT "A"

SERVICE AND PRICE SCHEDULE

SERVICE SCHEDULE

In addition to the service requirements outlined in the Master Contract, the following requirements shall also apply:

Region 14, Lot 1, Item #1 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: $\pm$ 4,300 parcels - 95 gallon automated refuse collection carts picked up curbside once per week

Region 14, Lot 5, Item #2 Single Stream Recycling: $\pm$ 4,300 parcels - 65 gallon automated refuse collection carts picked up curbside once per week

Region 14, Lot 1, Item #3 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: $\pm$ 60 - 35 gallon litter baskets picked up curbside five times per week

Region 14, Lot 1, Item #4 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: additional 95 gallon automated refuse collection cart picked up curbside once per week

Region 14, Lot 1, Item #5 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards - 3 cubic yard container (Fire Station–Main Street) picked up twice per week

Region 14, Lot 5, Item #6 Single Stream Recycling: 65 gallon automated refuse collection cart picked up twice per week (Fire Station–Main Street)

Region 14, Lot 1, Item #7 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards - 3 cubic yard container (City Hall) picked up three times per week

Region 14, Lot 1, Item #8 Disposal of Municipal Solid Waste in Bins Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (soccer club) picked up once per week

Region 14, Lot 1, Item #9 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 2 cubic yard container (Water Treatment Plant) picked up five times per week

Region 14, Lot 1, Item #10 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Camp) picked up twice per week (seasonal: June – August)

Region 14, Lot 1, Item #11 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yard container – 6 cubic yard container (Fire Station/Legion–South Avenue) picked up once per week

Region 14, Lot 1, Item #12 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yard container – 6 cubic yard container (Transfer Station) picked up once per week

Region 14, Lot 1, Item #13 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 - 95 gallon automated refuse collection carts (City Hall) picked up once per week

Region 14, Lot 1, Item #13.1 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 6 cubic yard container (Memorial Park) picked up twice per week

Region 14, Lot 1, Item #13.2 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Riverfront Park) picked up twice per week (seasonal: May – September)

Region 14, Lot 1, Item #13.3 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Riverfront Park) picked up once per week (seasonal: October – April)

Region 14, Lot 5, Item #14 Single Stream Recycling: 8 cubic yard container (Transfer Station) picked up once per week

Region 14, Lot 3, Item #15 Disposable of Construction and Demolition (C&D) Materials: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 13, Item #16 Recycling of Scrap Metal: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 10, Item #17 Recycling of Corrugated Cardboard: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 6, Item #18 Recycling of Comingled Recyclables (E-Waste Only): 15 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 1, Item #19 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 33 gallon container on-call

Region 14, Lot 1, Item #20 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 4 cubic yard container (Camp) seasonal (September – May) on-call

PRICE SCHEDULE

Lot 1 – Disposal of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers

Item 1: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 3.20 price per container per pickup

\$ 13,760 price per pickup for all containers (price per container per pickup x number of containers)

\$ 59,580.80 /month -- weekly curbside trash

Item 2: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 1.03 price per container per pickup

\$ 4,429 price per pickup for all containers (price per container per pickup x number of containers)

\$ 19,177.57/month -- weekly curbside recycling

Item 3: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 1.00 price per container per pickup

\$ 60.00 price per pickup for all containers (price per container per pickup x number of containers)

\$ 1,299.00 /month -- weekly City trash/recycling receptacles

Item 4: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

*\$ 4.33 price per container per pickup

\$ 18.75/month

* Extra 65 gallon container: \$3.68/pickup \$15.95/month

Extra 35 gallon container: \$2.95/pickup \$12.75/month

Item 5: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 7: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 8: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 9: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 10: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 11: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 12: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 13: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

\$ 0 _____ price per pickup for all containers (price per container per pickup x number of containers)

Item 13.1: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 13.2: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 13.3: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 19: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 2.25 _____ price per container per pickup

\$ N/A _____ price per pickup for all containers (price per container per pickup x number of containers)

ADD-A-CAN

Item 20: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 25.00 _____ price per container per pickup

\$ 0 _____ Rental fee

Lot 3 – Disposal of Construction and Demolition (C&D) Materials

Item 15: Roll-off Containers (20 to 40 CY)

The bidder shall provide the following pricing:

\$ 0 _____ Rental Fee (per month)

\$ 78.00 _____ Tipping Fee (per ton)

\$ 175.00 _____ Haul Charge (per pickup)

Lots 5 – Single Stream Recycling

Item 6: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

\$ 0 ____ price per pickup for all containers (price per container per pickup x number of containers)

Item 14: (2 to 10 CY) Dumpsters

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 0 ____ price per for the dumpster (price per cubic yard per pickup x dumpster size in CY)

\$ 0 ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 0 % Revenue Sharing Percentage

Lot 6 – Recycling of Comingled Recyclables (E-Waste Only)

Item 18: Roll-off Containers (15 CY)

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 117.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)

\$ ** ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 0 % Revenue Sharing Percentage

Lot 10 – Recycling of Corrugated Cardboard

Item 17: Roll-off Containers (20 to 40 CY)

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 75.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)

\$ 0 ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 0 % Revenue Sharing Percentage

Lot 13 – Recycling of Scrap Metal

Item 16: Roll-off Containers (20 to 40 CY)

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 50.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)

\$ 0 ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 100 % Revenue Sharing Percentage

**** Residents direct pay processing fee per schedule**

EXHIBIT B

Waste Collection Agreement
Between the City of Beacon and Royal Carting

SOUTH SIDE MAIN STREET

129 Main Street (*Bank Square Coffee House*)
149 Main Street (*Wood & Cotton*)
167 Main Street (*Play*)
Corner of Main Street and Cliff (*Bus Stop*)
201 Main Street (*Beacon Institute*)
213 Main Street (*BJ's Restaurant*)
223 Main Street (*County Building at corner*)
257 Main Street (*Barber Shop*)
285 Main Street (*Dry Cleaners*)
291 Main Street (*Old telephone building*)
303 Main Street (*Hair Dresser*)
307 Main Street (*Howland Library*)
319 Main Street (*formerly Weymes*)
335 Main Street (*Photography Shop*)
341 Main Street (*Pizza & Stuff*)
347 Main Street (*Main Street Cleaners*)
369 Main Street (*Post Office*)
381 Main Street (*Towne Crier Cafe*)
403 Main Street (*Pat Malouf*)
417 Main Street (*Memorial Building*)
445 Main Street (*Beacon Creamery*)
469 Main Street (*Seoul Kitchen*)
477 Main Street (*Howland Cultural Center*)
Main Street – (*bench across from South Street*)

NORTH SIDE MAIN STREET

144 Main Street (*Mountain Tops*)
172 Main Street (*Riverwinds*)
190 Main Street (*Sign of the Times*)
200 Main Street (*M & T Bank*)
200 Main Street (*by clock*)
240 Main Street (*Izamu*)
268 Main Street (*Key Food*)
276 Main Street (*Amarcord*)
294 Main Street (*Subway*)
300 Main Street (*Duso Travel*)
320 Main Street (*Rite Aid*)
338 Main Street (*near Antalek Insurance*)
348 Main Street (*Beacon Natural Market*)
364 Main Street (*Citizens Bank*)
378 Main Street (*Walden's Building*)
392 Main Street (*Kennedy Chicken*)
412 Main Street (*by tree planter*)
436 Main Street (*Ella's Bellas*)
466 Main Street (*Beacon Bagel*)
468 Main Street (*Echo*)
480 Main Street (*Utensil Store*)
498 Main Street (*corner of South Street*)
504 Main Street (*corner of South Street*)
530 Main Street (*Feng Shui*)

WOLCOTT AVENUE

Wolcott Avenue at Harborview Court
(*bus stop across from Hudson Avenue*)
North Avenue at Main (*Robert Pohill Park*)

EAST MAIN STREET

25 East Main Street (*L. Way Building*)
28 East Main Street (*side of Durkin's Deli*)
20 East Main Street (*McMillan Building*)

MUNICIPAL PARKING LOTS

Veteran's Place – 1 can
Tioronda Bridge Park at Wolcott Avenue – 1 can
206 Main (*near Pleasant Ridge Restaurant*) – 1 can

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EXHIBIT "C"

June 11, 2018

Randy Casale, Mayor of City of Beacon
1 Municipal Center
Beacon, New York 12508

Anthony Ruggiero, City Administrator
City of Beacon
1 Municipal Center
Beacon, New York 12508

Re: December Trash and Recycling Weight Survey 2017 Rate Adjustment

Gentlemen:

Survey Results:

Enclosed are summaries of the 2017 trash and recycling surveys for City of Beacon materials collected as follows:

2017 Summary Results:

<u>SURVEY FOR WEEK OF</u>	<u>TRASH (tons)</u>	<u>RECYCLABLES (tons)</u>
December 11, 2017	55.50	-----
December 4, 2017	-----	23.51

September 18, 2017	72.53 ¹	-----
September 25, 2017	-----	19.37
June 12, 2017	71.08	-----
June 19, 2017	-----	21.63
April 3, 2017	66.89	-----
April 10, 2017	-----	21.26

Analysis - Trash:

As you know, the City was not increased in 2018, even though the holdover terms of its Agreement with Royal would have permitted such an increase. Given the City's current 2018 budget constraints, Royal proposes to use the 2014 base rate to compete its increase from July 1, 2018 through December 31, 2018. The 2018 base rate will be applied effective January 1, 2019 for rate adjustments (up or down) based on prior year surveys, it being understood that the 2019 rate will be based on 3 (not 4) quarterly surveys. The initial 2018 survey will be conducted during the week of June 10, 2018 for trash and the week of June 17, 2018 for recycling. The fall and winter surveys will be set at a later time.

Based on the forgoing and in accordance with Section II A.2. of the Waste Collection Agreement Between City of Beacon and Royal Carting (the "Agreement"), the 2018 Burnable Waste payment (provided for in Article III) should have been adjusted based on the 2017 survey results.

The annual estimated average trash disposal to be applied for 2017 is computed as follows:

$$(55.50 + 72.53 + 71.08 + 66.89) \div 4 \times 52 = 3,458 \text{ Tons}$$

¹Monday and Tuesday of this week was not surveyed due to City personnel shortage. The actual tonage collected over the 3 day survey period was 43.52. Adjusting for a 5 day week resulted in estimated survey tonage of 72.53 determined as follows: $43.52 \text{ tons} \div 3 \times 5 = 72.53$ tons.

Burnable Waste Collection and Disposal:

2014 Base Monthly Payment² \$57,863.21

Less: 2017 Weight Survey Result computed as follows:

2014 Agreement budget base of
300 tons per month X 12 = 3,600.00 Annual Tons³

Less 2017 average survey tonnage < 3,458>Tons

Difference 142 Tons

Times Disposal Rate (per ton) X 73.75

2016 Annual Survey Rate Reduction \$10,472.50

Divided by 12 to determine monthly
rate adjustment ÷ 12

Monthly Adjustment Amount 872.71 <872.71>

Tentative 2018 Adjusted Monthly Burnable Waste Fee⁴ \$56,990.50

Therefore, beginning July 1, 2018, through December 31, 2018 the adjusted monthly rate for curbside trash pick up will be 56,990.50⁵.

²Article III

³Article II 2

⁴ Effective July 1, 2018.

⁵ Per the bid, the recyclables collection fee remains unchanged for 2018.

Please feel free to communicate with me if you have any questions or comments.

Very truly yours,



James P. Constantino
General Counsel

JPC/cr
Enclosures

cc: Randy Casale, Mayor
Reuben Simmons, Jr., Highway Supt.
Nicholas M. Ward-Willis, Esq.
Emil Panichi, President
Betty Guarino, Accounts Supervisor

S:\jconstantino work files\Beacon 2009 Bid\Ltr to Ruggiero re December Trash & Rec Wt Survey and adjusted fee 5-24-18.wpd

Waste Collection Agreement Between the City of Beacon and Royal Carting

E-WASTE PRICE LIST

1	TV-bubble back	\$25
2	Computer monitors-bubble back	\$25
3	TV-flat screen	\$15
4	Computer monitors-flat screen/lap tops	\$15
5	Small scale servers/microwave	\$5
6	Personal Computers w/mouse & keyboard	\$3
7	Fax machines	\$2
8	Printers	\$2
9	Scanners	\$2
10	VCR/DVR/DVD players-Radios	\$2
11	Cable or satellite receivers	\$2
12	Electronic or video game consoles	\$2
13	Portable digital music players	\$1
14	Digital converter boxes	\$1
15	Cell phones	FREE
16	Mouse and/or Keyboard	FREE

City of Beacon City Council Agenda
09/21/2026

Title:

Proposed Local Law Concerning the Fishkill Development District and Hotels

ATTACHMENTS

KARC Memorandum Regarding Potential Amendments to the Fishkill Creek District

Proposed Local Law Concerning the Fishkill Development District and Hotels

Fishkill Creek District Map

Draft Schedule of Dimensional Regulations

Draft Schedule of Use Regulations

City of Beacon Planning Board Memorandum Regarding a Proposed Local Law Concerning the Fishkill Development District and Hotels

Dutchess County Planning Memorandum Regarding a Draft Schedule of Use Regulations

MEMORANDUM

TO: Mayor Lee Kyriacou and Beacon City Council

FR: Natalie Quinn, KARC Planning Consultants

DATE: July 15, 2026

RE: Fishkill Creek Development District (FCD) – Policy Considerations and Proposed Text Amendments

During the July 6, 2026 City Council Workshop, the Council discussed potential amendments to the Fishkill Creek Development (FCD) District regulations in response to preliminary discussions regarding the potential redevelopment of property located at 555 South Avenue. While no formal application has been submitted, the discussion identified several policy questions regarding the FCD District that warrant consideration independent of any specific project.

This memorandum summarizes the existing FCD regulations, consistency with the City's Comprehensive Plan, and the proposed zoning text amendments prepared in response to the Council's discussion.

Inventory of FCD Parcels

The Fishkill Creek Development (FCD) District encompasses a relatively small geographic area consisting of only nine (9) tax parcels ranging in size from approximately 0.03 acres to 11.07 acres. An outlier parcel of 49.9 acres represents a linear strip of right-of-way land along the abandoned rail line that is being considered for the Hopewell- Beacon rail Trail. Several parcels within the district have been recently developed, while others remain vacant or underutilized and represent future redevelopment opportunities. The district includes former industrial properties, vacant land, and portions of the rail line. A summary of the parcels is provided below, with Attachment A depicting the location of FCD parcels within the city.

Parcel	Lot #	Address	Size	Notes
1	751258	555 South Ave	11.07 Ac	Former Tioronda Hat Works Factory
2	96715	N/A	49.9 Ac	Rail Line
3	894286	Tioronda Ave	1.3 Ac	Vacant parcel
4	951357	Tioronda Ave	4.9 Ac	Vacant parcel
5	12574	200-300 Arno Dr	9.17 Ac	Project also referred to as 248 Tioronda
6	37625	25-28 Creek Dr	3.14 Ac	Developed site
7	459057	Fishkill Ave	4.9 Ac	Vacant parcel
8	535128	Front Street	3.5 Ac	Vacant parcel; Concept plan previously reviewed by Council
9	516113	Front Street	0.03 Ac	Private sewage pump station

Comprehensive Plan Consistency

The 2017 City of Beacon Comprehensive Plan generally supports the continued redevelopment of the Fishkill Creek corridor through a mix of residential, commercial, cultural, and recreational uses. The Plan specifically encourages the redevelopment of underutilized industrial properties, the adaptive reuse of former industrial buildings, environmental remediation of brownfield sites, expanded tourism opportunities, and amenities such as inns, spas, restaurants, and other destination-oriented uses that support the City's economic development objectives.

More specifically, the Comprehensive Plan recommends encouraging the redevelopment of vacant and underutilized industrial sites along Fishkill Creek for new residential, commercial, or light industrial uses, as appropriate, while also promoting tourism, business development, and employment opportunities throughout the City.

While the Comprehensive Plan references hospitality uses and tourism, it does not specifically distinguish between an "inn" and a "hotel," nor does it expressly address whether hotels should be permitted within the Fishkill Creek Development District. Likewise, the Comprehensive Plan does not identify a recommended residential density or establish a target number of dwelling units per acre for the FCD District.

Overall, the Comprehensive Plan appears generally supportive of mixed-use redevelopment, adaptive reuse, tourism, and economic development within the Fishkill Creek corridor. However, it leaves the specific questions of hotel accommodations and residential density to future legislative policy decisions by the City Council.

Purpose of FCD District

In addition to the Comprehensive Plan, the stated purpose of the Fishkill Creek Development (FCD) District provides further guidance regarding the City's intent for this area. The FCD District is specifically intended to encourage the redevelopment of underutilized industrial properties through a mix of residential and nonresidential uses on larger, flexible development sites while preserving the environmental and recreational resources associated with Fishkill Creek. The district also emphasizes the protection of open space corridors, expansion of public access and greenway connections, and enhancement of recreational opportunities along the creek. Consistent with the Comprehensive Plan, the purpose statement establishes the desired character and land use mix for the district but does not prescribe a specific residential density.

FCD Form-Based Development Standards

The Fishkill Creek Development (FCD) District is a form-based mixed-use district that regulates development through detailed bulk, design, and site planning standards. In addition to residential density, the district establishes controls for building height, building coverage, open space, setbacks, creek buffers, architecture, landscaping, parking, pedestrian connections, and

viewsheds, all of which are subject to City Council concept plan approval and Planning Board site plan review. As a result, eliminating or increasing the maximum residential density would not, by itself, permit larger or taller buildings. The overall scale and massing of development would continue to be regulated through the district's existing form-based standards.

Existing Zoning Density Comparison

The current FCD regulations permit one dwelling unit for every 3,960 square feet of lot area, equivalent to approximately 11 dwelling units per acre. The draft Local Law proposes eliminating this maximum residential density limitation while retaining the district's existing form-based bulk and design standards.

The FCD District is somewhat unique in that it combines form-based development standards with a traditional residential density limitation. The General Business (GB) and Light Industry (LI) Districts permit one dwelling unit per 1,500 square feet of lot area (approximately 29 dwelling units per acre), while the City's principal form-based mixed-use districts (CMS, L and WD) do not regulate residential density through a minimum lot area per dwelling unit. Instead, development intensity in those districts is controlled through building height, setbacks, lot coverage, frontage requirements, and other form-based standards.

Accordingly, the Council may wish to consider whether the current FCD density standard continues to reflect the intended character of the district and the city's housing development goals, or whether additional flexibility could be provided while continuing to rely on the district's existing form-based dimensional and design standards to regulate building scale and massing.

District	Min. Area Per Unit (sq. ft per unit)	Units Per Acre
FCD	3,960	11
CMS, L, WD	--	--
GB, LI	1,500	29
RD-1.7	1,700	25
RD-1.8	1,800	24
RD-3	3,000	14
RD-4	4,000	10
RD-5	5,000	8
RD-6	6,000	7
RD-7.5	7,500	5

Definitions: Hotel Versus Inn

The Council requested additional information regarding the distinction between a hotel and an inn under the City's zoning regulations. While hotels are listed as a prohibited use within the Fishkill Creek Development (FCD) District, inns are expressly permitted. However, Section 223-41.13(B)(12) also permits "[o]ther nonresidential use[s] similar to the above uses as determined by resolution of the City Council." As a result, the Code creates some ambiguity regarding whether certain hospitality uses could be considered sufficiently similar to an inn to warrant approval by the Council.

Section 223-63 of the Zoning Code defines these uses as follows:

HOTEL: *A building, or portion thereof, containing rooms occupied primarily by transient guests, who are lodged with or without meals, and in which there may be provided such services as are accessory and incidental to the use thereof as a temporary residence, such as dining, recreational facilities, public rooms and meeting rooms, and gift shops. The term "hotel" shall not include bed-and-breakfast establishment, boardinghouse, rooming house, short-term rental or single-room-occupancy building for the purposes of this chapter.*

INN: *A hotel containing no more than 10 guest rooms.*

Based on these definitions, an inn is simply a hotel with ten (10) or fewer guest rooms. The zoning code does not establish substantially different operational or land use characteristics between the two uses beyond the number of guest rooms. From a land use planning perspective, both provide transient lodging accommodations and may include similar accessory amenities.

Accordingly, if the Council wishes to permit larger hospitality accommodations within the FCD District, a legislative amendment provides the clearest means of resolving this ambiguity rather than relying on the "similar use" provision.

Section 223-14.1 Hotel Regulations

The accompanying draft Local Law includes revisions to §223-14.1 intended to modernize the City's hotel regulations and better accommodate mixed-use development within the FCD District. Specifically, the amendments would permit hotels to function as part of a mixed-use development and remove the existing prohibition on guest room kitchen facilities, while maintaining the existing operational standards applicable to hotel uses.

Summary of Proposed Local Law

Based on the Council's discussion at the July 6, 2026 Workshop, a draft Local Law has been prepared for the Council's consideration. The proposed amendments are intended to provide greater flexibility for mixed-use redevelopment within the Fishkill Creek Development (FCD) District while continuing to rely on the district's existing form-based standards to regulate the scale, massing, and character of development. The proposed amendments include the following:

- **Permit hotels within the FCD District** by adding "hotel" as a permitted principal use alongside bed-and-breakfast establishments and inns within § 223-41.13(B)(3).
- **Remove the maximum dwelling unit density limitation** of 11 dwelling units per acre from § 223-41.14(B), while retaining all existing bulk, design, open space, and form-based development standards applicable to the district.
- **Update the hotel supplemental regulations (§ 223-14.1)** to better reflect contemporary mixed-use development by permitting hotels to function as part of a mixed-use project rather than solely as a stand-alone use, and by removing the prohibition on guest room kitchen facilities. The existing prohibition was historically intended to distinguish hotels from multifamily dwellings and single-room occupancy uses; however, those distinctions are already addressed through the zoning code definitions and applicable building code requirements.
- **Revise the minimum building setback requirement** within § 223-41.14 to measure the setback only from a public street right-of-way, eliminating the reference to private streets for consistency with the City's other zoning regulations.

Next Steps

If the City Council concurs with the proposed amendments, the next step would be to authorize the preparation and circulation of the draft Local Law for referral to the Dutchess County Department of Planning and Development pursuant to General Municipal Law §239-m and to the City of Beacon Planning Board for review and recommendation. The City Council would also be in a position to schedule a public hearing on the proposed Local Law to provide residents, property owners, and other interested stakeholders an opportunity to provide additional input. Following receipt of the referral comments and completion of the public hearing, the City Council may consider adoption of the Local Law.

Cc: Benjamin Swanson, City Administrator
Nick Ward-Willis, Keane & Beane, P.C.

LOCAL LAW NO. ____ OF 2026

CITY COUNCIL
CITY OF BEACON

A LOCAL LAW AMENDING CHAPTER 223 OF THE BEACON CITY CODE
CONCERNING THE FISHKILL DEVELOPMENT DISTRICT AND HOTELS

A LOCAL LAW to amend
Chapter 223, Zoning, concerning
regulations governing hotels and
the Fishkill Development
District.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 223 of the Beacon City Code, Article II – General Legislation, Section 223-14.1 entitled “Hotels” is hereby amended as follows:

§ 223-14.1 **Hotels.**

A. Permitted uses. If a site is to be used for a hotel, use of the site and any buildings or structures on the site shall ~~be limited to~~ may include usual hotel activities and accessory uses incidental to the operation of a hotel and of the same general character, provided that all such accessory uses shall be planned as an integral part and located on the same site with the hotel.

(1) Such accessory uses may include the following:

- (a) Dining facilities providing food and drink.
- (b) Newsstands, gift shops and other shops.
- (c) Recreation facilities which shall be for the exclusive use of guests or members.
- (d) Employees' quarters and facilities.
- (e) Spa facilities.
- (f) Conference center facilities

(2) All hotels shall include the following:

- (a) A lobby, registry desk, manager's office and public rest room facilities.
- (b) Off-street parking facilities.
- (c) Access to all guest rooms from an interior hallway

- B. Screening. Outdoor parking areas and recreational facilities shall be screened with fencing, landscaping and/or buildings on all sides toward adjoining residential lots. Where hotel buildings are set back less than 100 feet from one-family residential lots, such buildings shall be suitably screened with planting.
- C. Off-street parking shall be in accordance with § 223-26.

~~D. — No kitchen facilities. There shall be no kitchen facilities in the hotel rooms except for a coffeemaker, a microwave oven and a small refrigerator.~~

Section 2. Chapter 223 of the Beacon City Code, Article IVC – Fishkill Creek Development District, Section 223-41.13 entitled “Uses; plan review; design standards,” Subsection B(3) is hereby amended as follows:

§ 223-41.13 **Uses; plan review; review; design standards.**

...

- B. Principal uses permitted. A Fishkill Creek development may be a single use, or a mixed use which incorporates various permitted land use elements as part of a comprehensive development plan. These elements may include:
- (1) Apartment, attached or multifamily dwelling.
 - (2) Artist live/work space, artist studio and workshop of artisan.
 - (3) Bed-and-breakfast establishment, ~~or inn,~~ or hotel.
 - (4) Spa, fitness centers/noncommercial swimming pool, exercise studio, day-care center or similar use as determined by resolution of the City Council. Such uses shall be permitted in buildings that face a street.
 - (5) Restaurant, bar, brew pub or other eating and drinking establishment. Such restaurants and other eating and drinking establishments shall be permitted in buildings that face a street. No such individual use shall contain more than 5,000 square feet of gross floor area.
 - (6) Professional and business office in buildings that face a street.
 - (7) Gallery, exhibit space or museum.
 - (8) Community facility that complements residential and commercial use, such as a public or semipublic performance and cultural center, live theater, concert hall, meeting room suitable for social, civic, cultural or education activities, bandshell, kiosk or gazebo.

- (9) Assembly, manufacturing, workshop or other light industrial use, as determined by the City Council, in fully enclosed buildings and not including any form of outdoor storage.
- (10) Day-care center.
- (11) Trade school or training program, college, private school, or nursery school.
- (12) Other nonresidential use similar to the above uses as determined by resolution of the City Council.

...

Section 3. Chapter 223 of the Beacon City Code, Article IVC – Fishkill Creek Development District, Section 223-41.14 entitled “Bulk regulations,” Subsections B and G are hereby amended as follows:

§ 223-41.14 **Bulk regulations.**

- A. Minimum size of FCD site: two acres. Notwithstanding the above, the owner of less than two acres of land may apply for approval of a FCD project, where such land is adjacent to a proposed, approved or constructed FCD project.
- B. Development potential. ~~Maximum number of dwelling units per acre of lot area, after deducting on all development proposals involving a total lot area of more than three acres any lot area with existing, predevelopment very steep slopes of 25% or more as defined in § 223-63, covered by surface water, within a federal regulatory floodway, or within a state or federally regulated wetland: 11. Additionally, a~~ minimum of 25% of the total development's floor area shall be permitted nonresidential uses other than dwelling units or artist live/work spaces, which must be built out before or concurrently with the residential development of the site. For good cause shown, the City Council may, upon imposition of such conditions as it deems appropriate, allow certificates of occupancy to be issued for dwelling units or artist live/work spaces prior to the nonresidential component being completed. Less nonresidential square footage may be granted by the City Council for the voluntary and guaranteed inclusion in the project of desirable environmental, transportation, or other substantial public benefits which would not otherwise be required of the project, as determined at the sole discretion of the City Council as part of the concept plan approval.
- C. Maximum dwelling unit size: 2,000 square feet of gross floor area.
- D. Maximum building coverage, including parking structures: 35%.
- E. Minimum open space: 30%.
- F. Maximum building height: three stories and 40 feet, as determined from the average grade level of the side of the building facing the primary street view. A corner or

centrally located elevator or stair tower projecting one story above the permitted building height may be approved by the City Council to add architectural interest and to encourage access to rooftop gardens.

- G.** Minimum building setback from edge of pavement of ~~a public and private streets~~ right-of-way: 12 feet.
- H.** Minimum frontage of overall FCD site on public street right-of-way: 50 feet.
- I.** Minimum setback from and buffer width along Fishkill Creek: an average of 50 feet, but not less than 25 feet at any point, except with respect to the existing building located at 555 South Avenue located in the Historic District and Landmark Overlay Zone, in which case the minimum setback and buffer requirement shall not apply.

Section 4. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 211 of the Beacon City Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 5. Numbering for Codification.

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

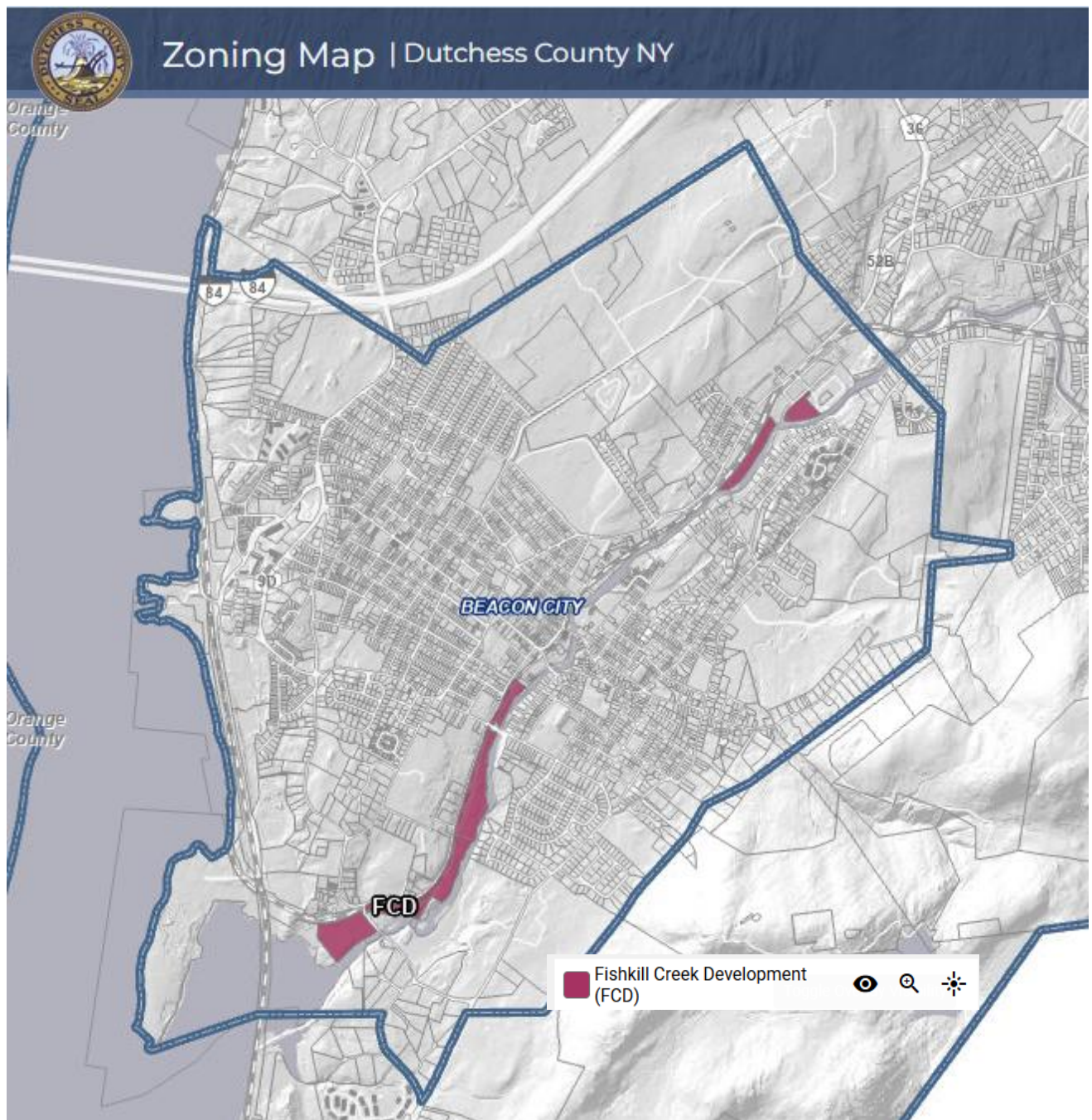
Section 6. Severability.

If any clause, sentence, paragraph, subdivision, section or part of this chapter or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

Section 7. Effective date.

This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

DRAFT



ZONING

223 Attachment 1

City of Beacon

§ 223-17. Schedule of Dimensional Regulations

[Added 6-15-2020 by L.L. No. 7-2020;¹ amended 9-19-2022 by L.L. No. 8-2022; 9-3-2024 by L.L. No. 8-2024; 11-17-2025 by L.L. No. 12-2025; 12-1-2025 by L.L. No. 13-2025]

Zoning District	Minimum Lot Size Area ^h (see also § 223-121)				Minimum Yards ^a			Minimum Distance Between Buildings Same Lot	Maximum Height Main Building (see § 223-13) (stories/feet)	Maximum percent Building Coverage		Maximum Number of Units per Building	Minimum Open Space	Zoning District	Also Refer to Pertinent Sections
	Area (square feet)	Per Unit (square feet)	Width (feet)	Depth (feet)	Front (feet)	Side (feet)	Rear ^{d,e} (feet)			Multifamily	All Other				
R1-120	120,000	120,000	250	350	70	50	75	—	2.5/35	N.A.	7%	1	—	R1-120	
R1-80	80,000	80,000	150	200	45	30	50	—	2.5/35	N.A.	10%	1	—	R1-80	
R1-40	40,000	40,000	150	150	35	25	50	—	2.5/35	N.A.	15%	1	—	R1-40	
R1-20	20,000	20,000	125	125	25	20	40	—	2.5/35	N.A.	20%	1	—	R1-20	
R1-10	10,000	10,000	85	100	20	15	35	—	2.5/35	N.A.	25%	1	—	R1-10	
R1-7.5	7,500	7,500	75	100	15	10	25	—	2.5/35	N.A.	30%	1	—	R1-7.5	
R1-5	5,000	2,500	50	100	10	10	20	—	2.5/35	N.A.	40%	2	—	R1-5	
RD-7.5 ^{d,e}	2 acres	7,500	200	200	20 to 35	25	50	30	3/35	15%	20%	12	—	RD-7.5 ^{d,e}	
RD-6 ^{d,e}	2 acres	6,000	200	200	50	25	50	30	2.5/35	15%	20%	16	—	RD-6 ^{d,e}	
RD-5 ^{d,e}	5,000	5,000	50	100	30	10	25	30	3/35	20%	30%	16	—	RD-5 ^{d,e}	
RD-4 ^{d,e}	5,000	4,000	200	200	40	20	40	30	2.5/35	20%	25%	20	—	RD-4 ^{d,e}	
RD-3 ^{d,e}	5,000	3,000	50	100	30	20	25	30	3.5/45	20%	40%	24	—	RD-3 ^{d,e}	
RD-1.8 ^{d,e}	5,000	1,800	50	100	30	20	25	30	10 ^b /100	25%	40%	— ^c	—	RD-1.8 ^{d,e}	
RD-1.7 ^{d,e}	5,000	1,700	50	100	30	20	25	30	4.5 ^f /55 ^f	25%	40%	36 ^g	—	RD-1.7 ^{d,e}	
T ^e	5,000	i	50	100	10	10	20	—	2.5/35	—	40%	—	—	T ^e	
GB	—	1,500	—	100	15	20	25	—	—/35	—	—	—	—	GB	
CMS	—	—	—	75	0 to 10	0	20	—	3/38	—	—	—	10%	CMS	Art. IVD
L	—	—	—	75	0 to 20	0 to 30	25	—	4/48	—	—	—	15%	L	Art. IVE
FCD	2 acres	3,960	—	—	—	—	—	—	3/40	35%		—	30%	FCD	Art. IVC
WP	1 acre	—	—	—	10	—	—	—	2.5/35	20%		—	—	WP	Art. IVA
TS	3 acres	—	—	—	—	—	—	—	See Art. IVA	—		—	15%	TS	Art. IVA
LI	—	1,500	60	100	20	20	25	—	—/35	70%		—	20%	LI	
HI	—	—	60	100	30	20	25	—	—/40	70%		—	20%	HI	

NOTES:

- ^a A private garage may be built across a common lot line in multifamily developments by mutual agreement between adjoining property owners, a copy of such agreement to be filed with the building permit application for such garage.
- ^b But not more than 65% of the dwelling units in a multifamily development may be contained in buildings more than 3 1/2 stories in height.
- ^c But not more than 24 dwelling units in any building 3 1/2 stories or less in height.
- ^d For multifamily developments, a well-designed and landscaped recreation or usable open space area, approved by the Planning Board, of 2,000 square feet for the first 20 dwelling units or part thereof, plus 100 square feet for each additional dwelling unit will be required.
- ^e In any RD or T District, the Planning Board may approve a subdivision of land into individual building lots containing a minimum of 1,800 square feet of area each and designed for attached or semi-attached single-family dwellings (townhouses), provided that the design is such that the gross dwelling unit density for the entire tract does not exceed that which can normally be permitted for multiple dwellings in the district in which the property is located and further provided that the Planning Board attaches such conditions and safeguards to its approval as, in its opinion, are necessary to assure that the entire property, including any designated common areas for open space, recreation or other purposes, will be properly maintained for the intended purpose(s) and not further subdivided in the future. In its sole discretion, the Planning Board may also reduce the required side yard setbacks to zero feet for subdivisions of land designed for attached or semi-attached single-family dwellings (townhouses) where appropriate, except that the minimum side yard setbacks for end unit dwellings shall not be reduced further than 1/2 the minimum side yard setback of the least restrictive adjoining residential district.

¹ Editor’s Note: This local law also repealed former 223 Attachment 1, § 223-17C, Schedule of Regulations for Residential Districts, as amended.

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- ^f A maximum of one story of parking under a building shall not count toward the maximum building height limitation in feet and stories.
- ^g And each building shall not exceed 150 feet in length.
- ^h For all development proposals involving a total lot area of more than three acres within an R1, RD, or Fishkill Creek Development zoning district, the lot area per dwelling unit calculation shall first deduct any lot area covered by surface water, within a federal regulatory floodway, within a state or federally regulated wetland, or with existing, predevelopment very steep slopes of 25% or more as defined in § 223-63.
- ⁱ One-half the minimum lot size area per dwelling unit as the least restrictive adjoining residential district.

ZONING

223 Attachment 2

City of Beacon

§ 223-17. City of Beacon Schedule of Use Regulations

[Added 6-15-2020 by L.L. No. 7-2020;¹ amended 2-16-2021 by L.L. No. 2-2021; 9-19-2022 by L.L. No. 8-2022; 9-19-2022 by L.L. No. 9-2022; 5-5-2025 by L.L. No. 4-2025; 6-2-2025 by L.L. No. 5-2025; 7-7-2025 by L.L. No. 8-2025; 11-17-2025 by L.L. No. 12-2025; 12-1-2025 by L.L. No. 13-2025]

Permitted Uses by District	Reference Notes	All R1	All RD	T	GB	CMS	L	TS	WP	FCD	LI	HI
Residential												
One-family detached dwelling		P	P	P	X	X	X	X	X	X	X	X
One-family attached/semidetached	Including townhouses	P ²	P	P	X	X	P	X	X	P	X	X
Two-family dwelling		P ²	P	P	X	X	X	X	X	X	X	X
Multifamily dwelling		X	SP*	P	P	P	P	P	X	P	X	X
Artist live/work space	Subject to § 223-14.2	P ²	X	P	P	P	P	P	X	P	P	X
Retail/Office/Service												
Retail, personal service, or bank		X	X	X	P	P	P	P	X	X	P	X
Office		X	X	P	P	P	P	P	X	P	P	X
Artist studio, art gallery/exhibit space		X	X	P	P	P	P	P	X	P	P	X
Funeral home		X	X	X	P	X	X	X	X	X	P	X
Commercial recreation, indoor		X	X	X	P	P	X	X	X	X	P	P
Auction gallery		X	X	X	P	X	X	X	X	X	P	P
Adult use	Subject to § 223-20.1	X	X	X	X	X	X	X	X	X	SP	X
Food/Lodging												
Restaurant or coffee house		X	X	X	P	P	P	P	SP*	P	X	X
Bar/brew pub/microbrewery/microdistillery		X	X	X	P	P	P	P	X	P	P	P
Food preparation business		X	X	X	P	SP	SP	X	X	X	P	P
Short-term rental	Subject to § 223-26.5	P	P	P	P	P	P	P	P	P	P	P
Bed-and-breakfast	Subject to § 223-24.4	SP	SP	SP	P	X	P	X	SP*	P	P	X
Inn		X	X	X	P	P	P	P	SP*	P	P	X
Hotel	Subject to § 223-14.1	X	X	X	P	P	P	P	X	PX	P	X
Social/Community												
Spa/fitness center/exercise studio		X	X	SP	P	P	P	P	X	P	P	X
Day-care center		X	X	P	P	X	P	P	X	P	SP	X
Park, preserve, community garden		P	P	P	P	P	P	P	P	P	P	X
Theater, concert or conference space		X	X	X	P	P	P	P	X	P	P	X
Museum		SP*	SP*	SP*	P	P	P	P	X	P	P	SP
Place of worship/religious facility		P	P	P	P	X	X	X	X	X	P	X
Social club	Subject to § 223-24.2	SP	SP	SP	SP	P	X	X	X	X	SP	X
Government facility		P	P	P	P	P	P	P	P	P	P	P
Golf course		SP*	SP*	X	X	X	X	X	X	X	X	X
Health Care												
Hospital or nursing home	Subject to 223-21.1/22	SP*	SP*	X	X	X	X	X	X	P	P	P
Animal care facility		SP	SP	X	SP	X	X	X	X	X	SP	X

¹ Editor’s Note: This local law also repealed former 223 Attachment 2, § 223-17D, Schedule of Regulations for Nonresidential Districts, as amended.

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Permitted Uses by District	Reference Notes	All R1	All RD	T	GB	CMS	L	TS	WP	FCD	LI	HI
Educational												
College or university		SP*	SP*	X	P	P	P	X	X	P	P	P
Trade school or training program		X	X	X	P	P	P	X	X	P	P	P
Private school or nursery school		SP	SP	SP	P	X	P	X	X	P	SP	X
Parking/Auto-Oriented												
Off-street parking or parking structure	Subject to § 223-26	X	X	SP	SP	SP	X	X	X	X	X	X
Vehicle sales or rental lot		X	X	X	SP	X	X	X	X	X	SP	X
Gas filling station and/or car wash	Subject to Ch. 210/§ 223-21	X	X	X	SP	X	X	X	X	X	SP	X
Auto body or repair shop	Subject to Chapter 210	X	X	X	SP	X	X	X	X	X	SP	X
Ambulance service		SP	SP	SP	P	X	X	X	X	X	P	X
Industrial or Assembly												
Wholesale business		X	X	X	P	X	X	X	X	X	P	P
Self-storage facility and warehouse storage	Subject to § 223-24.5	X	X	X	P/SP	X	X	X	X	X	P/SP	P/SP
Workshop		X	X	SP	P	P	P	X	X	P	P	P
Industrial or manufacturing use		X	X	X	X	X	SP	X	X	P	P	P
Other												
Wireless communication facility	Subject to § 223-26.4	P	P	P	P	P	P	P	P	P	P	P
Small cell wireless facility	Subject to § 223-26.4	P	P	P	P	P	P	P	P	P	P	P
Farm		P	X	X	X	X	X	X	X	X	X	X
Horticultural nursery		P	P	X	P	X	X	X	X	X	P	X
Historic District Overlay Use	Subject to § 223-24.7	SP*	SP*	SP*	SP*	SP*	SP*	SP*	SP*	SP*	SP*	SP*
Permitted Accessory Uses (includes uses/structures customarily incidental to a permitted principal use, but not an activity for commercial gain in a residential district)												
Accessory apartment	Subject to § 223-24.1	P	P	P	P	P	P	P	P	P	P	P
Private tennis court or pool	Subject to § 223-13	P	P	P	X	X	X	X	X	X	X	X
Home occupation or artist studio	Subject to § 223-17.1	P	P	P	X	X	X	P	X	X	X	X
Parking structure		X	X	SP	X	P	P	P	X	P	X	X
Drive-through facilities, standalone or accessory		X	X	X	X	X	X	X	X	X	X	X
Garden, roof garden, or greenhouse		P	P	P	P	P	P	P	P	P	P	P
Solar collectors	Subject to Article X	P	P	P	P	P	P	P	P	P	P	P
X = Use Not Permitted P = Permitted Use SP = Special Permit Use by Planning Board SP* = Special Permit Use by City Council	For specific standards see →					Article IVD	Article IVE	Article IVA	Article IVA	Article IVC		

² These uses, excluding townhouses, are only permitted on a parcel within the R1-5 Zoning District and not any other R1 Zoning District. Additionally, these uses are only permitted on a parcel in the R1-5 Zoning District if such parcel is located north of either side of Rombout Avenue, south of Verplank Avenue, east of South Avenue (a/k/a Route 9D) and west of Fishkill/Teller Avenue. For a parcel on the southern side of Rombout Avenue, such use is not permitted on a corner lot unless the driveway and the front of the house is located on Rombout Avenue.



City of Beacon
 Planning Board
 One Municipal Plaza, Suite 1
 Beacon, NY 12508
 Phone: 845-838-5002

John Gunn, Chair

August 19, 2026

Mayor Lee Kyriacou
 Beacon City Council Members
 1 Municipal Plaza
 Beacon, NY 12508

Subject: City Council Referral of Local Law Amending the Fishkill Creek Development (FCD) Zoning District

On referral from the City Council, the City of Beacon Planning Board reviewed the proposed Local Law concerning an amendment to the City's zoning code regarding regulations governing hotels and the Fishkill Creek Development (FCD) District. The proposed Local Law was reviewed during the August 11, 2026 Planning Board meeting. Planner, Natalie Quinn, summarized the proposed local law with the Planning Board.

After discussing the proposed local law, the Planning Board members in provided the following comments:

- Council and staff should investigate what, if any, other state or local regulations regulate the length of stay at hotels to ensure they do not revert to a dwelling unit
- Consider whether allowing kitchen facilities in hotel rooms would convert the hotel room to a "dwelling unit" (sleeping area, bathroom, food prep)
- Consider making "hotel" a special permit use so that Council or Planning Board can review and limit size if needed
- Board members showed support for modification of the hotel supplemental regulations to permit newer/more modern models of hotel that use technology for check-in rather than lobby and staff. These newer technologies are utilized to streamline check-in and reduce cost of bookings.
- With reference to Section 223-41.13.B(5) of the City Code (which is not currently proposed to be amended), the Council should consider the 5,000 sq foot size limitation currently placed on restaurants in the FCD. Many restaurants on Main Street are bumping up against seating caps that prevent them from expanding.
- With reference to Section 223-41.14.I, the Council should clearly establish a point from which the buffer zone is measured. Per DEC guidance, should also consider extending the required buffer area to 35-100ft for stream protection.
- Council should consider adding more prescriptive regulations and guidance for regulating streetscapes.
- Council should consider if regulations governing viewsheds from Tioronda Bridge and others vantage points would be appropriate. To this point, the Board recommends adding language like that which was added to the Train Station District to require contextual renderings of important viewsheds.



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John Gunn, Chair

Sincerely,

John Gunn (MP)

John Gunn
Planning Board Chair

JG/mp



**DUTCHESS COUNTY DEPARTMENT OF
PLANNING & DEVELOPMENT**

**GML 239
REFERRAL RESPONSE**

To: City of Beacon, Municipal Board
Project Name: Proposed Local Law Concerning the Fishkill
Development District and Hotels
Action: Zoning Amendments
Applicant: City of Beacon
Property Address:

Referral #: ZR26-164
Date Received: 8/14/2026
Date Requested: 9/2/2026
Date Issued: 9/1/2026

Reviewer: Dozier, Emily

Signed: 

The Dutchess County Department of Planning & Development has reviewed the subject referral within the framework of General Municipal Law (Article 12B, §239-l/m) based on the materials submitted.

ACTION

The proposed local law would amend the zoning code for the Fishkill Creek Development District to eliminate the minimum lot size area per unit (maximum residential density) while retaining the bulk standards, which limit height, lot coverage, etc; to revise the minimum setback to be measured from public streets only; and to allow hotels as a permitted principal use (similar to inns). It would also update the supplemental regulations for hotels to allow kitchens in hotel rooms and to allow hotels as part of mixed-use projects.

COMMENTS

We support the City's efforts to provide flexibility for development within the FCD district, while maintaining reasonable form-based regulations. We encourage the Board to provide additional flexibility; in particular, we suggest considering:

- Allow buildings of 4 or more stories (vs. 3), and/or provide a height limit based on topography (ground floor elevation), similar to the Waterfront Development zone
- Allow additional building coverage (vs. 35% maximum), but focus on limiting impermeable coverage
- Allow development on parcels of one acre or more (vs. 2 acres), to allow all parcels in the district (except the pump station) the opportunity for redevelopment.

RECOMMENDATION

The Department recommends that the Board rely upon its own study of the facts in the case with due consideration of the above comments.

City of Beacon City Council Agenda
09/21/2026

Title:

Discussion of the Fishkill Avenue District/Eastern Gateway District

ATTACHMENTS

KARC Planning Consultants Memorandum regarding East Gateway District

Proposed Local Law Regarding East Gateway Zoning District

East Gateway Zoning District Map

Draft Comprehensive Plan Update

Draft Schedule of Use Regulations

Draft Schedule of Dimensional Regulations

Fishkill Avenue Concepts Committee Final Report

FACC Final Report - Implementation Matrix

FACC Final Report - Viewpoints Diagram

MEMORANDUM

TO: Mayor Lee Kyriacou and Beacon City Council
FR: Natalie Quinn, KARC Planning Consultants, Inc.
DATE: September 4, 2026
RE: East Gateway District (Fishkill Avenue Corridor) – Proposed Local Law

Following the City Council's August 17, 2026 discussion of the proposed Fishkill Avenue zoning amendments, KARC revised the draft zoning materials to address Council comments and further refine implementation of the Fishkill Avenue Concepts Committee ("FACC") recommendations.

The revised materials continue to implement the overall framework previously presented to the Council, facilitating the creation of a mixed-use district along the Fishkill Avenue corridor that accommodates additional housing and commercial activity while maintaining a development pattern distinct from Main Street, protecting adjoining residential neighborhoods, improving the corridor streetscape, and strengthening connections to Fishkill Creek and the future Beacon-Hopewell Rail Trail.

The following summarizes the principal revisions and policy clarifications reflected in the updated draft legislation.

Key Updates to Draft Zoning

- 1. East Gateway District Name.** The proposed district has been renamed the East Gateway (EG) District to better reflect the corridor's role as an eastern gateway into Beacon and to avoid potential confusion with the existing Fishkill Creek Development District.
- 2. Mead Avenue Transition Area (§ 223-41.25(A)(5)).** New regulations were added for the portions of certain Fishkill Avenue parcels extending toward Mead Avenue. These provisions prioritize accessory uses within the transition area, allow only limited extension of principal commercial or mixed-use activity subject to Planning Board review, prohibit new commercial access from Mead Avenue, and authorize additional buffering and neighborhood-protection measures. The intent is to allow reasonable redevelopment of the Fishkill Avenue frontage while maintaining an appropriate transition to the adjoining residential neighborhood.
- 3. Building Placement and Street Wall (§ 223-41.25(A)(3) and (B)(4)).** The draft regulations continue to allow residential uses at the ground-floor level, consistent with the FACC discussion and recommendation not to require continuous ground-floor commercial uses throughout the corridor. The regulations have been clarified to require

ground-floor residential units fronting Fishkill Avenue to incorporate individual entrances, stoops, porches, landscaped setbacks, or similar treatments that establish an appropriate relationship with the sidewalk.

An additional design standard has also been added specifying that new principal buildings are to be located and oriented to reinforce a generally continuous building edge (aka “street wall”) along Fishkill Avenue, while maintaining flexibility for pedestrian spaces, landscaping, existing site constraints, and other appropriate site-design considerations.

- 4. Streetscape and Screening Standards (§ 223-41.25(D)).** The streetscape provisions have been strengthened to establish clearer expectations for coordinated improvements along Fishkill Avenue, including sidewalks, landscaping, street trees, and other pedestrian-oriented improvements. New standards also specifically address screening of parking, outdoor storage, loading areas, service areas, and other utilitarian site features visible from Fishkill Avenue, including limitations on exposed chain-link fencing along the corridor. Street-tree placement remains subject to Planning Board and Department of Public Works review in recognition of overhead and underground utilities, access, sight-distance requirements, and other site-specific constraints.
- 5. Rail Trail-Facing Development (§ 223-41.25(F)(4) and (F)(14)).** The design standards have been strengthened to recognize that properties located between Fishkill Avenue and the future Beacon-Hopewell Rail Trail effectively have two public-facing frontages. Building façades facing or prominently visible from the Rail Trail are therefore treated as public-facing façades and are expected to incorporate architectural treatment, materials, articulation, and fenestration generally consistent with the principal façade. Utilities, mechanical equipment, refuse areas, loading areas, and similar service functions must also be appropriately located or screened. The refuse and mechanical-equipment standards were similarly revised so that directing these facilities toward the "rear" of a property does not inadvertently create adverse visual impacts along the Rail Trail.
- 6. Rail Trail Buffering and Snow Storage (§ 223-41.25(G)(4)).** Additional standards have been added for properties adjoining the Rail Trail to require effective year-round screening and address headlights, snow storage, debris, and similar off-site impacts. Where snow storage or snow banking is anticipated adjacent to the Rail Trail, the Planning Board would require fencing, curbing, or other suitable physical measures to prevent snow and associated debris from being deposited within the Rail Trail right-of-way.

- 7. Protection of FACC-Identified Viewsheds (§ 223-41.25(G)(3)).** The environmental standards have been expanded to specifically identify the three significant public views of Mount Beacon documented through the FACC process. For development within an identified view corridor, the Planning Board would consider potential impacts to the public view and may require reasonable modifications to building placement, massing, height, upper-story setbacks or stepbacks, landscaping, or other site-design elements where necessary to preserve or minimize obstruction of the identified view. This provision directly implements the FACC recommendation that development be evaluated during site plan review for potential impacts to significant Mount Beacon viewsheds

Policy Clarifications

Groveville. The Groveville properties have not been incorporated into the proposed East Gateway District. This is intentional and consistent with the geographic framework established through the FACC process, which treated Groveville as a separate planning area from the proposed mixed-use Fishkill Avenue corridor. While the FACC identified opportunities for future zoning changes, infill, and redevelopment within Groveville, those recommendations are better addressed through a separate implementation effort that can more specifically consider the area's existing development pattern and historic resources.

Affordable Housing and Building Height. The proposed EG District would remain subject to the City's existing Affordable-Workforce Housing requirements under Article IVB. While Council discussed whether additional affordability requirements should be associated with the proposed four-story height allowance, establishing a district-specific increase in the BMR requirement is not recommended at this time. Redevelopment along Fishkill Avenue is already affected by significant land, infrastructure, construction, and site-development costs, and an additional affordability requirement could adversely affect the feasibility of the housing and mixed-use development the proposed zoning is intended to facilitate. Accordingly, the proposed four-story (48 ft) maximum is recommended as a dimensional standard of the EG District and is not currently conditioned upon providing BMR units beyond those otherwise required under Article IVB.

Rail Trail Access. The zoning continues to authorize the Planning Board to consider and require appropriate connections between development, Fishkill Avenue, and the future Rail Trail. Specific access points have not been codified because detailed Rail Trail design has not yet been completed. Those locations can be established through the ongoing City/County trail planning and design process rather than predetermined through this zoning amendment.

As previously discussed, KARC continues to recommend a limited Comprehensive Plan amendment in conjunction with the zoning amendment. The existing Comprehensive Plan is

largely silent regarding the future land-use pattern of Fishkill Avenue but emphasizes maintaining Main Street as the City's primary commercial core. The proposed amendment would not alter that overall policy but would instead recognize the East Gateway District as a complementary mixed-use corridor capable of accommodating additional housing, employment, and commercial services serving residents' everyday needs. The broader Comprehensive Plan update can subsequently revisit the corridor in the context of the City as a whole.

cc: Ben Swanson, City Administrator
Nick Ward-Willis, Keane & Beane, P.C.

PROPOSED LOCAL LAW NO. ____ OF 2026

CITY COUNCIL
CITY OF BEACON

A LOCAL LAW AMENDING CHAPTER 223 OF THE BEACON CITY CODE
CONCERNING THE EAST GATEWAY DISTRICT

A LOCAL LAW to amend Chapter 223, Zoning, to create a new zoning district known as the East Gateway District.

BE IT ENACTED by the City Council of the City of Beacon as Follows:

Section 1. Chapter 223 of the Beacon City Code, Article II – Establishment of Districts; Map; Boundaries, Section 223-2 entitled “Establishment of districts” is hereby amended to add Subsection G for the creation of the “East Gateway District” as follows:

§ 223-2 **Establishment of districts.**

The City of Beacon is hereby divided into the following classes of districts:

...

G. EG East Gateway District.

Section 2. Chapter 223 of the Beacon City Code, Article III – General Regulations, Section 223-17, Subsection C, Attachment 2 entitled “Schedule of Use Regulations” is hereby amended as follows:

SEE ATTACHED SCHEDULE

Section 3. Chapter 223 of the Beacon City Code, Article III – General Regulations, Section 223-17, Subsection D, Attachment D, Attachment 1 entitled “Schedule of Dimensional Regulations” is hereby amended as follows:

SEE ATTACHED SCHEDULE

Section 4. Chapter 223 of the Beacon City Code is hereby amended to add Article IVG entitled “East Gateway (EG) District” which includes new Sections 223-41.23 through 223-41.25 as follows:

Article IVG East Gateway (EG) District

§ 223-41.23 **Purpose.**

The purpose of the East Gateway (EG) District is to guide the evolution of the Fishkill Avenue corridor as a mixed-use eastern gateway to the City of Beacon that complements the Central Main

Street District while providing opportunities for additional housing, employment, commercial services, and other compatible uses serving City residents and the surrounding community.

The EG District is intended to accommodate a broad mix of uses and building types, including larger commercial floorplates that may not be readily accommodated within the City's traditional Main Street development pattern, while using form-based development and design standards to promote a more walkable, attractive, and cohesive corridor. The District is further intended to encourage additional housing opportunities, support employment-generating uses, protect adjoining residential neighborhoods, preserve significant public views of Mount Beacon, reduce unnecessary curb cuts, and strengthen connections to Fishkill Creek, the future Beacon-Hopewell Rail Trail, and other public spaces and transportation facilities.

§ 223-41.24 Applicability and boundaries.

A. The provisions of this article apply to the area shown as the East Gateway (EG) District on the City of Beacon Zoning Map. All new uses of land and structures in the EG District shall comply with this article, with the following additional provisions:

- (1)** Existing nonconforming uses may continue as provided in § 223-10, Nonconforming uses and structures, except as may be otherwise provided in this article. Any existing building that does not satisfy the minimum building height requirements in the district may continue and may be expanded at the same height, provided that it is in conformity with all other dimensional requirements in the district.
- (2)** In order to encourage a mix of uses, more than one permitted use shall be allowed on any lot or parcel, subject to all approval criteria contained herein.

B. In the event of a conflict between this article and other provisions of this Zoning Chapter, the provisions of this Article shall control with respect to property located within the EG District.

§ 223-41.25 Regulations.

A. Permitted uses in the EG District. Permitted principal uses, permitted accessory uses, and uses that need a special permit by the Planning Board are listed in the § 223-17 Schedule of Use Regulations, with the following additional provisions:

- (1)** Permitted uses shall be subject to site development plan approval under § 223-25, except that site plan review shall not be required for a change of use within an existing building where the new use is allowed by right, the building will not be expanded, and the change of use does not alter the applicable parking requirement.
- (2)** Special permit uses are also subject to the provisions and conditions in § 223-18.
- (3)** Residential uses may occupy any story of a building, provided that residential units fronting Fishkill Avenue at the ground-floor level shall incorporate individual entrances, stoops, porches, landscaped setbacks, or other architectural treatments or

site-design treatments that provide an appropriate relationship between the dwelling units and the public sidewalk.

- (4)** For permitted auto-related uses, including gasoline filling stations, car washes, vehicle sales or rental establishments, and auto repair facilities, vehicle service areas, fuel pumps, wash bays, vehicle display and storage areas, and other accessory auto-oriented site features shall, to the maximum extent practicable, be located behind the front plane of the principal building or otherwise arranged and screened to minimize their visual prominence from Fishkill Avenue. Site design for such uses shall emphasize a continuous pedestrian frontage, minimize the extent of pavement visible from Fishkill Avenue, consolidate vehicular access where practicable, and provide landscaping and screening sufficient to minimize visual and operational impacts on adjoining properties and the public streetscape.
- (5)** Those properties or portions of properties identified as the Mead Avenue Transition Area on the EG District Map shall be subject to the following additional standards:

 - (a)** Such areas shall primarily accommodate accessory functions supporting a principal commercial or mixed-use development fronting on Fishkill Avenue, including parking, landscaping and urban greening, stormwater management facilities, loading areas, pedestrian improvements, and similar accessory site functions.
 - (b)** Limited extension of a principal commercial or mixed-use building or use into the Mead Avenue Transition Area may be approved by the Planning Board where the Board finds that the extension:

 - [1]** Supports the reasonable redevelopment of property fronting on Fishkill Avenue;
 - [2]** Maintains an appropriate scale and orientation in relation to nearby residential development;
 - [3]** Minimizes impacts upon Mead Avenue and adjoining residential properties; and
 - [4]** Incorporates appropriate setbacks, landscape buffering, screening, lighting controls, stormwater improvements, and other measures necessary to provide a compatible transition.
 - (c)** No new curb cut providing vehicular access to a commercial or mixed-use development shall be permitted from Mead Avenue. Vehicular access shall instead be provided from Fishkill Avenue, an existing lawful access, a shared driveway, or an internal circulation system to the maximum extent practicable.
 - (d)** The Planning Board may require additional landscape buffers, fencing, green space, drainage improvements, traffic-calming measures, limitations on hours

of loading or delivery, or other reasonable measures necessary to protect adjoining residential properties.

B. Dimensional regulations. All new construction or enlargement of existing structures in the EG District shall be subject to the § 223-17 Schedule of Dimensional Regulations, with the following additional provisions:

- (1)** Building height: New principal buildings shall have a minimum of two stories, with the upper floor built in a manner that allows actual occupancy for one or more permitted uses and does not create the mere appearance of a second story. One-story accessory buildings to the rear of the principal building and one-story secondary sections set back at least 50 feet from the principal building façade are permitted.
- (2)** Chimneys, vent pipes, mechanical systems, elevator shafts, antennas, wireless communications facilities, roof gardens and fences, greenhouses, solar collectors, wind energy systems, and other rooftop accessory structures may project up to 15 feet above the maximum height. With the exception of roof gardens and solar collectors, such projections may occupy no more than 20% of the roof area and must be set back at least 15 feet from the front edge of the roof.
- (3)** A minimum of 15% of the lot shall be landscaped with trees, shrubs, or ground cover in locations approved by the Planning Board that enhance the streetscape or provide a landscaped yard. The Planning Board may waive or reduce this requirement for pre-existing lots of 5,000 square feet or less, or where significant public access, pedestrian, or streetscape improvements are provided that the Planning Board determines achieve comparable public or site-design benefits.
- (4)** New principal buildings shall be located and oriented to reinforce a generally continuous building edge along Fishkill Avenue, consistent with the permitted front-yard setback. Variations in building placement may be permitted to accommodate pedestrian spaces, landscaping, existing site constraints, or other site-design objectives of this Article.

C. Parking facilities.

- (1)** All off-street parking shall be located behind, underneath, or to the side of a building. If on the side, it shall be located at least 20 feet from any lot line that fronts on Fishkill Avenue and be screened by a low brick or stone wall, hedge, ornamental fence, and/or other landscaping that maintains the continuity of the street and that screens the parking lot from public street and sidewalk views.

 - (a)** Parking located to the side of a building shall not occupy more than 50% of the lot frontage along Fishkill Avenue, unless the Planning Board determines that site constraints warrant an alternative configuration that otherwise advances the purposes of this Article.

- (2) For small preexisting lots where the provision of on-site parking is not feasible, the Planning Board may waive up to 50% of the minimum parking requirements, provided that the total floor area of the building is no greater than 3,000 square feet.

D. Streetscape improvements.

- (1) The Planning Board shall require an applicant to provide coordinated streetscape improvements along Fishkill Avenue, including sidewalks, planters, street trees, shrubs, or other landscaping to enhance the appearance of the streetscape. Streetscape improvements shall be designed to create a continuous, attractive pedestrian environment and, to the maximum extent practicable, shall be coordinated with improvements on adjoining properties. Ornamental fencing four feet or less in height may be provided to separate privately owned space from public space. For commercial uses, display areas, and outdoor dining and seating areas may be provided.
- (2) A pedestrian clearway, at least five feet wide, with unobstructed space for pedestrian activity, shall be provided unless site conditions necessitate a narrower clearway.
- (3) Within the street transition zone or building transition zone (see Figure 21-17) between the curb and front lot line, if space permits, lot owners may plant trees and place benches, tables, bicycle racks, and outdoor seating areas with the approval of the Department of Public Works. The Planning Board may require the planting of street trees on average 30 feet to 40 feet apart as a condition of site plan approval.
- (4) The Planning Board may require that an applicant constructing a building greater than 10,000 square feet in floor area pay for the provision of related street improvements to improve pedestrian and/or bicycle safety.
- (5) Parking areas, outdoor storage areas, loading areas, service areas, and other utilitarian site features visible from Fishkill Avenue shall be screened through landscaping, decorative fencing, masonry walls, or a combination thereof. Chain-link fencing shall not be permitted between a principal building or developed portion of a site and Fishkill Avenue unless substantially screened from public view by landscaping. Where fencing is provided along Fishkill Avenue, it shall be ornamental or otherwise designed as an integral component of the streetscape.
- (6) Compliance with below-market-rate housing requirements. All applications involving residential development shall comply with Article IVB of this chapter, Affordable-Workforce Housing.

E. Design standards. Because of the design standards in this section, the architectural review provisions of Chapter 86 shall not apply within the EG District. In addition to the preceding sections of this article, all new buildings or substantial alterations of existing buildings shall comply with the following design standards:

- (1) These design standards are intended to promote the following purposes:

- (a) Promote pedestrian access and activity, as well as a general sense of area security.
 - (b) Restore and maintain the role of streets as civic and social spaces, framed by active uses.
 - (c) Encourage economic development and a convenient mix of uses and services
 - (d) Support a sense of design context that relates new redevelopment efforts to traditional urban forms and streetscapes, while still allowing contemporary architectural flexibility.
- (2) Standards using the verb "shall" are required; "should" is used when the standard is to be applied unless the Planning Board finds a strong justification for an alternative solution in an unusual and specific circumstance; and "may" means that the "standard" is an optional guideline that is encouraged but not required.
- (3) Buildings should provide architectural distinction between the ground floor, upper stories, and roofline through changes in materials, fenestration, building plane, cornices, canopies, or other appropriate architectural elements.
- (4) Architectural features and windows should be continued on all sides of the building that are clearly visible from a public street, sidewalk, parking area, or public access trail, avoiding any blank walls, except in cases of existing walls or potential common property walls.
 - (a) Building façades facing or prominently visible from the Beacon-Hopewell Rail Trail shall be treated as public-facing façades and shall incorporate a level of architectural treatment, materials, articulation, and fenestration generally consistent with the principal façade. Utilities, mechanical equipment, refuse areas, loading areas, and other service functions located along or visible from the Rail Trail shall be located or screened to minimize their visual impact
- (5) Buildings should incorporate subtle breaks in the façade and window surrounds with projecting sills, lintels, or crowns to add some depth, shadow, and detail. Larger buildings shall incorporate significant breaks in the facades and rooflines at intervals of no more than 40 feet.
- (6) Buildings with a ground-floor footprint greater than 10,000 square feet shall be designed to maintain a pedestrian-oriented streetscape through the use of façade articulation, multiple pedestrian entrances where appropriate, pedestrian connections between the public sidewalk and principal building entrances, and building and parking configurations that minimize the visual prominence of off-street parking areas from Fishkill Avenue.

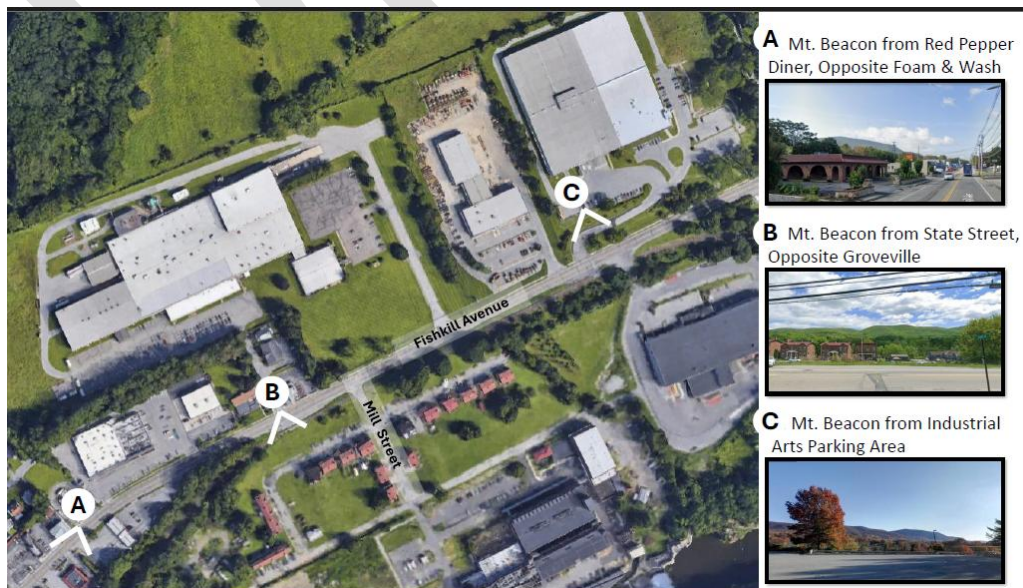
- (7) Building elements that provide additional architectural interest, such as bay windows, cornices, balconies, and porches, should be encouraged and may encroach up to four feet into required yards.
- (8) Metal, glass or canvas-type awnings and canopies or projecting signs should be encouraged. Vinyl awnings are discouraged unless the applicant can demonstrate to the Planning Board's satisfaction that the finish and design of such awning are of high quality, aesthetically pleasing and meet the intended standards of the district, as determined by said Board.
- (9) Buildings shall have a front entrance door facing the primary street and connected to the sidewalk. Front entrance doors for commercial buildings and retail storefronts shall be active and provide main access during business hours.
- (10) Mirrored, reflective, or tinted glass, all-glass walls, and exterior roll-down security gates shall not be permitted. Any shutters shall match the size of the window opening, appear functional, and be attached to the window frame.
- (11) Commercial buildings shall provide substantial transparency along street-facing ground-floor façades. At least 50% of the area between two and ten feet above grade shall consist of transparent glazing, except that the Planning Board may approve a lower percentage for portions of a large-footprint building containing functional areas that cannot reasonably accommodate glazing, provided that such areas incorporate alternative architectural treatment sufficient to avoid blank walls. Residential buildings shall have at least 30% glass on the upper-floor facades.
- (12) Finish building materials should be wood, brick, stone or smooth cast stone, traditional cement-based stucco, or fiber-cement siding or other material deemed acceptable by the Planning Board. Vinyl, aluminum or sheet metal siding or sheet trim, exposed concrete blocks or concrete walls, plywood or other similar prefabricated panels, unpainted or unstained lumber, synthetic stone or brick, or synthetic stucco, exterior insulation and finishing system (EIFS), or direct-applied finish system (DAFS), as well as chain link, plastic, or vinyl fencing shall not be permitted.
- (13) Fluorescent, neon, metallic, or other intentionally garish colors, as well as stripes, dots, or other incompatible patterns, shall be prohibited.
- (14) Refuse containers shall be concealed from public view by approved architectural elements, fully contained to prevent the spread of trash, and located toward the rear of the site where practicable without creating an adverse visual impact upon the Beacon-Hopewell Rail Trail. Ground-based mechanical equipment and rooftop equipment shall also be screened from public views, including views from the Rail Trail.
- (15) The Planning Board may waive setback requirements for designated historic landmarks, as defined in Chapter 134, Historic Preservation, and civic buildings,

including government buildings, schools, libraries, or places of worship, and for pedestrian-oriented places, such as public greens or plazas and outdoor eating areas.

F. Environmental standards

- (1)** Site development plans adjacent to the rail-trail right-of-way and Fishkill Creek shall be referred to the Trail Committee for comments, shall be sensitive to the property's relationship with these important public features and developed in such a way as to protect any City-designated public views.
- (2)** The Planning Board may require the establishment of a view or public access corridor from the sidewalks through the development to the rail-trail right-of-way, particularly at the Delavan, Conklin, Townsend, and State side street intersections. The rail-trail will be a recreational resource and provide an important alternative transportation connection to the city center and larger region.
- (3)** The following locations, as depicted below, are identified as important public views of Mount Beacon and the surrounding landscape within the East Gateway District, consistent with the recommendations of the Fishkill Avenue Concepts Committee. For development located within an identified view corridor, the Planning Board shall consider the potential effect of proposed buildings and site improvements on the identified public views. The Planning Board may require reasonable modifications to building placement, massing, height, upper-story setbacks or stepbacks, landscaping, or other site-design elements where necessary to preserve or minimize obstruction of the identified view, consistent with the purposes of this Article.

 - (a)** Mt. Beacon from 441 Fishkill Avenue.
 - (b)** Mt. Beacon from State Street, Opposite Groveville.
 - (c)** Mt Beacon from parking area of 511 Fishkill Avenue.



- (4) A minimum 5-foot-wide buffer with plantings and/or fencing shall be required by the Planning Board along adjoining residential parcels or the rail-trail right-of-way for screening purposes and to avoid off-site impacts, such as headlights and snow plowing. Plantings required for screening shall be selected and arranged to provide effective year-round screening. Where snow storage or snow banking is proposed or reasonably anticipated adjacent to the Rail Trail right-of-way, the Planning Board shall require fencing, curbing, or other suitable physical measures to prevent snow, debris, and associated materials from being deposited within the Rail Trail right-of-way.

Section 5. The Zoning Map of the City of Beacon, as established by Section 223-3 of the Beacon City Code is hereby amended to rezone the following Parcels to the East Gateway (EG) District:

City of Beacon Tax Parcel No.: 6055-03-473210, but only that limited portion of said parcel proposed for inclusion in the East Gateway (EG) District, as depicted on the East Gateway Zoning District Map;

City of Beacon Tax Parcel No.: 6055-72-498198, which is located at 6 State Street;

City of Beacon Tax Parcel No.: 6055-04-503193, which is located at 4 State Street;

City of Beacon Tax Parcel No.: 6055-04-508186, which is located at 469 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6054-37-096715, but only that limited portion of said parcel proposed for inclusion in the East Gateway (EG) District, as depicted on the East Gateway Zoning District Map;

City of Beacon Tax Parcel No.: 6055-72-498177, which is located at 461 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-72-475162, which is located at 451-455 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-72-458135, which is located at 441 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-72-452126, which is located at 439 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-449120, which is located at 435 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-446160, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-432110, which is located at 425 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-435097, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-426102, which is located at Mead Avenue;

City of Beacon Tax Parcel No.: 6055-80-431091, which is located at 421 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-425080, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-418071, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-416064, which is located at 409 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-403061, which is located at Mead Avenue;
City of Beacon Tax Parcel No.: 6055-80-399053, which is located at Mead Avenue;
City of Beacon Tax Parcel No.: 6055-80-406047, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-394041, which is located at 7 Conklin Street;
City of Beacon Tax Parcel No.: 6055-80-399035, which is located at 397 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-392032, which is located at 393 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-322981, which is located at 355 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-295954, which is located at Delavan Avenue;
City of Beacon Tax Parcel No.: 6054-23-278953, which is located at 7 Delavan Avenue;
City of Beacon Tax Parcel No.: 6054-23-275938, which is located at 333 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-264913, which is located at 326-330 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-280919, which is located at 332 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-284922, which is located at 334 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-291925, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-312940, which is located at 344 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-407023, which is located at 394 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-424048, which is located at 410 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-439071, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-443076, which is located at 420 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-450087, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-455098, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-459170, which is located at 434 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-463114, which is located at 436 Fishkill Avenue;
and
City of Beacon Tax Parcel No.: 6055-72-475135, which is located at 440 Fishkill Avenue.

Section 6. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 223 of the Beacon City Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 7. Numbering for Codification.

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

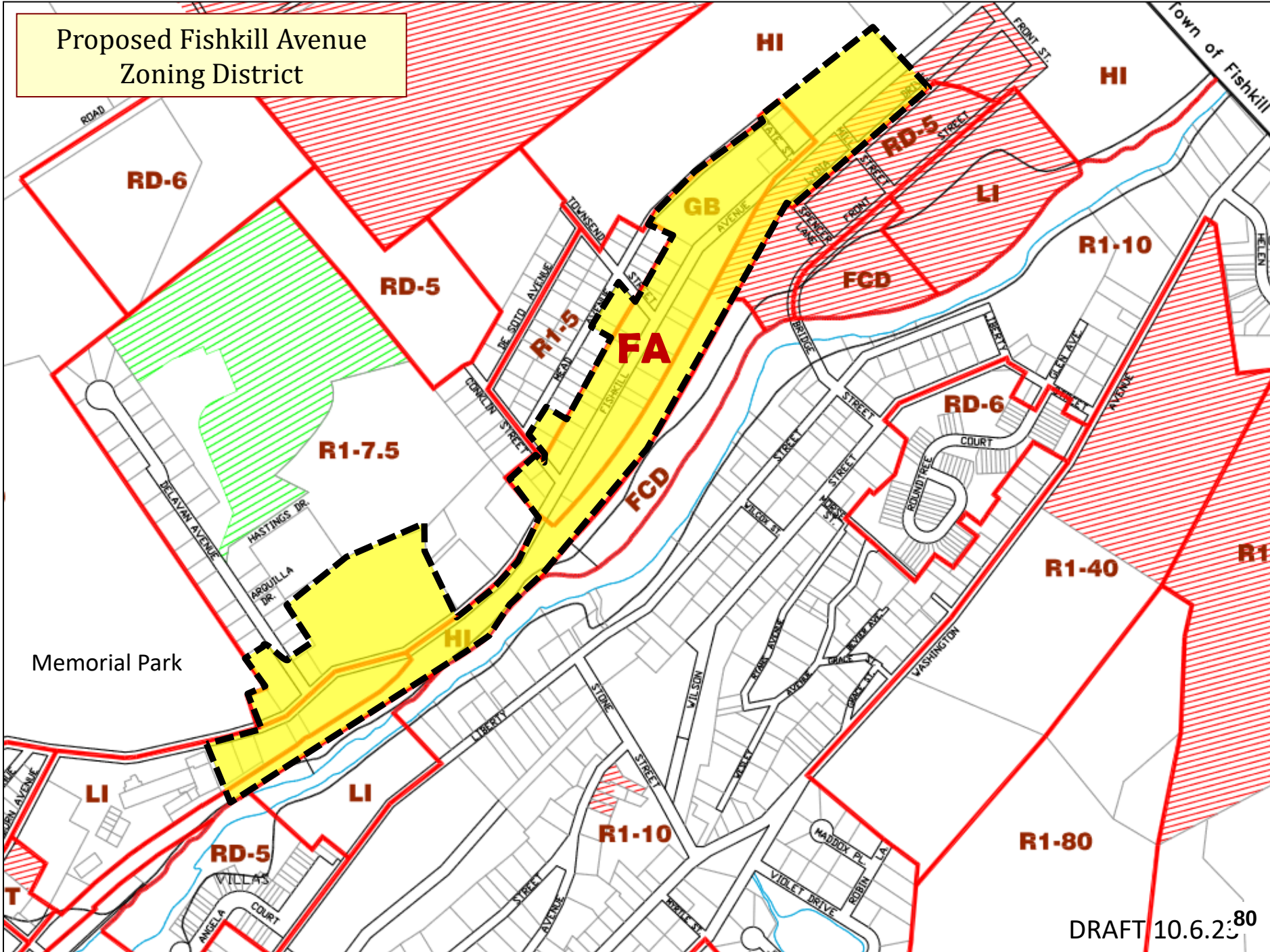
Section 8. Severability.

If any clause, sentence, paragraph, subdivision, section or part of this chapter or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

Section 9. Effective date.

This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

Proposed Fishkill Avenue
Zoning District



CITY OF BEACON
COMPREHENSIVE PLAN AMENDMENT
East Gateway / Fishkill Avenue Corridor

September 2026

Purpose and Background

The City of Beacon Comprehensive Plan establishes the City's long-range vision for land use, development, transportation, natural resources, community character, and related planning priorities. While the Comprehensive Plan provides substantial guidance regarding the City's established neighborhoods, Main Street, waterfront, and other planning areas, it provides more limited direction regarding the future land-use and development pattern of the Fishkill Avenue corridor.

To provide more focused consideration of this area, the City established the Fishkill Avenue Concepts Committee ("FACC") to evaluate existing conditions and identify opportunities for the future of Fishkill Avenue and surrounding areas. The resulting Fishkill Avenue Concepts Committee Final Report, completed in 2025, evaluated land use, transportation, development patterns, community character, environmental resources, public views, and opportunities for improved pedestrian, bicycle, and recreational connections along the corridor.

The FACC Final Report serves as a supplemental planning study informing this Comprehensive Plan amendment. Following completion of the FACC process and subsequent review and discussion by the City Council, the City has determined that a limited amendment to the Comprehensive Plan is appropriate to establish a clearer land-use policy for the Fishkill Avenue corridor and provide the planning foundation for implementation through amendments to the City's zoning regulations.

This amendment is intended to supplement, rather than replace, the broader policies and recommendations of the existing Comprehensive Plan. Except as specifically provided herein, the goals, policies, and recommendations of the Comprehensive Plan remain unchanged.

East Gateway Planning Area

The Fishkill Avenue corridor serves as an important eastern gateway into the City of Beacon and includes a mix of commercial, residential, institutional, industrial, and other uses. The corridor also occupies a unique location between established residential neighborhoods, Fishkill Creek, and the future Beacon-Hopewell Rail Trail.

The City supports the evolution of the Fishkill Avenue corridor as an East Gateway mixed-use district that complements, rather than competes with, the City's traditional Main Street commercial core.

Main Street should remain the City's principal pedestrian-oriented downtown and primary concentration of small-scale shops, restaurants, services, civic activity, and other uses that contribute to its traditional downtown character. The East Gateway should provide additional

opportunities for housing, employment, commercial services, and other compatible uses serving City residents and the surrounding community.

The East Gateway may also accommodate a broader range of building types and commercial formats, including larger commercial floorplates that may not be readily accommodated within the City's traditional Main Street development pattern, provided that new development is designed to improve the physical and pedestrian character of Fishkill Avenue.

Land Use and Development Policies

Future land-use regulations and public and private investment within the East Gateway should advance the following policies:

1. **Mixed-Use Development.** Encourage a mix of residential, commercial, employment, institutional, recreational, and other compatible uses that supports reinvestment and redevelopment along Fishkill Avenue.
2. **Housing Opportunities.** Expand opportunities for housing, including multifamily and mixed-use development, consistent with the City's affordable-workforce housing policies and other applicable housing objectives.
3. **Relationship to Main Street.** Maintain Main Street as Beacon's primary traditional commercial and pedestrian-oriented downtown while allowing the East Gateway to accommodate complementary commercial services and development formats appropriate to the Fishkill Avenue corridor.
4. **Walkable Development Pattern.** Encourage redevelopment that gradually transforms Fishkill Avenue into a more attractive, cohesive, and pedestrian-oriented corridor through appropriate building placement, sidewalks, landscaping, street trees, pedestrian connections, and streetscape improvements.
5. **Building and Site Design.** Promote high-quality architecture and site design that establishes a positive relationship between buildings and the public realm, reduces the visual prominence of surface parking and automobile-oriented site features, and accommodates contemporary development while reinforcing Beacon's community character.
6. **Residential Neighborhood Transitions.** Protect adjoining residential neighborhoods through appropriate building scale, setbacks, landscaping, buffering, access management, lighting, and other site-design measures, particularly where commercial or mixed-use properties extend toward established residential streets.
7. **Fishkill Creek and Rail Trail Connections.** Strengthen physical and visual connections between Fishkill Avenue, Fishkill Creek, the future Beacon-Hopewell Rail Trail, and adjoining neighborhoods. Development adjacent to the Rail Trail should recognize the trail as an important public-facing frontage and recreational and transportation resource.
8. **Access and Mobility.** Improve pedestrian and bicycle safety and connectivity, reduce unnecessary curb cuts, encourage shared or consolidated access where feasible, and

coordinate private redevelopment with future transportation and streetscape improvements along Fishkill Avenue.

9. **Public Views and Natural Setting.** Recognize and protect significant public views of Mount Beacon and the surrounding landscape as an important component of the corridor's identity and the City's overall community character. Development within identified public view corridors should be designed to preserve or minimize obstruction of these views through appropriate consideration of building placement, massing, height, upper-story setbacks or stepbacks, landscaping, and other site-design techniques.

Significant Public Views

The FACC planning process identified three significant public views of Mount Beacon and the surrounding landscape from the Fishkill Avenue corridor:

- **View A:** Mount Beacon from the vicinity of the Red Pepper Diner (411 Fishkill Avenue);
- **View B:** Mount Beacon from State Street, opposite Groveville; and
- **View C:** Mount Beacon from the Industrial Arts (511 Fishkill Avenue) parking area.

These locations are depicted on **Figure 1, East Gateway Significant Public Views**, which is hereby incorporated into this Comprehensive Plan amendment.

The identified viewpoints are intended to guide future site planning and development review and should not be interpreted as requiring preservation of every existing view across private property. Rather, development within an identified view corridor should consider the location and character of the public view and incorporate reasonable site and building-design measures to preserve or minimize obstruction of significant views where practicable.

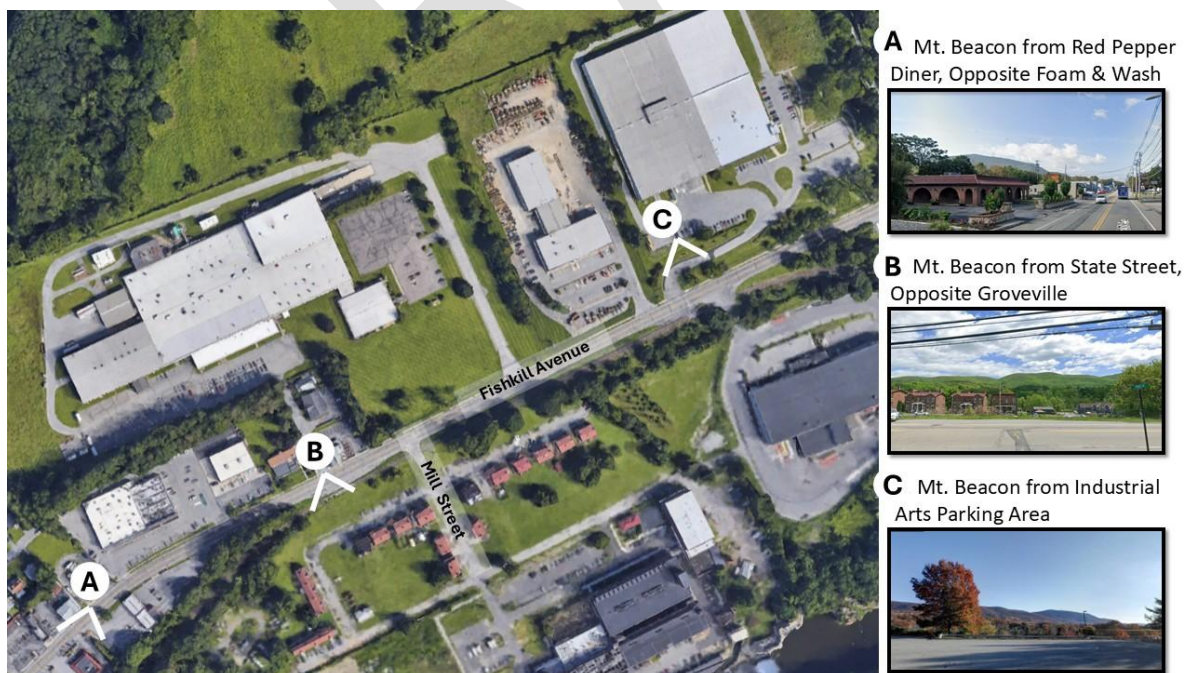


Figure 1. East Gateway Significant Public Views. Source: Fishkill Avenue Concepts Committee Final Report (2025).

Implementation

The City should implement these policies through establishment of an East Gateway zoning district and associated use, dimensional, site-design, streetscape, environmental, and development standards.

The East Gateway zoning regulations should provide sufficient flexibility to encourage reinvestment and redevelopment while ensuring that future development contributes to an attractive and cohesive gateway, protects adjoining residential neighborhoods, enhances pedestrian and bicycle connectivity, recognizes the future Beacon-Hopewell Rail Trail as an important public resource, and considers significant public views of Mount Beacon.

The City may further evaluate the Fishkill Avenue corridor, Groveville, and surrounding areas as part of a future comprehensive update to the City's Comprehensive Plan.

DRAFT

ZONING

223 Attachment 2

City of Beacon

§ 223-17. City of Beacon Schedule of Use Regulations

[Added 6-15-2020 by L.L. No. 7-2020;¹ amended 2-16-2021 by L.L. No. 2-2021; 9-19-2022 by L.L. No. 8-2022; 9-19-2022 by L.L. No. 9-2022; 5-5-2025 by L.L. No. 4-2025; 6-2-2025 by L.L. No. 5-2025; 7-7-2025 by L.L. No. 8-2025; 11-17-2025 by L.L. No. 12-2025; 12-1-2025 by L.L. No. 13-2025]

Permitted Uses by District	Reference Notes	All R1	All RD	T	EG	GB	CMS	L	TS	WP	FCD	LI	HI
Residential													
One-family detached dwelling		P	P	P	X	X	X	X	X	X	X	X	X
One-family attached/semidetached	Including townhouses	P ²	P	P	P	X	X	P	X	X	P	X	X
Two-family dwelling		P ²	P	P	X	X	X	X	X	X	X	X	X
Multifamily dwelling		X	SP*	P	P	P	P	P	P	X	P	X	X
Artist live/work space	Subject to § 223-14.2	P ²	X	P	P	P	P	P	P	X	P	P	X
Retail/Office/Service													
Retail, personal service, or bank		X	X	X	P	P	P	P	P	X	X	P	X
Office		X	X	P	P	P	P	P	P	X	P	P	X
Artist studio, art gallery/exhibit space		X	X	P	P	P	P	P	P	X	P	P	X
Funeral home		X	X	X	SP	P	X	X	X	X	X	P	X
Commercial recreation, indoor		X	X	X	P	P	P	X	X	X	X	P	P
Auction gallery		X	X	X	P	P	X	X	X	X	X	P	P
Adult use	Subject to § 223-20.1	X	X	X	X	X	X	X	X	X	X	SP	X
Food/Lodging													
Restaurant or coffee house		X	X	X	P	P	P	P	P	SP*	P	X	X
Bar/brew pub/microbrewery/microdistillery		X	X	X	P	P	P	P	P	X	P	P	P
Food preparation business		X	X	X	P	P	SP	SP	X	X	X	P	P
Short-term rental	Subject to § 223-26.5	P	P	P	P	P	P	P	P	P	P	P	P
Bed-and-breakfast	Subject to § 223-24.4	SP	SP	SP	P	P	X	P	X	SP*	P	P	X
Inn		X	X	X	P	P	P	P	P	SP*	P	P	X
Hotel	Subject to § 223-14.1	X	X	X	P	P	P	P	P	X	X	P	X
Social/Community													
Spa/fitness center/exercise studio		X	X	SP	P	P	P	P	P	X	P	P	X
Day-care center		X	X	P	P	P	X	P	P	X	P	SP	X
Park, preserve, community garden		P	P	P	P	P	P	P	P	P	P	P	X
Theater, concert or conference space		X	X	X	P	P	P	P	P	X	P	P	X
Museum		SP*	SP*	SP*	P	P	P	P	P	X	P	P	SP
Place of worship/religious facility		P	P	P	P	P	X	X	X	X	X	P	X
Social club	Subject to § 223-24.2	SP	SP	SP	SP	SP	P	X	X	X	X	SP	X
Government facility		P	P	P	P	P	P	P	P	P	P	P	P
Golf course		SP*	SP*	X	X	X	X	X	X	X	X	X	X
Health Care													
Hospital or nursing home	Subject to 223-21.1/22	SP*	SP*	X	X	X	X	X	X	X	P	P	P
Animal care facility		SP	SP	X	SP	SP	X	X	X	X	X	SP	X

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¹ Editor’s Note: This local law also repealed former 223 Attachment 2, § 223-17D, Schedule of Regulations for Nonresidential Districts, as amended.

BEACON CODE

Permitted Uses by District	Reference Notes	All R1	All RD	T	EG	GB	CMS	L	TS	WP	FCD	LI	HI
Educational													
College or university		SP*	SP*	X	P	P	P	P	X	X	P	P	P
Trade school or training program		X	X	X	P	P	P	P	X	X	P	P	P
Private school or nursery school		SP	SP	SP	P	P	X	P	X	X	P	SP	X
Parking/Auto-Oriented													
Off-street parking or parking structure	Subject to § 223-26	X	X	SP	SP	SP	SP	X	X	X	X	X	X
Vehicle sales or rental lot		X	X	X	SP	SP	X	X	X	X	X	SP	X
Gas filling station and/or car wash	Subject to Ch. 210/§ 223-21	X	X	X	SP	SP	X	X	X	X	X	SP	X
Auto body or repair shop	Subject to Chapter 210	X	X	X	SP	SP	X	X	X	X	X	SP	X
Ambulance service		SP	SP	SP	P	P	X	X	X	X	X	P	X
Industrial or Assembly													
Wholesale business		X	X	X	SP	P	X	X	X	X	X	P	P
Self-storage facility and warehouse storage	Subject to § 223-24.5	X	X	X	P/SP	P/SP	X	X	X	X	X	P/SP	P/SP
Workshop		X	X	SP	P	P	P	P	X	X	P	P	P
Industrial or manufacturing use		X	X	X	SP	X	X	SP	X	X	P	P	P
Other													
Wireless communication facility	Subject to § 223-26.4	P	P	P	P	P	P	P	P	P	P	P	P
Small cell wireless facility	Subject to § 223-26.4	P	P	P	P	P	P	P	P	P	P	P	P
Farm		P	X	X	X	X	X	X	X	X	X	X	X
Horticultural nursery		P	P	X	P	P	X	X	X	X	X	P	X
Historic District Overlay Use	Subject to § 223-24.7	SP*	SP*	SP*	SP	SP*	SP*	SP*	SP*	SP*	SP*	SP*	SP*
Permitted Accessory Uses (includes uses/structures customarily incidental to a permitted principal use, but not an activity for commercial gain in a residential district)													
Accessory apartment	Subject to § 223-24.1	P	P	P	P	P	P	P	P	P	P	P	P
Private tennis court or pool	Subject to § 223-13	P	P	P	X	X	X	X	X	X	X	X	X
Home occupation or artist studio	Subject to § 223-17.1	P	P	P	X	X	X	X	P	X	X	X	X
Parking structure		X	X	SP	SP	X	P	P	P	X	P	X	X
Drive-through facilities, standalone or accessory		X	X	X	X	X	X	X	X	X	X	X	X
Garden, roof garden, or greenhouse		P	P	P	P	P	P	P	P	P	P	P	P
Solar collectors	Subject to Article X	P	P	P	P	P	P	P	P	P	P	P	P
X = Use Not Permitted P = Permitted Use SP = Special Permit Use by Planning Board SP* = Special Permit Use by City Council	For specific standards see →				Article IVG		Article IVD	Article IVE	Article IVA	Article IVA	Article IVC		

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² These uses, excluding townhouses, are only permitted on a parcel within the R1-5 Zoning District and not any other R1 Zoning District. Additionally, these uses are only permitted on a parcel in the R1-5 Zoning District if such parcel is located north of either side of Rombout Avenue, south of Verplank Avenue, east of South Avenue (a/k/a Route 9D) and west of Fishkill/Teller Avenue. For a parcel on the southern side of Rombout Avenue, such use is not permitted on a corner lot unless the driveway and the front of the house is located on Rombout Avenue.

ZONING

223 Attachment 1

City of Beacon

§ 223-17. Schedule of Dimensional Regulations

[Added 6-15-2020 by L.L. No. 7-2020;¹ amended 9-19-2022 by L.L. No. 8-2022; 9-3-2024 by L.L. No. 8-2024; 11-17-2025 by L.L. No. 12-2025; 12-1-2025 by L.L. No. 13-2025]

Zoning District	Minimum Lot Size Area ^b (see also § 223-121)				Minimum Yards ^a			Minimum Distance Between Buildings Same Lot	Maximum Height Main Building (see § 223-13) (stories/feet)	Maximum percent Building Coverage		Maximum Number of Units per Building	Minimum Open-Space Landscaped Area	Zoning District	Also Refer to Pertinent Sections
	Area (square feet)	Per Unit (square feet)	Width (feet)	Depth (feet)	Front (feet)	Side (feet)	Rear ^{d,e} (feet)			Multifamily	All Other				
R1-120	120,000	120,000	250	350	70	50	75	—	2.5/35	N.A.	7%	1	—	R1-120	
R1-80	80,000	80,000	150	200	45	30	50	—	2.5/35	N.A.	10%	1	—	R1-80	
R1-40	40,000	40,000	150	150	35	25	50	—	2.5/35	N.A.	15%	1	—	R1-40	
R1-20	20,000	20,000	125	125	25	20	40	—	2.5/35	N.A.	20%	1	—	R1-20	
R1-10	10,000	10,000	85	100	20	15	35	—	2.5/35	N.A.	25%	1	—	R1-10	
R1-7.5	7,500	7,500	75	100	15	10	25	—	2.5/35	N.A.	30%	1	—	R1-7.5	
R1-5	5,000	2,500	50	100	10	10	20	—	2.5/35	N.A.	40%	2	—	R1-5	
RD-7.5 ^{d,e}	2 acres	7,500	200	200	20 to 35	25	50	30	3/35	15%	20%	12	—	RD-7.5 ^{d,e}	
RD-6 ^{d,e}	2 acres	6,000	200	200	50	25	50	30	2.5/35	15%	20%	16	—	RD-6 ^{d,e}	
RD-5 ^{d,e}	5,000	5,000	50	100	30	10	25	30	3/35	20%	30%	16	—	RD-5 ^{d,e}	
RD-4 ^{d,e}	5,000	4,000	200	200	40	20	40	30	2.5/35	20%	25%	20	—	RD-4 ^{d,e}	
RD-3 ^{d,e}	5,000	3,000	50	100	30	20	25	30	3.5/45	20%	40%	24	—	RD-3 ^{d,e}	
RD-1.8 ^{d,e}	5,000	1,800	50	100	30	20	25	30	10 ^b /100	25%	40%	— ^c	—	RD-1.8 ^{d,e}	
RD-1.7 ^{d,e}	5,000	1,700	50	100	30	20	25	30	4.5 ^f /55 ^f	25%	40%	36 ^g	—	RD-1.7 ^{d,e}	
T ^e	5,000	i	50	100	10	10	20	—	2.5/35	—	40%	—	—	T ^e	
GB	—	1,500	—	100	15	20	25	—	—/35	—	—	—	—	GB	
EG	—	—	—	—	0 to 10	0 to 10	20 to 25	—	4/48	—	—	—	15%	EG	Art. IVG
CMS	—	—	—	75	0 to 10	0	20	—	3/38	—	—	—	10%	CMS	Art. IVD
L	—	—	—	75	0 to 20	0 to 30	25	—	4/48	—	—	—	15%	L	Art. IVE
FCD	2 acres	3,960	—	—	—	—	—	—	3/40	35%		—	30%	FCD	Art. IVC
WP	1 acre	—	—	—	10	—	—	—	2.5/35	20%		—	—	WP	Art. IVA
TS	3 acres	—	—	—	—	—	—	—	See Art. IVA	—		—	15%	TS	Art. IVA
LI	—	1,500	60	100	20	20	25	—	—/35	70%		—	20%	LI	
HI	—	—	60	100	30	20	25	—	—/40	70%		—	20%	HI	

NOTES:

^a A private garage may be built across a common lot line in multifamily developments by mutual agreement between adjoining property owners, a copy of such agreement to be filed with the building permit application for such garage.

^b But not more than 65% of the dwelling units in a multifamily development may be contained in buildings more than 3 1/2 stories in height.

^c But not more than 24 dwelling units in any building 3 1/2 stories or less in height.

^d For multifamily developments, a well-designed and landscaped recreation or usable open space area, approved by the Planning Board, of 2,000 square feet for the first 20 dwelling units or part thereof, plus 100 square feet for each additional dwelling unit will be required.

^e In any RD or T District, the Planning Board may approve a subdivision of land into individual building lots containing a minimum of 1,800 square feet of area each and designed for attached or semi-attached single-family dwellings (townhouses), provided that the design is such that the gross dwelling unit density for the entire tract does not exceed that which can normally be permitted for multiple dwellings in the district in which the property is located and further provided that the Planning Board attaches such conditions and safeguards to its approval as, in its opinion, are necessary to assure that the entire property, including any designated common areas for open space, recreation or other purposes, will be properly maintained for the intended purpose(s) and not further subdivided in the future. In its sole discretion, the Planning Board may also reduce the required side yard setbacks to zero feet for subdivisions of land designed for attached or semi-attached single-family dwellings (townhouses) where appropriate, except that the minimum side yard setbacks for end unit dwellings shall not be reduced further than 1/2 the minimum side yard setback of the least restrictive adjoining residential district.

¹ Editor’s Note: This local law also repealed former 223 Attachment 1, § 223-17C, Schedule of Regulations for Residential Districts, as amended.

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BEACON CODE

- ^f A maximum of one story of parking under a building shall not count toward the maximum building height limitation in feet and stories.
- ^g And each building shall not exceed 150 feet in length.
- ^h For all development proposals involving a total lot area of more than three acres within an R1, RD, or Fishkill Creek Development zoning district, the lot area per dwelling unit calculation shall first deduct any lot area covered by surface water, within a federal regulatory floodway, within a state or federally regulated wetland, or with existing, predevelopment very steep slopes of 25% or more as defined in § 223-63.
- ⁱ One-half the minimum lot size area per dwelling unit as the least restrictive adjoining residential district.
- ^j The larger yard dimension, 10 feet for side yard and 25 feet for rear yard, is required for parcels within the FA district that abut a residential district.

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Fishkill Avenue Concepts Committee Report

October 2025



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Appendices

Fishkill Avenue Concepts Committee

J.C. Calderón, Chair

October 7, 2025

Dear Mayor Kyriacou:

On behalf of the *Fishkill Avenue Concepts Committee* (FACC), I am pleased to share with the community the attached FACC Report that outlines ideas, concepts and suggestions for consideration by the current and future City Councils of the City of Beacon.

First and foremost, as Chair I would like to thank the following current committee members for their many volunteered hours of respectful debate, discussion and contributions that have resulted in the culmination of these findings: Yvonne Caruthers, Garrett Duquesne, Nick Guertin, Jay Healey, Atticus Lanigan, Brent Stapleton, Olga Luz Tirado, and Steve Jacobs were all instrumental in our success. The committee, selected by Mayor Kyriacou, represented a wide range of stakeholders and seasoned professionals.

We are also grateful to the widespread community input and to Beacon's professional consultants Natalie Quinn, as City Planner and John Russo, as City Engineer, for their feedback and suggestions to the committee. Lastly, we thank Mayor Lee Kyriacou for the vision to assemble this Ad-Hoc committee to study the Fishkill Avenue Corridor.

This FACC Report is the fruition of many monthly meetings starting in March of 2024, supplemented with a variety of public outreach events culminating in our March 9, 2025 Community Engagement Report. (See Appendix G). We began with the Mayor's November 27, 2023, Memorandum "to develop conceptual ideas for the northeast section of the City of Beacon, around and including Fishkill Avenue (State Route 52)."

The Memorandum's scope of study extended from Blackburn Avenue (at Ron's Ice Cream) to Prospect Ave (at Industrial Arts Brewing Company) and the adjacent areas including:

- State Route 52 from Blackburn to City line; Future rail trail, from East Main Street crossing to the City line; Potential access road from Route 52 to Matteawan Road; The private road (Mill Street) to the Beacon Lofts on Mason Drive; The Greenway trail from East Main crossing bridge to the City line; and The Groveville bridge.

Our study included extensive physical and geographic overview of the above areas and the entire corridor. We reviewed land use patterns and existing zoning ordinances. We studied recent developments and the significance of Fishkill Avenue and Route 52 as a regional connector. We discussed the evolving development pressures in Beacon and met with local residents, architects

Fishkill Avenue Concepts Committee

J.C. Calderón, Chair

and developers. We understand the need for coordinated growth balancing industrial, mixed-use, and residential priorities. We listened carefully to the community and their concerns (see Appendix D Comments). And we recognize the key challenges and opportunities that the corridor represents.

Please read the report and its recommendations regarding these areas of consideration, and the concepts we identify for the corridor. As a “concepts” committee, we do not warrant this report to be definitive or final in its recommendations. Rather, we hope the current and future City Administrations and City Councils will consider the extensive effort and commitment by the FACC committee members to envision a future that encompasses the best interests of the City of Beacon, its residents and guests.

Thank you for your interest and support in Beacon’s future.

Sincerely,

A handwritten signature in black ink, appearing to read 'J.C. Calderón', with a stylized, flowing script.

J.C. Calderón, AIA, LEED AP

Chair, Fishkill Avenue Concepts Committee

Executive Summary

The Fishkill Avenue Concepts Committee Report offers a framework to guide growth and investment along one of Beacon's most important and evolving thoroughfares. Extending from industrial sites and the historic Groveville neighborhood at the city's eastern boundary to Memorial Park, the Fishkill Avenue study area (Picture 1) plays a vital role in Beacon's economy, housing supply, and connection to natural resources such as Mount Beacon and Fishkill Creek.

This study offers a vision for a corridor that is inclusive, economically vibrant, environmentally responsible, and reflective of Beacon's character. It recommends targeted updates to zoning and land use policy, strategies for preserving and enhancing industrial employment areas, opportunities for new mixed-use development, and improvements to neighborhood infrastructure, green space, and mobility.



Figure 1: Fishkill Avenue Concepts Committee Study Area Overview

Overall goals include:

- ❖ Support productive industrial uses while improving site aesthetics and environmental compatibility.
- ❖ Transform underutilized areas into walkable, bikeable and mixed-use environments with diverse housing and business options.
- ❖ Strengthen Groveville through infrastructure upgrades, infill housing, and historic preservation.
- ❖ Advance green infrastructure, trail connectivity, and safer multi-modal transportation.
- ❖ Align corridor planning with regional initiatives and Beacon's broader Comprehensive Plan.

Together, these goals along with more specific recommendations aim to ensure that the Fishkill Avenue corridor evolves in a way that supports long-term community needs and reinforces Beacon’s identity.

Committee Perspectives

The Fishkill Avenue Concepts Committee brought together a wide range of local voices, including architects, planners, educators, business owners, long-time residents, and community advocates. Members contributed professional expertise in planning, design, real estate, marketing, government, the arts, and education, as well as lived experience as Beacon residents. This diversity of perspectives helped ensure that the study’s recommendations reflect both technical knowledge and the community’s values. Biographies of committee members are provided in Appendix H.

Vision Statement

As the Fishkill Avenue Concepts Committee, we respectfully propose a vision for the Route 52 corridor as a vibrant, inclusive, pedestrian friendly, safe and sustainable gateway that supports a diverse mix of industries, businesses, housing options, and public amenities to benefit both residents and visitors.

Our recommendations aim to guide strategic land use planning, zoning updates, and design standards that enhance walkability, multi-modal connectivity, and access to green space—particularly through transformative investments such as the proposed Beacon-Hopewell Rail Trail. We emphasize the importance of preserving the historic and aesthetic character of the Groveville neighborhood and protecting key viewsheds as redevelopment occurs.

Through this work, we seek to balance growth with resilience, encouraging thoughtful redevelopment that honors the corridor’s past while preparing it for a dynamic and economically vital future. We offer this vision in the spirit of collaboration and with the intent to inform and support future policy decisions.

Comprehensive Plan Consistency

The City's 2017 Comprehensive Plan provides limited guidance on Route 52, with most references focusing on existing conditions and an inventory of uses along the corridor. While it does not provide an extensive framework for the corridor's future development, there are key sections that offer some vision and recommendations that align with the Fishkill Avenue Concepts Committee's goals. However, given the committee's focus on denser, more pedestrian- and bike-friendly development, certain areas of the Comprehensive Plan will need to be updated to reflect the evolving priorities and challenges along the corridor.

Comprehensive Plan Section 2.3 on Land Use and Zoning Goals and Recommendations (p. 38) includes an objective that encourages growth in the Central Business District, stating:

- ❖ B. Focus Growth in the Central Business District
The plan emphasizes concentrating growth in and around the Central Business District, rather than spreading outward along Route 9D and Route 52. Areas targeted for higher densities are identified within the city's central commercial core and the waterfront/train station area.

As of this report's publication, multiple sites along Fishkill Avenue, under different ownership, have entered the planning board review process for proposed mixed-use and higher-density developments. These active proposals underscore the need to update the Comprehensive Plan so that it directly addresses opportunities for growth along the corridor and in adjacent areas such as Camp Beacon.

Comprehensive Plan Section 4.2 on Commercial, Office, and Industrial Development Goals and Recommendations (p. 61) addresses the Route 52 business district, noting that participants felt this area primarily served the needs of larger businesses requiring significant building space and on-site parking. Suggestions for this area include:

- ❖ Improving the streetscape and landscaping
- ❖ Encouraging the development of amenities such as a movie theater, office supply stores, garden supply stores, supermarkets, office buildings, and education centers.

The following recommendations of the Fishkill Avenue Concepts Committee align with this section, as they also emphasize streetscape and landscaping improvements. The concept of mixed-use development, which includes amenities like movie theaters, office space, and retail, can also be incorporated into the committee's vision for the corridor. However, the Comprehensive Plan could benefit from updates that more specifically address how to accommodate higher-density, mixed-use developments that integrate housing, retail, and office space. Additionally, the plan should emphasize sustainable transportation options, such as cycling lanes, improved pedestrian infrastructure and sheltered bus stops. These updates will ensure that Fishkill Avenue aligns with the city's evolving vision for a more

connected, vibrant, and multi-modal corridor, while supporting long-term growth and community needs.

Comprehensive Plan Section 4.2 on Commercial, Office, and Industrial Development Goals and Recommendations (p. 67) specifically focuses on Route 52 and includes recommendations for improving the character of the corridor with pedestrian amenities such as sidewalks and street trees, as well as improved architectural design.

- ❖ Objectives and Recommendations for Route 52
 - 4.11: Require property owners to provide sidewalks, street trees, and improved architectural design during site plan review.
 - 4.12: Explore funding opportunities, including public and private grants, to provide streetscape amenities such as sidewalks, street trees, street benches, sheltered bus stops, bicycle racks, and information kiosks.

The recommendations of the Fishkill Avenue Concepts Committee align directly with Section 4.2(C) of the Comprehensive Plan.

The committee's recommendations highlight a shift toward greater density, mixed-use development, and a more connected, sustainable urban environment. We believe this shift aligns with the city's evolving needs and likely requires an update to the Comprehensive Plan to incorporate these changes. The plan will need to address how to accommodate and support new development along Fishkill Avenue, while integrating multi-modal transportation networks, pedestrian-oriented spaces, and sustainable infrastructure into the broader vision for the city's growth.

Introduction

The Fishkill Avenue corridor serves as one of Beacon’s four gateways and connectors. Physically, the corridor runs from the City’s eastern boundary through industrial districts, the Groveville neighborhood, and toward Memorial Park, linking Beacon’s residential areas with its employment centers, natural resources, and regional road network. Land use along the corridor is varied, with industrial zones, residential neighborhoods, and commercial activity coexisting in close proximity.

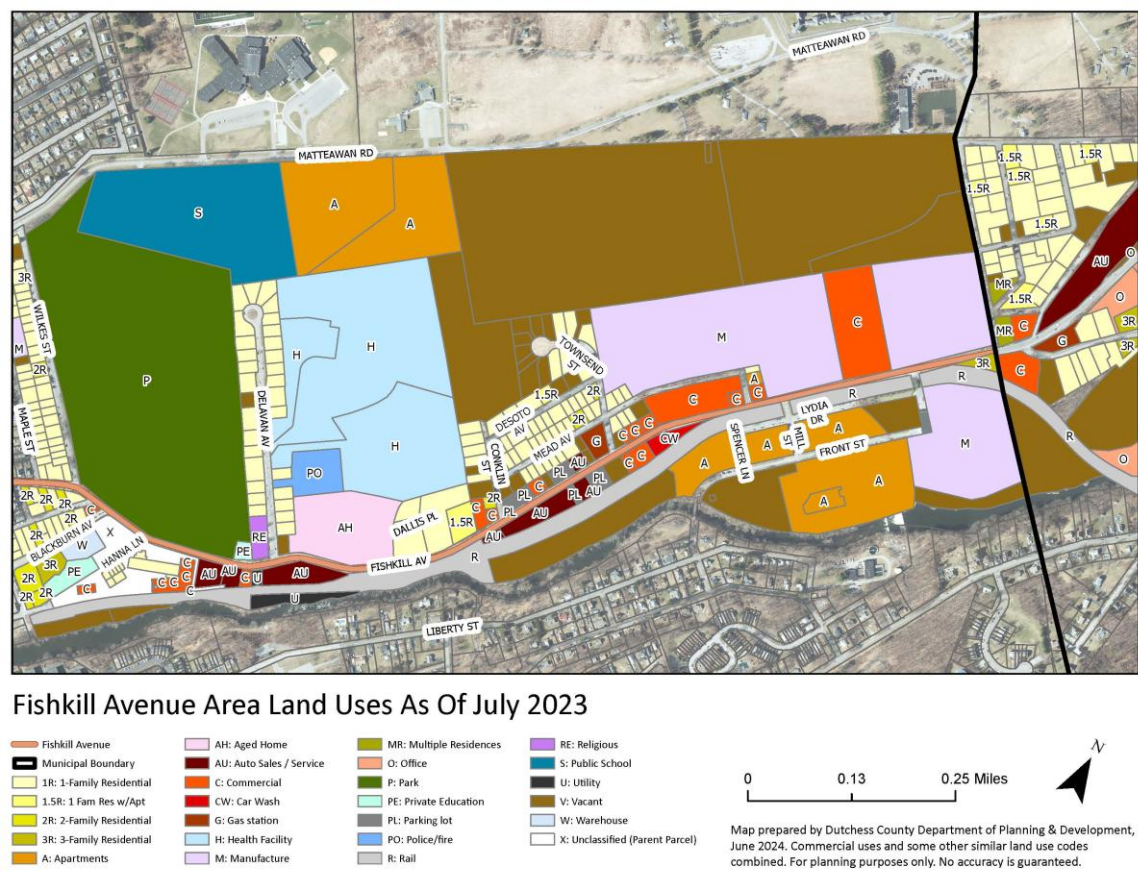


Figure 2. Existing Land Use Map

Recent development pressures have increased interest in redeveloping underutilized sites for mixed-use and residential projects, raising important questions about how to balance economic growth, historic preservation, environmental sustainability, and community character. The corridor also functions as a regional connector, providing access to Fishkill Creek, Mount Beacon, and future multi-use trail systems. Community engagement has underscored both opportunities and challenges along Route 52. Opportunities include revitalizing underutilized properties, strengthening Groveville’s historic fabric, and creating multi-modal links across the corridor. Challenges include managing traffic and speeding, upgrading aging infrastructure, addressing stormwater and flooding concerns, and ensuring that new growth contributes positively to Beacon’s identity.

This report summarizes the work of the Fishkill Avenue Concepts Committee, highlighting community input, planning principles, and targeted recommendations to guide future decision-making.

How to Read the Recommendations

The recommendations are presented in two complementary ways to capture both the physical character of the corridor and the broader policy issues at play. The first section is organized geographically, moving segment-by-segment along Fishkill Avenue—from the Industrial Corridor on the eastern end (Segment A), through the Mixed-Use Corridor between State Street and Blackburn Avenue (Segment B), and into the Groverville neighborhood (Segment C). This structure highlights opportunities and challenges unique to each stretch of the corridor

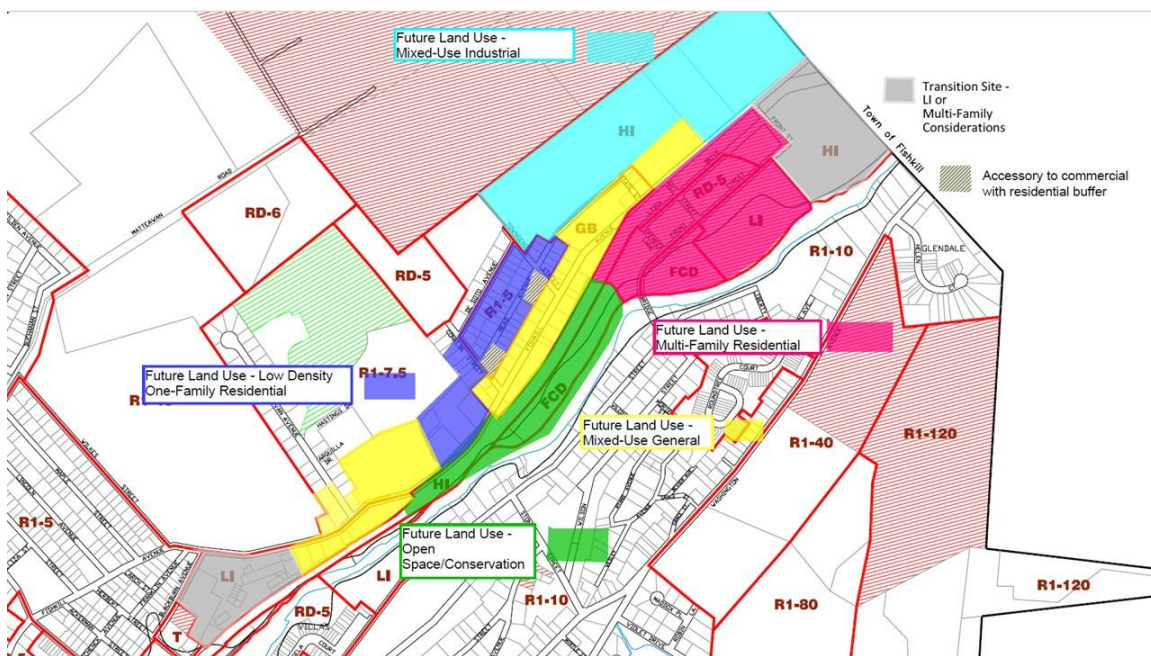


Figure 3. Future Land Use Map

The second section takes a thematic view, grouping strategies that apply across the entire corridor under key topic areas such as housing, environment and open space, aesthetics, the Beacon–Hopewell Rail Trail, transportation, and regional coordination. Together, these two perspectives—geographic and thematic—allow readers to first explore location-specific actions and then consider broader policies that reinforce corridor-wide goals.

Recommendations by Corridor Segment & Topic Area

Segment A: Industrial Corridor (Eastern Route 52 Corridor)

Background: The eastern portion of the Route 52 corridor in the City of Beacon has long been home to a significant portion of the community's remaining industrial base, a vital element in the city's economic diversity and job market. This area is marked by large plots of land and functional, but often plain, industrial buildings. While the industrial uses here are essential, the lack of landscaping and streetscape improvements can make the area feel utilitarian and disconnected from the rest of the city.

As Beacon continues to grow, the location of industrial uses near future trail systems and expanding residential neighborhoods raises important questions about how these different areas will work together. The challenge is finding a balance between preserving the area's industrial function and making it more compatible with the needs of the surrounding communities, which are becoming more residential and recreational.

Goal: Support the continued industrial use mix in the easternmost Route 52 corridor, preserving its role as a vital employment and production zone while improving appearance and compatibility with adjacent uses.

Recommendations & Policies:

1. **Coordinate with private property owners of industrial sites** to improve the visual character of sites with enhanced landscaping, alternative fencing without chain link or barbed wire, and other aesthetic enhancements.



Figure 4. Industrial site boundaries that could benefit from improved landscaping and fencing

2. **Review and update Article IV “Performance Standards”** of the zoning code to better address air quality, odor, and noise impacts from industrial properties.

3. **Remove Self-Storage as a permitted use** in the HI zoning district (or other Districts in the corridor) and consider restricting additional low-value (in terms of employment and streetscape activation) or nuisance uses.
4. **Evaluate the addition of employment-generating or green manufacturing uses** to the HI District that align with modern industry trends
5. **Review and update existing lot and bulk standards** in the HI District that may hinder employment-generating or green manufacturing use expansion in the HI District or preclude the inclusion of a future public roadway of infill development. Consider updates to give the planning board flexibility with uses, reduce the front yard setback of 30 feet, and increase the maximum percent building coverage of 70%, as deemed appropriate

Segment B: Mixed-Use Corridor (State St to Blackburn Ave)

Background: The portion of Fishkill Avenue from State Street (near Trax Coffee Roasters) to Blackburn Avenue (Ron’s Ice Cream) represents a critical transition zone in Beacon, shifting from industrial uses to a more diverse mix of residential and commercial spaces. As development interest continues to rise in this area, it is important to guide the evolution of this corridor toward a vibrant, walkable, and bikeable space that complements the surrounding residential neighborhoods and creates a welcoming gateway corridor into the City of Beacon. Currently, the land use and zoning are fragmented, with a mixture of commercial, residential, and auto-centric uses that do not fully support the vision of a cohesive and pedestrian-friendly district.

This corridor serves as one of the main gateways to Beacon, making it vital to establish both visual and functional cohesion. It is a key area for the city’s future development, offering an opportunity to blend mixed-use development with recreational access, such as integration with the nearby Rail Trail. However, the existing conditions—marked by car-oriented businesses and underutilized surface parking lots—call for a more structured approach to zoning and land use. We believe the city’s goal should be to create a corridor that not only supports diverse housing options and businesses, but also contributes to the community’s identity through thoughtful design and connectivity.

The proposed recommendations focus on transforming Fishkill Avenue into a dynamic, mixed-use corridor that encourages a variety of uses, from office spaces to restaurants and multi-family housing, while also preserving neighboring residential neighborhoods. Key elements of this transformation include zoning updates to better reflect these goals, the gradual phasing out of auto-centric uses, and a focus on pedestrian- and cyclist-friendly infrastructure, including continuous sidewalks and street trees on both sides of Fishkill Avenue. Attention will also be given to maintaining the aesthetic character of Beacon, ensuring that any new buildings blend into the existing environment, particularly along areas with unique views of Mount Beacon.

As redevelopment unfolds, special consideration should be given to specific sites along the corridor, including the Tallix and “The Yard” properties, which may offer opportunities for infill development. Additionally, efforts will be made to preserve the residential integrity of Mead Avenue while allowing for supportive commercial uses that enhance the corridor without overwhelming the neighborhood. Traffic calming measures, shared access arrangements, and green spaces will be key elements in creating a seamless transition between different types of land uses, which can enable Fishkill Avenue to become a thriving, integrated part of Beacon’s broader vision.

Goal: Guide the evolution of Fishkill Avenue into a vibrant, mixed-use corridor that promotes walkability, bikeability, and integration with Rail Trail, supports diverse housing and business types, and reflects Beacon’s design character. The following recommendations apply specifically to the “Mixed-Use General” area identified in Appendix A. Future Land Use

Recommendations & Policies:

1. **Create a new zoning district** (“Fishkill Avenue – FA District”) or extend the General Business (GB) District to the “Mixed-Use General” area identified in the Future Land Use Map
2. Update zoning for the corridor to achieve the following:
 - a) **Support a variety of uses** such as office, retail, multi-family housing (as part of mixed-use buildings or as stand-alone uses), restaurants, recreation, health care, etc.
 - b) **Prevent over-concentration** of any single use to retain a dynamic land use mix and critical mass of services and businesses.
 - c) **Prohibit drive-through** restaurant/fast food facilities and self-storage businesses.
 - d) **Limit or gradually phase out autocentric uses** such as gas stations, auto-repair, car sales, etc.
 - e) **Allow building heights up to four stories** throughout the corridor, provided that the fourth story is recessed to reduce visual impact. Consider limiting building height to three stories in areas identified in the Public Viewshed Map (Appendix B) to preserve key and unique views of Mount Beacon.
 - f) **Reduce pedestrian conflicts and preserve streetscape continuity** by minimizing curb cuts, encouraging parking to the side and rear of buildings, supporting shared parking arrangements, and incentivizing underground or structured parking through density bonuses
 - g) **Require reduced front yard setbacks from 15 ft. to 10 ft.** as noted in Appendix D to create a consistent and active building street wall along the frontage line and allow more area open to development.
3. **Continue evaluating the Tallix and “The Yard” site** for inclusion in the updated mixed-use land use framework and to assess its potential for infill development. Given the presence of existing buildings and the irregular configuration of the site, flexible zoning provisions will be critical to enable adaptive reuse and support a range of redevelopment scenarios.
4. Support the continued use of the parcels on Mead Avenue at the corner of Conklin Street and Townsend Street as accessory to commercial development along Fishkill Avenue, while preserving the residential character and residents of Mead Avenue.



Figure 5. Aerial of Mead Avenue

Specifically:

- a) **Limit allowable uses** on these parcels to accessory functions such as parking, urban greening/landscaping, substantial stormwater management infrastructure, and loading areas that support the redevelopment of commercial and mixed-use properties along Fishkill Avenue.
- b) **Require context-sensitive design** for any future improvements, with specific attention to minimizing impacts on Mead Avenue residents. Measures should include landscape buffering, screening, lighting controls, enhanced storm drainage, traffic-calming features (e.g., speed bumps), and appropriate setbacks to create transitional edges or pocket green spaces.
- c) **Allow limited expansion of commercial or mixed-use development** onto these parcels only when it supports Fishkill corridor redevelopment and adheres to clear compatibility standards, including building scale and orientation, pedestrian and vehicular access management, and transitions to adjacent residential uses.
- d) **Prohibit new curb cuts on residential streets** and prioritize shared access from Fishkill Avenue or internal site circulation wherever feasible.
- e) **Coordinate with the City's public works and transportation departments** to install appropriate street signage (e.g., stop signs, yield signs, "Children at Play" signage) and traffic-calming measures on Mead Avenue, Conklin, Townsend, and Desoto Streets, to mitigate potential impacts from increased traffic.

Segment C: Groverville Neighborhood

Background: The Groverville neighborhood in Beacon is rich in history, with its roots tracing back to the late 19th century when A.T. Stewart, a New York City dry goods magnate, transformed the area into a thriving carpet mill and worker community. The mill employed over 700 people in its prime and played a significant role in the local economy. Over the years, the property hosted various industrial tenants, and while the mill complex eventually went vacant, it was revitalized in recent years, preserving key historic elements such as the mill buildings, worker housing, and the active hydroelectric dam.

Today, Groverville retains much of its historic charm, with the original mill buildings now converted into apartments and the surrounding worker housing providing naturally occurring affordable housing. However, the neighborhood faces challenges with aging infrastructure, which limits its full potential. There is an opportunity for infill development within the area to enhance the neighborhood's walkability, bikeability, and connectivity to Beacon's broader mobility network, including the Rail Trail.

The goal for Groverville is to maintain its historic character while addressing the need for modern amenities and housing. Strategic infill development, improved infrastructure, and connections to nearby open spaces and trails will help transform Groverville into a vibrant, connected neighborhood that celebrates its past while supporting the future needs of the community.



Figure 6. Images of Existing Historic and New Structures in Groverville

Goal: Promote Groveville as a walkable, bikeable, historically sensitive, and connected neighborhood through connecting to Rail Trail, infrastructure, housing, and open space investment.

Recommendations & Policies:

- 1. Refine and implement a proposed Groveville Historic District Concept (“GHDC”)** identified in Appendix E.
 - a) Upgrade Groveville neighborhood roadway network** to City standards with sidewalks and trail connections.
 - b) Improve Groveville bridge** to enhance pedestrian and bicycling access to Liberty Street.
 - c) Integrate housing through higher density infill development** (requiring a zoning-enabling mechanism such as an overlay zone or other) and open space in a balanced manner, preserving key green areas and connections to the existing .
 - d) Coordinate with the Beacon-Hopewell Rail Trail design process** to ensure Groveville is well connected.
 - e) Encourage context-sensitive** design that celebrates and reflects the historic character of the Groveville neighborhood, incorporating both its industrial and residential architectural elements. New development should also draw inspiration from recent examples of adaptive reuse, where historic factory buildings have been converted into residential units and shared amenity spaces.

Topic A: Housing

Background: Beacon is experiencing high housing demand, which has led to increased pressure on affordability and existing neighborhoods. As the city grows, there is a clear need to expand housing opportunities while ensuring that affordability and the unique character of neighborhoods are maintained. This challenge is especially relevant in areas like the proposed mixed-use zone of Fishkill Avenue and Groveville, where infrastructure upgrades are needed to support future growth and development.

The goal is to expand housing options in these key areas while preserving the community's character and ensuring that new housing remains affordable. Expanding housing in these areas will provide opportunities for more diverse housing types, helping to meet demand without compromising the quality of life for existing residents. Targeted efforts in these areas include supporting multi-family housing as part of redevelopment proposals, such as at the Tallix site, and promoting infill housing that aligns with the planning concepts set forth in the Groveville Historic District Concept (GHDC).

Key to these efforts is maintaining affordable housing requirements across all zoning districts that permit multi-family housing. Additionally, identifying grant funding for infrastructure planning and affordable housing implementation will be crucial in addressing both housing needs and community sustainability in Beacon.

Goal: Expand housing opportunities in the mixed-use and Groveville areas of the corridor while improving affordability and neighborhood character.

Recommendations & Policies:

1. **Retain multi-family housing as a permitted use** within the "Mixed-Use General" area identified in the Future Land Use Map (Appendix A) and permit multi-family housing as a component of and future redevelopment proposals for the Tallix site.
2. **Promote infill housing in Groveville** consistent with the concepts developed in the GHDC Map (Appendix E)
3. **Maintain affordable housing requirements** (set-asides) across all zoning districts that permit multi-family housing, including any new FA District and Groveville.
4. **Identify grant funding for housing-supportive infrastructure** planning and implementation of affordable units.

Topic B: Environment & Open Space

Background: The Fishkill Avenue corridor runs parallel with Fishkill Creek, an important natural, historical and cultural asset within the City of Beacon that provides both ecological and aesthetic value. However, the corridor itself currently lacks quality public green spaces and greenery such as street trees, which limits its integration with the surrounding natural environment and reduces the quality of life for residents. Impervious surfaces and their impact on stormwater runoff and flooding were also noted issues.

The goal is to enhance the ecological integrity of the Fishkill Avenue corridor while creating more accessible green spaces for the community. This includes increasing public green spaces, incorporating street trees, and integrating green infrastructure solutions like porous pavement and grass-crete to manage stormwater. By focusing on these elements, the corridor can better connect to the Fishkill Creek and create a more sustainable, pedestrian-friendly environment.

Future developments, especially on sites like Camp Beacon and other potentially developable NYS-owned lands, should prioritize preserving the natural environment and incorporating green spaces. Additionally, encouraging shared or structured parking will reduce impervious surfaces, further enhancing the area's sustainability. By integrating these strategies, the Fishkill Avenue corridor can become a vibrant, environmentally conscious space that complements the Fishkill Creek while supporting the city's growth.

Goal: Enhance and protect open space and ecological integrity along the Fishkill Avenue corridor.

Recommendations & Policies:

1. **Incentivize green infrastructure** (e.g. porous pavement, grass-crete) through updated zoning code requirements.
2. **Support open space and conservation easements** as identified in the "Open Space/Conservation" area of the Future Land Use Map (Appendix A).
3. **Balance open space preservation with thoughtful development** when reviewing future proposals for the Camp Beacon site and other potentially developable NYS-owned lands.
4. **Promote shared or structured parking** to prevent single-use surface parking facilities and minimize impervious surface coverage associated with significant redevelopment projects.

Topic C: Aesthetics

Background: The Fishkill Avenue corridor currently lacks a cohesive and consistent visual identity, with its gateway appearance and overall corridor image feeling disconnected. Streetscape amenities are minimal, with limited landscaping and few elements designed to enhance the pedestrian experience. As the area continues to develop, it is essential to improve its physical appearance and ensure that the scenic character of Fishkill Avenue, particularly its views of Mount Beacon, is preserved.

Goal: Improve the physical appearance of Fishkill Avenue and preserve the area's scenic character, particularly viewsheds of Mount Beacon.

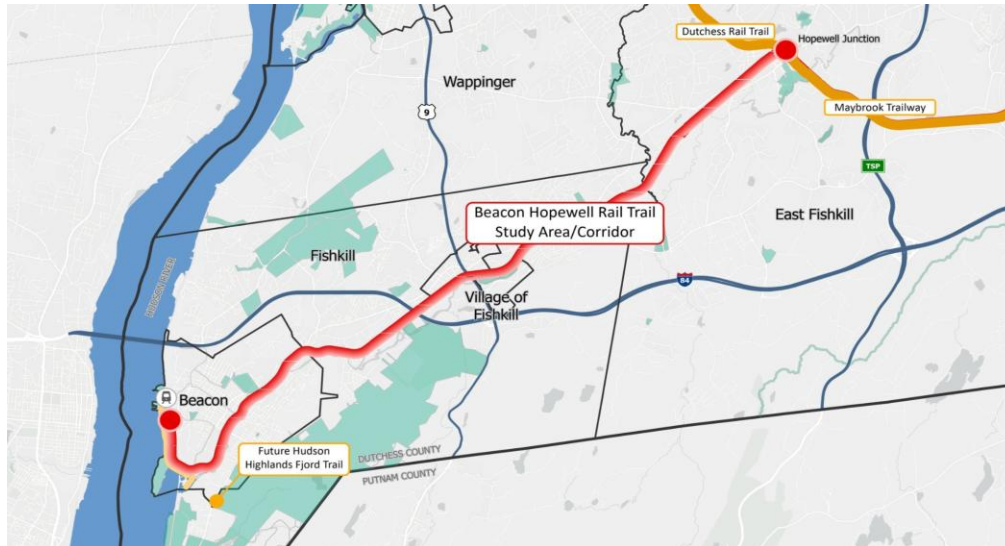
Recommendations & Policies:

1. **Coordinate enhanced gateway signage** and landscaping at the City of Beacon entrance near Prospect Street to strengthen the sense of arrival and improve visual character of the corridor. Currently the "Welcome to Beacon" signage is located approx. 1000 feet into the City's boarder.
2. **Identify appropriate locations for street trees and benches** within the Fishkill Avenue right-of-way and along private property boundaries that border existing or future public green spaces (rail trail; pocket parks, etc.)
3. **Emphasize urban greening techniques** within the city's site plan requirements to place more emphasis on street trees, benches, landscaping, and reduction of impervious surfaces on private development lots.
4. **Protect key viewsheds of Mount Beacon** as identified on the Public Viewshed Map (Appendix B) by requiring viewshed analysis during site plan review. Proposed development should be evaluated for its potential visual impact, and appropriate design measures should be incorporated to preserve or mitigate disruption to these significant public views.
5. **Collaborate with City Code Enforcement** to identify and implement strategies that ensure property owners maintain clean and orderly properties and vacate vehicles parked within the public right-of-way. This includes addressing excessive litter and vegetation overgrowth that encroaches on public sidewalks and negatively impacts neighborhood walkability and appearance.

Topic D: Beacon-Hopewell Rail Trail

Background: The Beacon-Hopewell Rail Trail is envisioned as a transformative 13-mile multi-use path extending from the Hudson River in Beacon to Hopewell Junction, connecting various communities and enhancing regional mobility. Currently under [study by the Dutchess County Transportation Council \(DCTC\)](#), the feasibility of this rail trail is being evaluated, with a final report expected in the summer of 2025. The study aims to assess existing conditions, identify challenges and opportunities, and develop design concepts for the trail.

The proposed trail alignment passes through or near industrial, mixed-use, and residential zones, including the Fishkill Avenue corridor and the Groveville neighborhood. Integrating the trail with these areas is essential to enhance connectivity, promote active transportation, and support local economic development.



Goal: Establish the Beacon-Hopewell Rail Trail as a regional and local amenity that enhances and supports the Fishkill Avenue corridor.

- 1. Integrate the historic and architectural character of the Groveville Historic District** into the trail's design where applicable.
- 2. Advocate for rail trail connections to Fishkill Avenue** and the Groveville neighborhood that align with the environmental, safety, and economic development goals of this Plan, and are consistent with potential locations identified on the Rail Trail Connections Map (Appendix C).
- 3. Advocate for special design consideration at the Mill Street intersection** to reduce conflicts between trail users and vehicles turning into Groveville. Design strategies may include at-grade alternatives (intersection realignment, signalization,

raised crosswalks, etc.) or grade-separated alternatives (pedestrian/bicycle bridge, tunnel, etc.)



Figure 7. At Grade Rail Crossing at Mill Street (Left: From Fishkill Ave.; Right: From Mill St.)

4. **Develop regional parking strategies** through collaboration with the Town of Fishkill, Village of Fishkill, and Dutchess County to provide consolidated parking areas and encourage trail users to access nearby business districts.

Topic E: Transportation

Background: The Fishkill Avenue corridor is a critical route for both residents and businesses in Beacon, connecting various districts, including industrial, mixed-use, and residential areas. The corridor, however, has long been designed with a focus on vehicle traffic, rather than on pedestrians, cyclists, or other non-motorized users. While the area does not show a high rate of vehicle crashes according to available traffic incident data from Dutchess County and NYS DOT, concerns about speeding and aggressive driving have been observed, and the current infrastructure does not adequately support safe walking or cycling.

On-site walks and observations conducted by the committee reveal that the lack of pedestrian infrastructure along Fishkill Avenue contributes to a perception of the area being unsafe for walking. This is reflected in the low foot traffic observed on the corridor, which is significantly lower compared to other parts of the city. Additionally, narrow sidewalks and overgrowth often result in pedestrians and scooters utilizing the road shoulder rather than sidewalks. During public engagement sessions, "pedestrian safety" emerged as one of the most frequently voiced concerns from the community. This feedback underscores the need for better infrastructure that accommodates pedestrians and cyclists, encouraging safer and more active transportation options.

In response to these concerns, the committee has been actively formulating land-use and design recommendations aimed at transforming Fishkill Avenue into a more walkable, bikeable, and accessible corridor. These recommendations, when implemented over time, could support the evolution of the corridor into a space that safely accommodates all users. It should be noted that, following the committee's initial observations and analysis, the City made significant improvements to the sidewalks on the non-creek side of Fishkill Avenue, as well as to pedestrian crossings, during the summer of 2025 as the culmination of decades of planning. The committee strongly supports the vision of a complimentary sidewalk on the creek side of Fishkill Avenue.

The committee has also conducted a detailed analysis of the existing roadway and portions of the city-owned right-of-way that are currently underutilized, as a means to reclaim roadway space for sidewalks, street trees, bike lanes, and other amenities. However, feedback from the City Engineer and Dutchess County Planning raised important considerations regarding the feasibility of bike lanes and shared-use paths. Factors such as high traffic volumes, numerous driveways, and limited or inconsistent widths of right-of-way suggest that a more comprehensive engineering study is needed to ensure that any improvements are safe, effective, and well-planned. Additionally, if the proposed Beacon-Hopewell Rail Trail advances as a premier protected bike facility, it was discussed that a dedicated bike lane along Fishkill Avenue may be redundant and could be reconsidered in light of broader connectivity goals. However, the committee was not unanimous in this

opinion and during the committee's last meeting in June 2025 a majority of committee members present votes in support of bike lanes on Fishkill Avenue.

The recommendations below reflect the committee's efforts to improve Fishkill Avenue, considering both current needs and future opportunities. By integrating community feedback, careful analysis, and expert input, the committee aims to create a safer, more connected corridor that better serves the needs of all residents and visitors.

Goal: Using Complete Streets guidelines, enhance Fishkill Avenue as a walkable, bikeable corridor with safe and efficient multi-modal transportation options.

Recommendations & Policies:

1. **Plan for intersection upgrades** at key locations (Delevan Avenue, Conklin Street, Townsend Street, Mill Street) in anticipation of increased pedestrian and cycling activity on the creek/mountain side of Fishkill Avenue.
2. **Evaluate design options at the Mill Street intersection** to improve safety and reduce conflicts. Potential measures may include a raised crosswalk, speed table, pedestrian-activated rapid flashing beacons (RRFB), and digital speed signs.



Figure 8. (Left) Existing Intersection at Mill Street (Right) Example of RRFB

3. **Reduce the number of individual curb cuts along Fishkill Avenue** by encouraging ingress/egress via side streets, shared parking arrangements, and interior site connections during site plan review.

Goal: Establish Fishkill Avenue as a corridor offering alternative modes of travel and regional transit connections.

Recommendations & Policies:

1. **Engage a consultant to develop a bicycle connectivity plan** that strengthens local and regional mobility. The plan should:
 - a) **Collaborate with regional partners**, including the Town and Village of Fishkill, Dutchess County, and NYSDOT;

- b) **Coordinate with nearby trail initiatives**, such as the Beacon-Hopewell Rail Trail and Fjord Trail.
 - c) **Identify key bicycle connections to future redevelopment sites**, including a future link from Route 9D—potentially through the Downstate Correctional Facility redevelopment site or via the existing tunnel connecting the Camp Beacon site to Dutchess Stadium.
 - d) **Investigate the feasibility of protected bike lanes on Route 52** right-of-way (see Appendix D)
2. **Continue leveraging City land-use approvals** in a redevelopment scenario (e.g., Planning Board, City Council) to secure trail easements to Rail Trail and Greenway Trail from private developments.
 3. **Pursue both short- and long-term strategies** for Complete Street improvements along Fishkill Avenue in anticipation of future redevelopment and rail trail connectivity:



Figure 9. Sidewalk obstructions, narrow shoulder, and storm grates make difficult conditions for pedestrians and cyclists along Fishkill Avenue

- a) **Short-term:** Develop guidelines to accommodate future sidewalk installation on a site-by-site approach, via mechanisms such as:
 - A “sidewalk bank” to allow space in the right-of-way to remain undeveloped, allowing for a longer-term development strategy.
 - Relocation of site elements (buildings, parking, utilities, etc.) out of the right-of-way on the non-creek/mountain side.
- b) **Long-term:** Prepare for capital or grant-funded infrastructure upgrades that incorporate:
 - ADA-compliant sidewalks on the creek/mountain side (non-creek side sidewalk upgrades planned for Spring/Summer 2025);
 - Utilization of bicycle-compatible at-grade storm-drain grates.

- Review of an array of bike facilities and infrastructure that factor in localized and regional existing and future bike patterns/bike usage
 - Review of bus transit services with consideration of enhanced routing, frequency, and stop locations to support corridor growth.
4. **Study potential intersection improvements** and address limited sight distances for vehicles turning from Prospect Street onto Route 52 heading westbound.
5. **Continue evaluating the feasibility of a new connector road** from Matteawan Road to Fishkill Avenue, or if possible extending an existing street for such a connection. If possible, use existing roads, such as Prospect, instead of creating a new one (see Appendix F). Ensure that designs incorporate the following principles:
- Minimize environmental impacts to slopes, wetlands, and tree cover;
 - Incorporate pedestrian and cycling infrastructure;
 - Align with Beacon-Hopewell Rail Trail planning;
 - Factor in proximity to the existing Mill Street intersection, which has a larger volume of vehicular and pedestrian activity than any other intersection in the corridor.

Topic F: Regional Coordination

Background: As multiple external planning efforts are currently underway, including the redevelopment of the Downstate Correctional Facility site and Dutchess County’s rail trail plans, it is essential that the City of Beacon’s planning initiatives align with these broader regional efforts. Coordination with adjacent jurisdictions and agencies is crucial to ensure that Fishkill Avenue’s development is in sync with these initiatives and that the city’s goals are reflected in regional plans. The city’s planning process must not only respond to these ongoing projects but also anticipate and influence them to advocate for local interests and ensure that future development enhances the city’s character and infrastructure.

Goal: Ensure Fishkill Avenue planning is responsive to, and integrated with, broader regional development and infrastructure initiatives.

Recommendations & Policies:

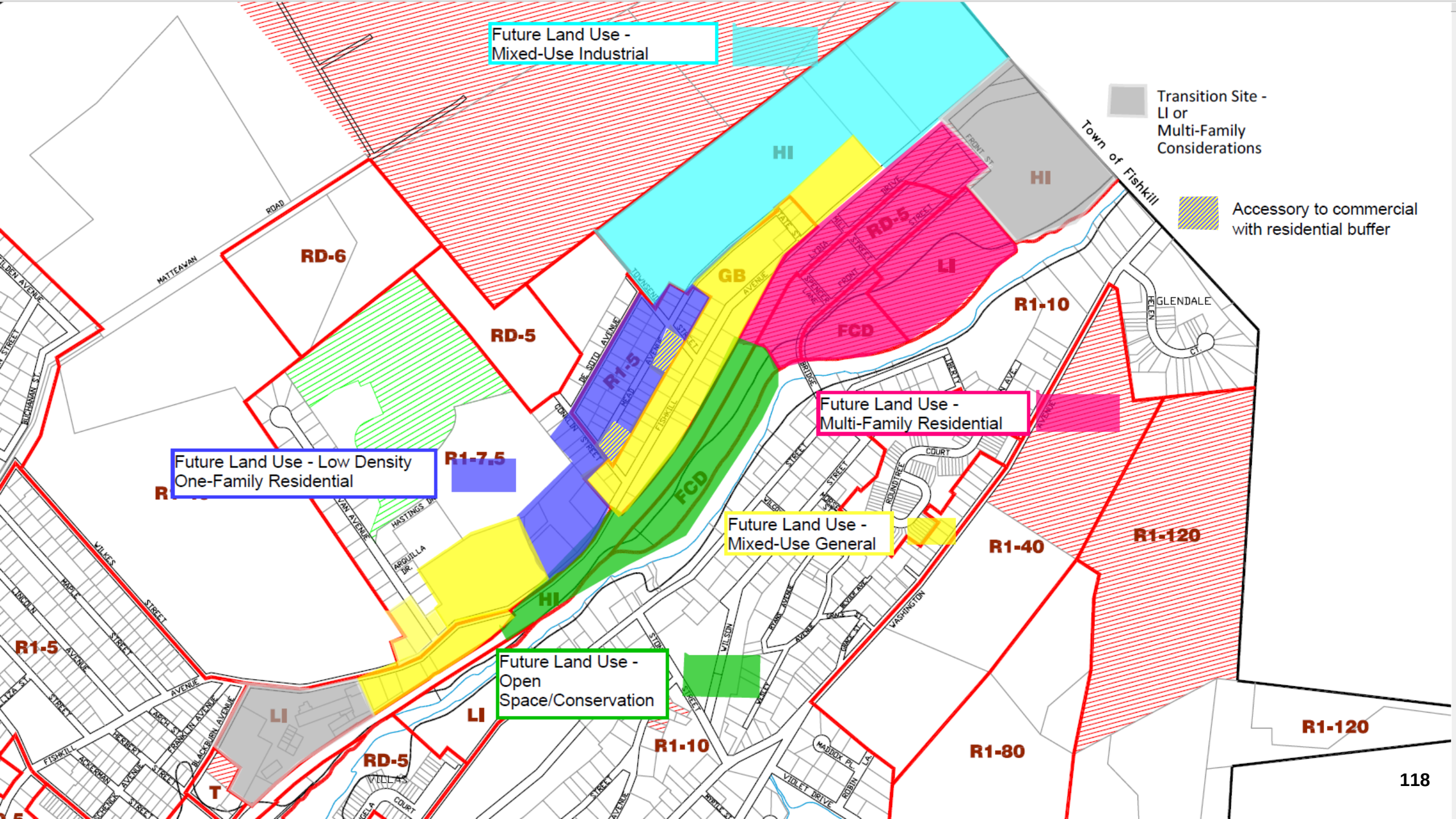
1. **Engage with the State in the Downstate Correctional Facility redevelopment** process, particularly traffic and trail connections.
 - a. Study potential for direct connection of Downstate development under I-84 to City of Beacon, middle and high schools and Route 52, with complete streets infrastructure and more urban housing design
 - b. Study potential for roundabout or other improvement at the intersection of Route 52 and Red Schoolhouse Road.
 - c. Provide multi-modal access to Route 52, with an emphasis on bicycling infrastructure.
2. **Designate FACC liaisons** to participate in regional planning processes for the Beacon-Hopewell Rail Trail, Camp Beacon, and others.
3. **Reflect FACC recommendations in the City’s Comprehensive Plan Update** to ensure long-term alignment with local regional efforts.

Appendices

- A. Future Land Use Map
- B. Viewshed Map
- C. Potential Rail Trail Connections
- D. Public ROW Diagrams & Comments
- E. Groveville Historic District Concept
- F. Matteawan Road Connection to Fishkill Avenue
- G. Community Workshop Summary & Presentation
- G1. Community Feedback from Pop-Up Events & Online Survey
- H. Committee Member Biographies
- I. Memorandum from Mayor Kyriacou Regarding Fishkill Avenue Corridor Ad Hoc Committee, dated 27 November 2023, minor revisions 6 December

Appendix A

Future Land Use Map



Future Land Use -
Mixed-Use Industrial

Transition Site -
LI or
Multi-Family
Considerations

Accessory to commercial
with residential buffer

Future Land Use - Low Density
One-Family Residential

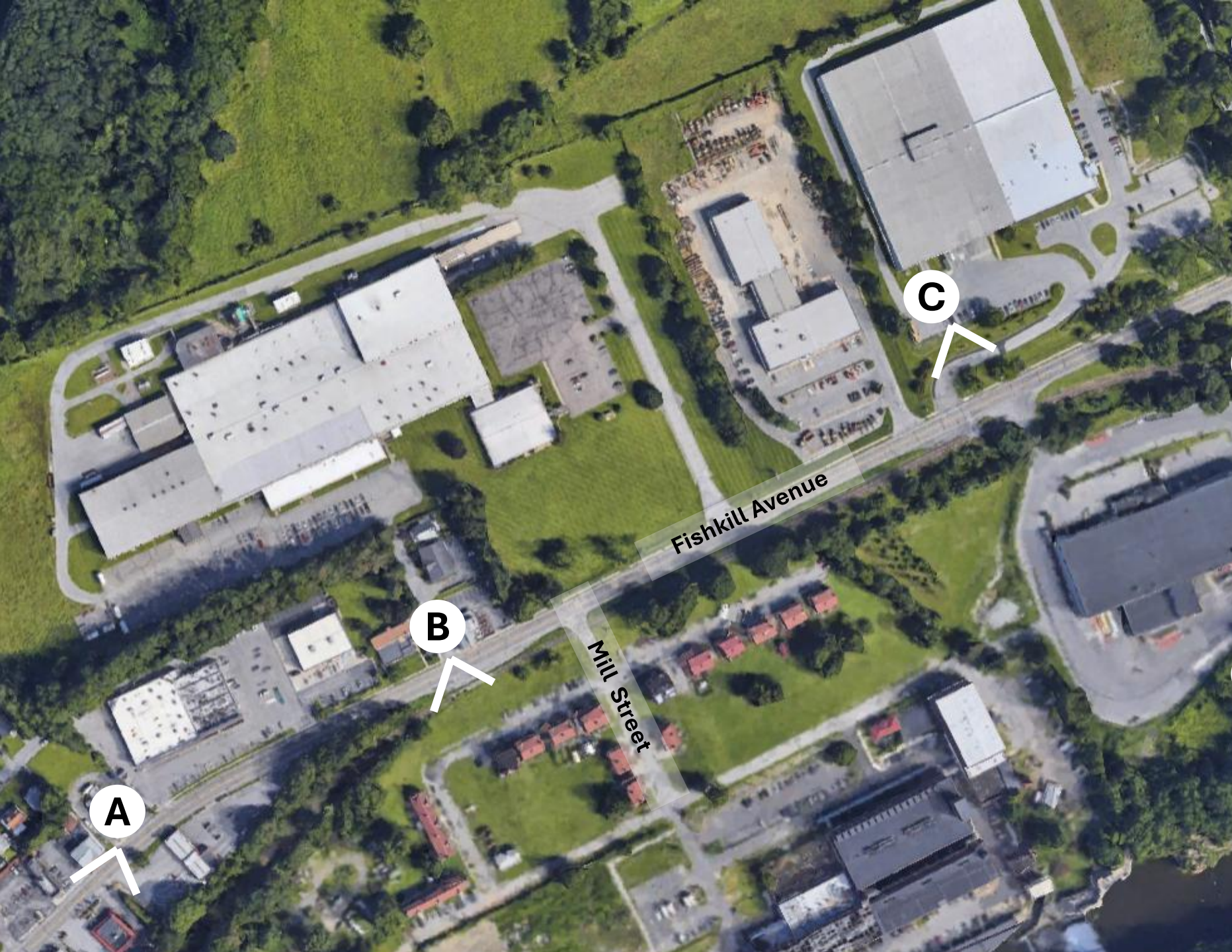
Future Land Use -
Multi-Family Residential

Future Land Use -
Mixed-Use General

Future Land Use -
Open
Space/Conservation

	Segment Area			Topic Area								
Subject	Industrial	Mixed Use	Groveville	Housing	Environment	Aesthetics	Rail Trail	Transport	Coordination	Recommendation	Responsible Party	Timing
Zoning: Mixed-Use		x		x	x	x		x		Zoning – Extend GB or create new zone: – Support mixed use (incl. office, estaurant, healthcare) – Allow four stories; reduce front yard setbacks – Improve streetscape; complete streets concepts – Evaluate potential development at Tallix site	Council	2026-27
Zoning: Housing		x	x	x						Zoning – Housing: – Retain multi-family in Mixed Use area – Infill housing in Groveville area – Maintain affordable set-asides – Mead Ave limits	Council	2026-27
Zoning: Environment		x			x	x		x		Zoning – Environment / Open Space: – Incentivize green infrastructure – Promote shared / structured parking – Site plan urban greening / impervious surface reduction – Mt Beacon viewsheds at public spaces – Reduce curb cuts over time	Council	2026-27
Zoning: Industrial	x									Zoning – Industrial Corridor: – Review Article IV re: air quality, odor, noise – Evaluate additional employment-generating / green uses – Review lot & bulk standards re: uses, infill roadway	Council	2026-27
Zoning: Groveville			x	x	x		x			Zoning – Groveville Area: – Overlay zone for higher-density infill – Context-sensitive design; open space	Council	2026-27
Planning: Groveville			x				x	x		Planning – Groveville Area: – Improve roadways & sidewalks – Coordinate with Rail Trail – Improve Groveville Bridge	Admin/Planner	Medium Term

Planning: Other Areas	x	x			x		x	x	x	Planning – Other Areas: – Camp Beacon and NYS-owned lands – Potential Matteawan Road connector – Rail trail design integration, connectivity – Sidewalk/bike citywide planning	Admin/Planner	Medium Term
Administration Topics	x	x				x		x		Administration – Topics: – Review Mill Street crossing (Traffic Safety) – City entrance signage / landscaping (Highway Dept)	Administration	2026-27
Planning Board Topics	x	x	x		x	x	x	x		Planning Board – Site Plans: – Intersection improvements as needed – Street trees, pedestrian/bike amenities usage, etc. – Industrial site landscaping, fencing, aesthetics – Any trail/other easements	Planning Board	with Site Plans
Building Dept Topics	x	x				x				Building Dept – Enforcement: – Any property maintenance issues	Building Dept	Ongoing



A Mt. Beacon from Red Pepper Diner, Opposite Foam & Wash



B Mt. Beacon from State Street, Opposite Groveville



C Mt. Beacon from Industrial Arts Parking Area



City of Beacon City Council Agenda
09/21/2026

Title:

Discussion of Potential Amendments to Short-Term Rentals

ATTACHMENTS

Keane & Beane, P.C. Memorandum Regarding Potential Amendments to Short-Term Rental Regulations

Proposed Local Law Regarding Short-Term Rentals

MEMORANDUM

TO: Mayor Lee Kyriacou
Members of the City Council

FROM: Keane & Beane, P.C.

RE: Short-Term Rental Local Law - Decision Tree for Updates

DATE: September 8, 2026

At the July 20, 2026, and August 17, 2026 meetings of the City Council of the City of Beacon (the “City Council”), the City Council discussed amendments to the City of Beacon (the “City”) regulation of short-term rentals (“STRs”) pursuant to [Beacon City Code § 223-26.5](#) (the “STR Law”). This memorandum outlines questions the City Council considered in our office’s memorandum dated July 17, 2026, and the decisions made by the City Council concerning the STR Law. The City Council’s decisions pertaining to each question are incorporated into the attached proposed local law. For background information, the City Council is respectfully referred to our office’s July 17, 2026, memorandum.

I. DECISION TREE

1. **Question:** Should STRs be entirely banned in the City? N.Y. Real Property Law § 447-c(1)(d) expressly authorizes municipalities to prohibit STRs.

➤ **Answer:** No. STRs should not be entirely banned. Accordingly, the STR law does not need to be revised with respect to this item.

Discussion: The City Administration has also suggested that the City Council may want to address enforcement issues that will certainly arise from a ban. For example, additional budgeting for the hiring of additional code enforcement officers, additional budgeting to address illegal STRs in City Court, procurement of additional third-party services to identify illegal STRs.

2. **Question:** Where should STRs be permitted?

➤ **Answer:** STRs may continue to be allowed in all zoning districts. Accordingly, the STR law does not need to be revised with respect to this item.

3. **Question:** Should the number of STRs be limited?

- **Answer:** No. The number of STR permits which can be issued should not be capped. Accordingly, the STR law does not need to be revised with respect to this item.

4. **Question:** Should the owner-occupied requirement be eliminated?

- **Answer:** No. The owner-occupied requirement should remain in effect.

5. **Question:** Whether to increase the penalty for violations of the City's STR law.

- **Answer:** Yes. The penalty for violations of the City's STR law should be increased. Accordingly, our office has prepared and submitted herewith a separate local law amending Chapter 1 of the City Code to increase all penalties of violations of the City's Zoning Code, Chapter 223 of the City Code. As the STR local law expressly references the penalties set forth in Chapter 1 of the City Code, no revisions to STR law are necessary to incorporate this change.

6. **Question:** Whether to amend the Law to require short-term rental marketplaces to include only permitted STRs.

- **Answer:** Yes. The City Council desires to amend the STR law to require STR marketplaces to only market STRs which have been issued a permit. The draft STR law has incorporated such language.

cc: Ben Swanson, City Administrator
Natalie Quinn, City Planner
Bryan Murphy, Building Inspector

**CITY COUNCIL
CITY OF BEACON**

LOCAL LAW NO. ____ OF 2026

**A LOCAL LAW TO AMEND CHAPTER 223 OF THE BEACON CITY CODE
CONCERNING SHORT-TERM RENTALS**

A LOCAL LAW to amend Chapter 223, Zoning, of the Beacon City Code, concerning short-term rentals.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 223 of the Beacon City Code, Article III – General Regulations, Section 223-26.5 entitled “Short-term rentals,” is hereby amended as follows:

§ 223-26.5. Short-term rentals.

- A.** Findings. The City Council of the City of Beacon has determined it is in the best interest of the City and its residents to regulate short-term rentals. The City Council recognizes the benefits of short-term rentals to allow homeowners to supplement their income to defray the cost of housing and to provide lodging for visitors to the City. However, in order to protect the health, safety and welfare of the City and its residents, it is necessary to restrict the rental of dwelling units for terms shorter than 30 consecutive days, a practice which is growing in popularity with the advent of internet and social media-based programs that connect property owners and persons seeking short-term rentals. In addition, studies have shown that short-term rentals are linked to increases in rent and housing costs because rental units are taken off the market and used as short-term rentals. Units are going to short-term renters rather than to permanent residents which results in a decrease in available housing stock within the City of Beacon. By this section, the City Council seeks to allow short-term rentals in dwelling units located in single-family homes, two-family homes, ~~accessory apartments~~ and multifamily dwellings. The City Council recognizes that the impacts of short-term rentals may be different in multifamily dwellings compared to short-term rentals in single-family and two-family homes. The impacts may be more acute in multifamily dwellings due to the shared style of community living, the proximity of dwelling units to one another, and use of shared community space. To address these concerns the City Council has adopted more stringent enforcement requirements for short-term rental units in multifamily dwellings. The City Council believes that the restrictions and requirements imposed herein further the City's goals and objectives and promote the protection of the health, safety and welfare of the City and its residents.

- B. Definitions. As used in this section, the following words shall have the meanings indicated:

BOOKING SERVICE

Any offering, solicitation, marketing, reservation and/or payment service provided by a person, as defined herein, that facilitates a short-term rental transaction between an owner or tenant and a prospective guest of a short-term rental, and for which such person providing the offer, solicitation, marketing, reservation and/or payment service collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the offering, solicitation, marketing, reservation and/or payment services provided of the short-term rental from users of a short-term rental.

DWELLING UNIT

A building, or portion thereof, providing complete housekeeping facilities for one family.

GUEST

Any person who rents, leases, or otherwise occupies a short-term rental for less than 30 consecutive days and pays a fee to the owner, tenant or Booking Service in order to occupy said short-term rental.

OCCUPIED PRIMARY RESIDENCE

A dwelling unit used by the owner or tenant as his or her or their primary residence. All owners of the business entity must use the premises as his or her or their primary residence. When a property is titled in the name of a trustee, the property shall be considered an occupied primary residence if the grantor or grantee is the occupant of the property.

OWNER

Any individual or individuals, partnership or corporation or other organization in possession of and having a fee interest in the real property. The term "owner" shall include a corporation, limited-liability company, partnership, association, trustee, or other business entity or nonbusiness forms of ownership.

PERSON

Any person, individual, corporation, governmental entity, partnership, association, trustee or other legal entity.

PRIMARY RESIDENCE

The primary location that a person inhabits and resides most of the year.

SHORT-TERM RENTAL

An entire dwelling unit, or a room or group of rooms within a dwelling unit, made

available to rent, lease or otherwise assigned for an occupancy of less than 30 consecutive days. The term "short-term rental" does not include dormitories, hotel or motel rooms, bed-and-breakfast inns or lodging houses, as permitted and regulated by the City of Beacon Zoning Ordinance.

TENANT

Any person holding a written lease to occupy, use and possess the whole or part of any building or real property, either alone or with others.

- C. Permit required. It shall be unlawful to use, establish, maintain, operate, occupy, rent or lease any property as a short-term rental without first having obtained a short-term rental permit.
 - D. Any dwelling unit, or room(s) therein, located in a one-family home, two-family home, ~~accessory apartment~~, or multifamily dwelling may be used as short-term rentals subject to the requirements set forth in this section. Short-term rentals shall be permitted in all zoning districts within the City of Beacon. Pursuant to § 223-24.1G an accessory apartment shall not be utilized for short-term rentals.
 - E. Permit application.
 - (1) An application for a short-term rental permit shall be filed and a short-term rental permit shall be obtained before the dwelling unit, or a room or group of rooms within a dwelling unit is advertised for short-term rental, and, if the spaces are not advertised, then such permit shall be obtained before said space is leased or rented.
 - (2) Issuance of a short-term rental permit requires submission of an application to the Building Department and payment of the processing fee set forth in the City fee schedule.
 - (3) If a tenant seeks a short-term rental permit, the tenant's application shall be signed by the landlord.
 - (4) The form and content of the permit applications shall be as determined from time to time by the Building Department and shall contain such information and materials as the Building Department deems necessary to determine the sufficiency of the application. Such application ~~shall~~ may contain, at a minimum:
 - (a) Proof of receipt of New York State STAR Credit or STAR property tax exemption for the short-term rental property;
 - (b) Copy of utility bill in the applicant's name;
 - (c) Property address; total number of rooms; location; number of persons.
- [1] The property address;

- [2] The total number of dwelling units located within the building;
 - [3] The total number of bedrooms and bathrooms inside the dwelling unit;
 - [4] The total number of rooms proposed for short-term rental use;
 - [5] The location of each such dwelling unit or individual bedroom within the building; and
 - [6] The number of persons to be accommodated in each room available for short-term rental use;
- (d) A signed and notarized certification in a form acceptable to the Clerk by the applicant attesting to the fact that:
- [1] The applicant resides at the property and it is the applicant's primary residence;
 - [2] That the property is fit for human habitation and safe;
 - [3] That the applicant will comply with all of the conditions and restrictions of the permit;
 - [4] That no portion of the area used for short-term rentals will utilize a cellar or attic, or any portion thereof, as habitable space unless it meets the requirements of the International Fire, Residential and Building Codes or successor law;
 - [5] That the property is in compliance with all the provisions of this article, the applicable provisions of the City Code, the International Series of Codes and the New York State Code Supplement; and
 - [6] The required building permits and certificates of occupancy are in place for all existing structures on the property if applicable;
- (e) Proof of short-term rental insurance with minimum liability coverage in the amount of \$300,000.00 for third party claims arising out of property damage or bodily injury. Such insurance shall be issued by an insurer admitted in New York State or by insurance maintained by a Booking Service that provides equal or greater coverage;
- ~~(e)~~(f) _____ Such other information as the City may require to prove the property is an occupied primary residence and safe for renters; and
- ~~(f)~~(g) _____ If an applicant plans to rent the entire dwelling unit, the short-term rental application shall include the name and contact information of a responsible person with the right to enter and maintain possession of the dwelling. Such responsible person must be available 24 hours a day to respond in person to tenant and neighborhood concerns and be capable of

responding in person within two hours of notification from the City.

- (5) All permits issued pursuant to this section shall be for a period of two years and shall be renewable for subsequent two-year terms upon application, conformance with this section and payment of the permit fee.
 - (6) If the information submitted as part of the permit application changes at any time after submittal of the application, it is the responsibility of the owner to submit such changes to the Building Department in writing within 30 days of the occurrence of such change. Failure to do so shall be deemed a violation of this section.
- F. Inspection. The property shall be inspected by the Building Department at the time of the initial application and prior to any permit renewal, to determine whether the property remains in compliance with the section and all other applicable provisions of the City Code, the International Series of Codes and New York State Code Supplement. If the Building Inspector determines that the short-term rental space is not in compliance, the owner shall cease use of the dwelling unit as a short-term rental until all noncomplying elements have been corrected and the owner shall apply for reinspection with the Building Department, subject to an additional fee as set forth in the City Fee Schedule.
- G. Occupied primary residence. It shall be unlawful to use, establish, maintain operate, occupy, rent or lease any property as a short-term rental if the property is not an occupied primary residence. The property used as a short-term rental shall be the primary residence of the owner, tenant, grantor or grantee at all times during the term of the permit.
- H. All short-term rentals shall comply with the following standards:
- (1) If a property owner or tenant is renting out the entire dwelling unit, the property owner must engage the services of an agent with the right to enter and maintain possession of the dwelling. This agent must be available 24 hours a day to respond to tenant and neighborhood concerns and be capable of responding within two hours of notification from the City.
 - (2) No owner shall offer or use any part of the property as a short-term rental not approved for residential use, including but not limited to, vehicles parked on the property, a storage shed, recreation room, trailer, garage, or any temporary structure such as a tent.
 - (3) A short-term rental property shall not be rented for any other purpose, commercial or otherwise, not expressly permitted under this section, such as concerts or weddings.
 - ~~(4) Short term rental of an entire dwelling unit is limited to 100 days in any one calendar year. A rental day shall be deemed to mean any day that the property is~~

~~occupied for rental overnight. Upon request, the property owner or tenant shall provide:~~

~~(a) A statement from any/all short-term rental website platforms used to advertise the short-term rental; such letter shall be provided on the company's letterhead and shall indicate the number of rentals for the entire dwelling unit that occurred within the year; and~~

~~(b) A certified letter indicating the number of days the entire dwelling unit was rented within the year through any short-term rental website or other means.~~

~~(5)~~(4) If a property owner advertises their rental, the short-term rental permit number must be included in the listing.

~~(6)~~(5) All guests are subject to the provisions of the Code of the City of Beacon. The property owner or tenant is responsible for informing each guest of these provisions.

(6) A conspicuously posted evacuation diagram identifying all means of egress from the short-term rental and the building in which it is located.

(7) A conspicuously posted list of emergency phone numbers for police, fire, and poison control.

~~(7)~~(8) A working fire-extinguisher which is readily accessible by a guest in the short-term rental.

I. Presumptive evidence. The presence or existence of the following shall create a rebuttable presumption that a property is being utilized as a short-term rental:

(1) The property is offered for lease or rent on a short-term rental website, including but not limited to Airbnb, HomeAway, VRBO and similar websites; or

(2) The property is offered for lease or rent by the use of any other advertising mechanism for a period of less than 30 days.

J. A list of all short-term rental units located in the City of Beacon shall be maintained on the City's website, and a hard copy shall be available for review in the City Building Department. Such list shall be updated every six months.

K. Revocation of a permit.

(1) The grounds upon which a permit can be revoked shall include but shall not be limited to:

(a) The permit was issued in error, or issued in whole or in part as a result of a false, untrue, or misleading statement on the permit application or other

document submitted for filing, including but not limited to the schematic or certification;

- (b) A short-term rental permit has been issued and the owner or tenant fails to continue to occupy the premises as ~~his, her or~~ their primary residence;
 - (c) Use of the property as a short-term rental creates a hazard or public nuisance, threat to public safety or other condition which negatively impacts the use and/or enjoyment of surrounding properties, or threatens the peace and good order, or quality of life in the surrounding community;
 - (d) Failure to comply or violating the conditions of the permit;
 - (e) Failure to comply or violating any federal, state, or local law, regulation or rule.
 - (f) Short-term rental permits for dwelling units located in multifamily buildings may be revoked if the Police Department or Building Inspector receives three substantiated written complaints in a twelve-month period concerning the use of the premises as a short-term rental. A written complaint can be substantiated by the Building Inspector of the Police Department if it is a complaint regarding the violation of a City law or ordinance and the complaint is supported by other evidence, including a police report, photograph, or video.
- (2) Any permit issued pursuant to this section may be revoked or suspended by the Building Inspector, after written notice to the owner. Written notice shall be served by registered or certified mail, return receipt requested, and by regular mail, to the applicant at the address shown on the application. The notice shall describe the reasons why the City is revoking the permit.

L. Appeals.

- (1) Upon the denial, suspension or revocation of a permit, the applicant may, within 15 business days from the date of the written notice, file a request for a hearing before the Zoning Board of Appeals. Such request shall be filed with the Zoning Board of Appeals' Secretary. Notice of the date, place and time of the hearing shall be given in writing by mail to the applicant at the address shown on the application. In the event that demand for a hearing is not made within the prescribed time or in the event that the applicant does not timely appear for the hearing, the Building Inspector's decision shall be final and conclusive.
- (2) The hearing shall commence no later than 30 days after the date on which the request was filed.
- (3) The applicant shall be given an opportunity to present evidence why such denial of application, or such suspension or revocation of the permit, shall be modified or withdrawn. The Building Inspector or his or her designated agent

may also present evidence. Upon consideration of the evidence presented, the Zoning Board of Appeals shall sustain, modify or reverse the decision of the Building Inspector or his or her designated agent.

- (4) In the event the applicant is not satisfied with the decision of the Zoning Board of Appeals, such aggrieved party may file an Article 78 proceeding under the New York Civil Practice Law and Rules. The Article 78 proceeding must be filed within 30 days of the filing of the Zoning Board of Appeals' decision with the City Clerk of the City of Beacon and service of the same upon the applicant.

M. Requirements for Booking Services.

- (1) It shall be unlawful for any person to engage in Booking Services for a short-term rental in the City of Beacon which does not have a valid permit required by this Section.
- (2) Any person engaging in Booking Services shall require the short-term rental permit holder to provide a copy of the permit before letting accepting any reservation or payment from a guest, tenant, or owner for such Book Services.
- (3) Any person engaging in Book Services shall provide all prospective guests of a short-term rental with the permit number prior to acceptance of any reservation or payment of the short-term rental.
- (4) In addition to any other civil or criminal penalties and remedies available to the City of Beacon under law or equity, the City Attorney's office shall be authorized to enforce this Subsection M in the name of the City of Beacon to enjoin and enforce the provisions hereunder.

M.N. Violations. A violation of any provision of this chapter is an offense, punishable as provided for in § 1-3, General penalty. When a person has received written notice from the Building Inspector or has been served with a summons and complaint in an action to enjoin continuance of any violation, each day in excess of 10 days thereafter that he shall continue to be guilty of such violation shall constitute an additional, separate and distinct offense.

Section 2. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 1 of the Beacon City Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification.

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and

subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 4. Severability.

If any clause, sentence, paragraph, subdivision, section or part of this chapter or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

Section 5. Effective date.

This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

City of Beacon City Council Agenda
09/21/2026

Title:

Proposed Local Law Concerning Parking, Standing, and Stopping

ATTACHMENTS

[Proposed Local Law Concerning Parking, Standing, and Stopping](#)

[Proposed Tioronda Parking Plans](#)

PROPOSED LOCAL LAW NO. ____ OF 2026

CITY COUNCIL
CITY OF BEACON

A LOCAL LAW AMENDING CHAPTER 211 OF THE BEACON CITY CODE
CONCERNING PARKING, STANDING AND STOPPING

A LOCAL LAW to amend Chapter 211 of the Beacon City Code concerning time limits for parking on West Main Street and parking restrictions on Tioronda Avenue between Main Street and Wolcott Avenue.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 211 of the Beacon City Code, Article III – Parking, Standing, Stopping, Section 211-14.1 entitled, “No parking, stopping or standing at intersection,” Subsections A and B are hereby amended as follows:

§ 211-14.1 **No parking, stopping or standing at intersections.**

- A.** There shall be no parking, stopping or standing within 30 feet of every intersection throughout the City of Beacon. The Traffic Safety Committee shall be authorized to recommend to the City Council the appropriate location of signage at each intersection. The City Council shall review the recommendation of the Traffic Safety Committee and authorize the ~~Street~~-Highway Superintendent to erect the necessary signage not to exceed the distance of 30 feet from said intersection. The provisions of this section shall be effective upon the posting of the appropriate signage by the ~~Street~~-Highway Superintendent pursuant to §§ [1680](#) and [1683](#) of the Vehicle and Traffic Law.
- B.** There shall be no parking here to corner in the following locations.

Name of Street	Side	Location
...		
Teller Avenue	Both	To a point 30 feet in both directions from the intersection of Rombout Avenue
Tioronda Avenue	North West	To a point 20 feet in both directions from the intersection of Van Nydeck Avenue

<u>Tioronda Avenue</u>	<u>West</u>	<u>To a point 25 feet north from the intersection of Vine Street</u>
Van Nydeck Avenue	North	To a point 275 feet from Teller Avenue
...		

Section 2. Chapter 211 of the Beacon City Code, Article III – Parking, Standing, Stopping, Section 211-15 entitled, “Parking, stopping and standing prohibited at all times,” Subsection B is hereby amended to add new restrictions on Tioronda Avenue as follows:

§ 211-15 **Parking, stopping and standing prohibited at all times.**

...

- B.** Schedule X: Parking, Stopping and Standing Prohibited at All Times. In accordance with the provisions of Subsection **A**, no person shall park, stop or stand at any time upon any of the following described streets or parts of streets:

Name of Street	Side	Location
...		
Tioronda Avenue	Both	From Knevels Avenue to Wolcott Avenue
Tioronda Avenue	Both	From Main Street to a point 25 feet south
Tioronda Avenue	East	From <u>a distance of 140 feet from</u> Main Street to <u>the intersection of Wolcott Avenue</u> a point 120 feet south except Sundays
<u>Tioronda Avenue</u>	<u>West</u>	<u>From the intersection of Vine Street to the intersection of Wolcott Avenue</u>
Tioronda Avenue	South	From No. 2 Tioronda Avenue to a point 125 feet west
Tioronda Avenue	West	From Knevels Avenue to South Avenue
...		

Section 3. Chapter 211 of the Beacon City Code, Article III – Parking, Standing, Stopping, Section 211-17 entitled “Time limit parking,” Subsection B is hereby amended to amend certain parking time limitations on West Main Street as follows:

§ 211-17 **Time limit parking.**

...

- B.** Schedule XII: Time Limit Parking. In accordance with the provisions of Subsection **A**, no person shall park a vehicle for longer than the time limit shown upon any of the following described streets or parts of streets:

Name of Street	Side	Time Limit; Hours/Days	Location
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...

West Church Street	South	4 hours; 6:00 a.m. to 6:00 p.m./weekdays	From a point 250 feet east of North Avenue to a point 30 feet west of Cross Street
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West Main Street	North	30—minutes <u>2 hours</u> ; all/all	To a point 270 feet west of the "no parking here to the corner" sign
------------------	-------	--	--

West Main Street	North	4 hours; 6:00 a.m. to 6:00 p.m./weekdays	From a point 270 feet west of the "no parking here to the corner" sign to the terminus of West Main Street
------------------	-------	--	--

West Main Street	South	30—minutes <u>2 hours</u> ; all/all	To a point 260 feet west of the "no parking here to the corner" sign
------------------	-------	--	--

West Main Street	South	4 hours; 6:00 a.m. to 6:00 p.m./weekdays	From a point 260 feet west of the "no parking here to the corner" sign to the terminus of West Main Street
------------------	-------	--	--

...

Section 4. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 211 of the Beacon City Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 5. Numbering for Codification.

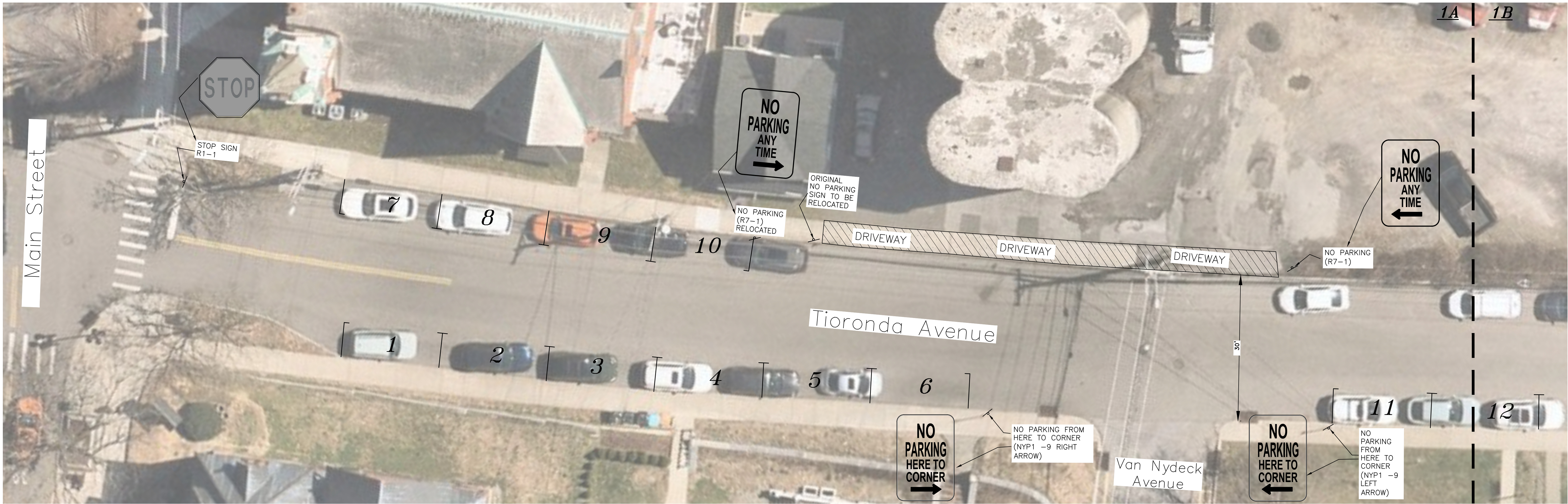
It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 6. Severability.

If any clause, sentence, paragraph, subdivision, section or part of this chapter or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

Section 7. Effective date.

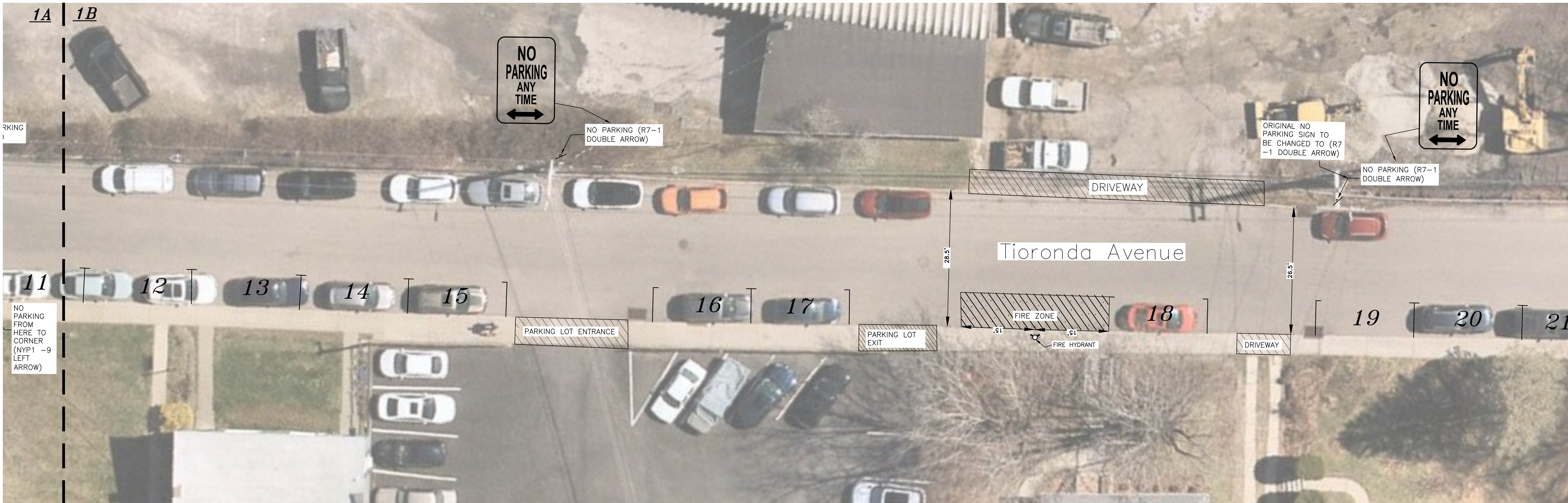
This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.



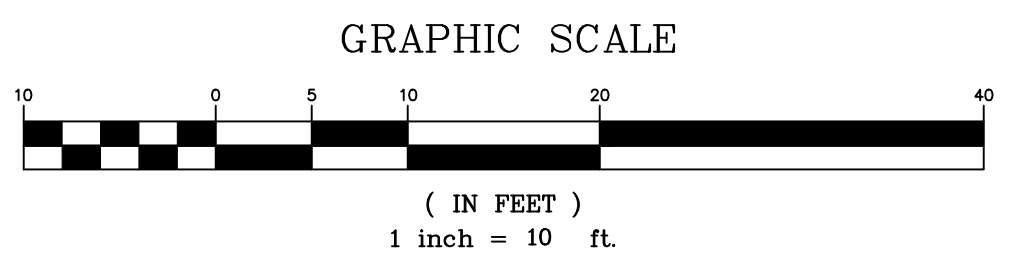
1A
SCALE: 1" = 10'



LOCATION PLAN
1 INCH = 500 FEET



1B
SCALE: 1" = 10'



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LANC & TULLY
Engineering and Surveying, D.P.C.

P.O. Box 687, Rt. 207
Goshen, N.Y. 10924
(845) 294-3700

STREET PARKING PLAN PREPARED FOR

**TIORONDA AVE
(MAIN ST - WOLCOTT AVE)**

CITY OF BEACON
DUTCHESS COUNTY, NEW YORK

Drawn By: SEF Checked By: Scale: 1" = 10' Tax Map No.: N/A

Date: JULY 14, 2026
Revision:
ZAP File: 66697-SITE PLAN.DWG
Layout: PARKING PLAN
Sheet No.: 1 OF 4
Drawing No.: C30
A- 26 - 6697 - 01

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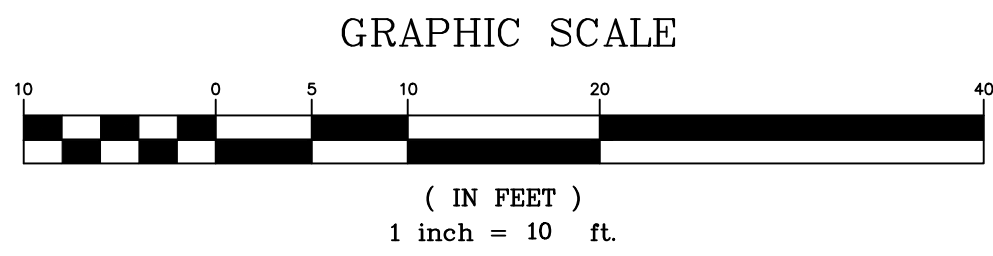




LOCATION PLAN
1 INCH = 500 FEET



3A
SCALE: 1" = 10'



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STREET PARKING PLAN PREPARED FOR

**TIORONDA AVE
(MAIN ST - WOLCOTT AVE)**

CITY OF BEACON
DUTCHESS COUNTY, NEW YORK

Drawn By: SEP	Checked By:	Scale: 1" = 10'	Tax Map No.: N/A	Date: JULY 14, 2026
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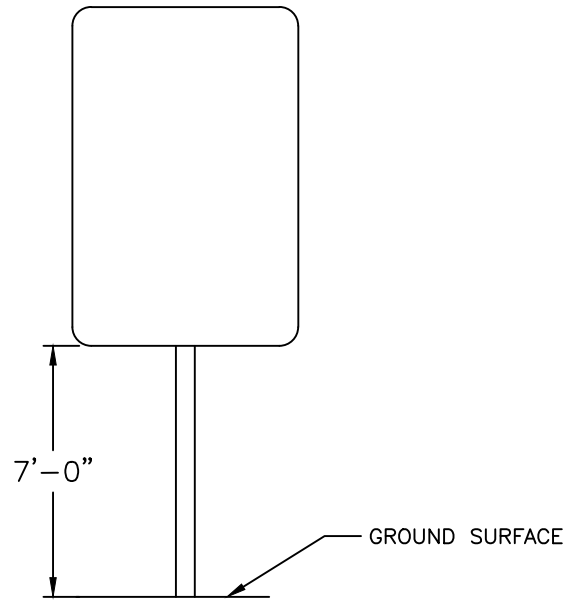


TAD File: 66697 - SITE PLAN.DWG
Layout: PARKING PLAN
Sheet No.: 3 OF 4
Drawing No.: A- 26 - 6697 - 01

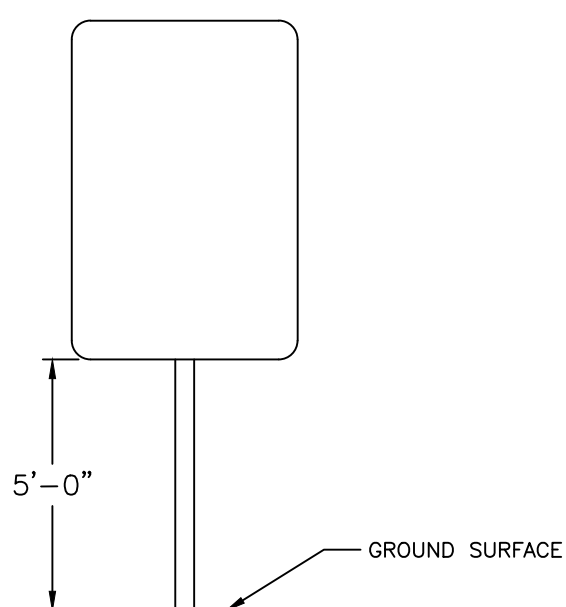


LOCATION PLAN
1 INCH = 500 FEET

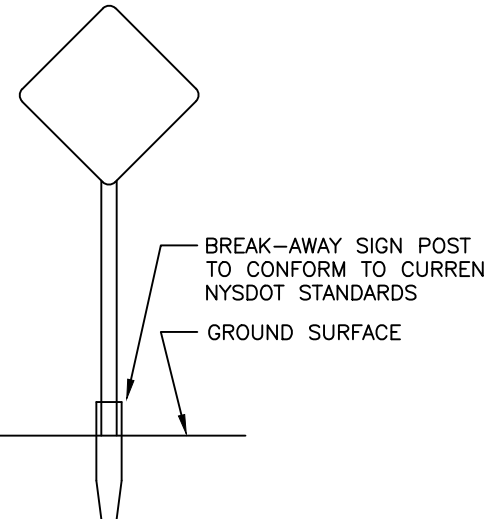
SIGN	SIGN DESIGNATION	SIZE
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	R7-1	12" X 18"
	NYP1-9	12" X 18"
	R7-1(Double Arrow)	12" X 18"



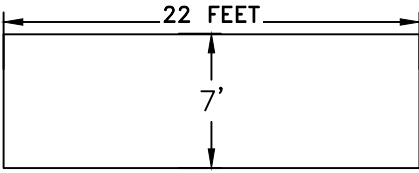
CURB/SIDEWALK SIGN HEIGHT



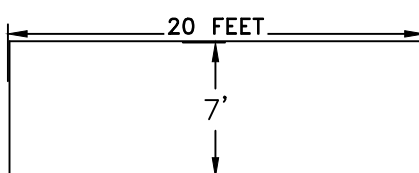
GRASS/SHOULDER/NO CURB SIGN HEIGHT



TYPICAL PERMANENT SIGN INSTALLATION



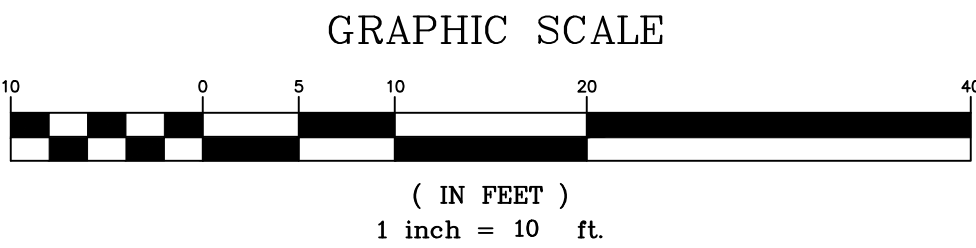
STANDARD PARKING STALL DETAIL



END PARKING STALL DETAIL

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STREET PARKING PLAN PREPARED FOR

**TIORONDA AVE
(MAIN ST – WOLCOTT AVE)**

CITY OF BEACON
DUTCHESS COUNTY, NEW YORK

Drawn By: SEP	Checked By:	Scale: 1" = 10'	Tax Map No.: N/A	Date: JULY 14, 2026
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Revised:	Drawn By: 66697-SITE PLAN.DWG
	Layout: TRAFFIC CONTROL
	Sheet No.: 4 OF 4
	Drawing No.: C30
	A- 26 - 6697 - 01

City of Beacon City Council Agenda
09/21/2026

Title:

Resolution No. 75 - Appointment of Tweeps Phillips Woods to the Position of Deputy City Administrator

ATTACHMENTS

[Resolution Appointing Tweeps Phillips Woods to the Position of Deputy City Administrator](#)

[Tweeps Phillips Woods Resume](#)

[City Administrator Memorandum for the Appointment of Tweeps Phillips Woods to the Position of Deputy City Administrator](#)



**CITY OF BEACON
CITY COUNCIL**

RESOLUTION NO. 75 OF 2026

**APPOINTING TWEEPS PHILLIPS WOODS TO THE POSITION OF
DEPUTY CITY ADMINISTRATOR**

WHEREAS, there is an existing vacancy for the position of Deputy City Administrator; and

WHEREAS, Tweeps Phillips Woods meets the qualifications for the position of Deputy City Administrator, and is recommended for appointment to the position by the City Administrator.

NOW, THEREFORE, BE IT RESOLVED, that the Mayor hereby appoints and the City Council approves the appointment of Tweeps Phillips Woods to the position of Deputy City Administrator.

Resolution No. 75 of 2026				Date: September 21, 2026			
☐ Amendments				☐ 2/3 Required			
☐ On roll call				☐ 3/4 Required			
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Paloma Wake					
		Amber Grant					
		Lastar Gorton					
		Zack Smith					
		Sergei Krasikov					
		Carolyn Glauda					
		Mayor Lee Kyriacou					
		Motion Carried					

TWEEPS PHILLIPS WOODS

PROFESSIONAL SUMMARY

Senior public sector leader with 20+ years of experience spanning municipal government, intergovernmental relations, public policy, and cross-sector partnership development across New York. Currently serving as Deputy Mayor of the Village of Cold Spring, with a career-long record of translating strategic priorities into operational results, securing public funding, and building trusted relationships across government, philanthropy, and community institutions. Recognized for political acumen, pragmatic leadership, and a mission-driven commitment to strengthening public systems.

AREAS OF EXPERTISE

Urban Affairs & Civic Infrastructure • Cross-Sector Partnership Development • Strategic Initiatives & Program Leadership • Public Policy & Government Relations • Stakeholder & Coalition Management • Grants & Public Funding Strategy • Community Engagement & Public Affairs • Intergovernmental Relations • Public-Private Partnerships • Capital Projects & Public Space Development • Board & Executive Communications • Strategic Planning & Operational Execution • Crisis Management & Municipal Operations

PROFESSIONAL EXPERIENCE

Deputy Mayor | Trustee

Village of Cold Spring, NY | 2021–Present

- Provide strategic oversight of municipal operations, infrastructure investment, and long-term community planning, including public safety, water and sewer systems, facilities, personnel, and capital planning.
- Manage a \$5.8M municipal budget, including grants and intergovernmental shared services, strengthening fiscal oversight and operational effectiveness across departments.
- Build partnerships across county, state, and federal agencies to advance civic initiatives, secure public funding, and support long-term infrastructure investment.
- Secured and administered federal and state grants supporting critical infrastructure investment, including FEMA disaster recovery funding following 2022 storm damage, water and sewage treatment plant upgrades, roadway improvements, and Village Hall facility renovations.
- Guide community-centered policy discussions involving land use, zoning, infrastructure modernization, and quality-of-life priorities.
- Lead cross-departmental emergency preparedness and crisis response efforts in coordination with regional public safety agencies.

- Support collective bargaining negotiations and oversee sensitive personnel and governance matters.

Manager

Coqual | New York, NY | 2022–2024

- Led strategic advisory engagements for Fortune 500 organizations focused on organizational effectiveness, institutional strategy, and systems-level change initiatives.
- Managed full project lifecycle from stakeholder engagement and research design through analysis, synthesis, and executive-level recommendations.
- Conducted leadership interviews, focus groups, and national survey initiatives to inform organizational strategy and decision-making.
- Supported business development and proposal strategy efforts contributing to more than \$500K in new organizational revenue.

Director of Business Development

Association of Chartered Certified Accountants (ACCA) | New York, NY | 2016–2021

- Led strategic growth initiatives across the United States and Caribbean for a global professional membership organization.
- Developed and managed partnerships with universities, employers, nonprofit organizations, and industry leaders to expand institutional engagement and membership growth.
- Produced national conferences, policy forums, and professional development initiatives reaching more than 5,000 professionals annually.
- Prepared executive briefings, partnership materials, and strategic communications for senior leadership and external stakeholders.

Senior Advisor

Daly Gonzalez Consulting | New York, NY | 2016

- Advised nonprofit and advocacy organizations on government relations, public policy strategy, stakeholder engagement, and strategic communications.
- Supported coalition-building and external affairs strategies to advance civic and public interest initiatives.
- Secured and advised on more than \$3M in public funding and grant-supported initiatives through legislative strategy, coalition engagement, and proposal development.

Executive Director

Taxi Safety Committee | New York, NY | 2014–2015

- Directed operations and policy strategy for an industry organization representing approximately 25% of New York City's yellow taxi sector.
- Led organizational engagement during a period of major regulatory and industry transformation.
- Served as principal spokesperson and liaison to government agencies, policymakers, industry leaders, and media outlets.

Vice President, Government Affairs

Bolton St. Johns | New York, NY | 2012–2014

- Led government affairs, lobbying, and public policy strategies for clients across technology, labor, nonprofit, and advocacy sectors.
- Navigated city and state legislative processes to secure funding, regulatory approvals, and policy outcomes.
- Built and managed relationships with elected officials, public agencies, nonprofit leaders, and advocacy coalitions.
- Directed stakeholder engagement and crisis communications efforts in high-profile policy environments.

Director of External Affairs & Special Projects

NYC Taxi & Limousine Commission | New York, NY | 2008–2012

- Served as senior advisor to the Commissioner on public affairs, legislative strategy, stakeholder engagement, and intergovernmental relations.
- Managed a 30-person division overseeing communications, customer engagement, and external affairs operations.
- Coordinated policy implementation efforts with City Hall, City Council, state agencies, and transportation stakeholders.
- Developed strategic communications and stakeholder engagement strategies during periods of significant regulatory and operational change.

Policy Advisor

NYC Mayor's Office of Operations | New York, NY | 2006–2008

- Advised the Deputy Mayor for Operations on strategic initiatives related to economic development, transportation, infrastructure, and technology policy.
- Coordinated cross-agency projects involving NYC DOT, TLC, MTA, and major infrastructure initiatives including the Second Avenue Subway.
- Supported operational improvements and long-range planning efforts across complex city systems.
- Facilitated interagency coordination and stakeholder engagement across public sector partners and external institutions.

Project Manager

NYC Department of Parks & Recreation | New York, NY | 2002–2006

- Managed high-profile public realm and waterfront redevelopment initiatives including Brooklyn Bridge Park, Brooklyn Greenway, and Coney Island redevelopment projects.
- Coordinated complex cross-sector partnerships involving city agencies, elected officials, nonprofit organizations, advocacy groups, and community stakeholders.
- Supported long-range urban planning, environmental review, capital investment strategy, and public engagement processes.
- Managed public funding streams and grant-supported capital and programming initiatives.

- Coordinated interagency planning efforts with NYCEDC, DOT, DEP, and state partners to advance large-scale public space initiatives.

EDUCATION

Columbia University School of International and Public Affairs
Master of Public Administration (MPA), Urban Affairs — Urban Policy, Public Finance & Intergovernmental Relations

Macalester College
Bachelor of Arts, Political Science & Mass Communication Theory



CITY OF BEACON New York

Benjamin Swanson
City Administrator

OFFICE OF THE CITY ADMINISTRATOR
One Municipal Plaza, Beacon NY 12508

845-838-5010

TO: Mayor Kyriacou and City Councilmembers
FROM: Ben Swanson, City Administrator
DATE: September 18, 2026
RE: Recommendation of Tweeps Phillips Woods for the Position of Deputy City Administrator

I am pleased to offer this memorandum in support of my recommendation for the appointment of Tweeps Phillips Woods to the position of Deputy City Administrator. After a rigorous process that involved the evaluation of approximately 85 applicants and included two rounds of interviews with the City's Human Resource Director, Finance Director, Mayor Kyriacou, Councilmember-at-Large Amber Grant, and myself, I am confident that Tweeps is the ideal candidate for this position.

Tweeps has previously held leadership positions for New York City in several departments, including both the Mayor's Office of Operations and the Department of Parks & Recreation. Between those experiences, and other impressive, intervening positions, she has clearly demonstrated capacity to take on executive roles in the management of capital projects, grants, and public engagement, and she has a proven track record of managing coordination among various departments and stakeholders in a municipal governance context. In her interview with me, Tweeps demonstrated great familiarity with the Hudson Valley region, and nuanced and thoughtful approaches to issues that both Beacon and other neighboring communities are currently facing, including, but not limited to: climate change, infrastructure modernization, disaster response, and housing affordability.

Having held and worked with the Mayor, stakeholders, City of Beacon colleagues, and former and current Councilmembers to develop the Deputy City Administrator position myself, I am very excited to recommend Tweeps for this role. Her impressive professional experience and proven responsibility in high-level positions in municipal government will be a huge asset to expanding the capacity of the Office of the City Administrator, and I am confident that she will quickly and confidently take on key additional priorities, including expansion of the City's housing resources. I am also confident that she will be both fully capable of serving as Acting City Administrator in my absence and help to further grow and define what this position can offer the City in the coming years.

In conclusion, I highly recommend that the Council appoint Tweeps Phillips Woods to the Position of Deputy City Administrator during your meeting on September 21st of 2026. Assuming you choose to do so, she would be able to begin in the position on September 29th. Thank you for your consideration.

City of Beacon City Council Agenda
09/21/2026

Title:

Resolution No. 76 - Authorizing the City Administrator to Execute an Extension Agreement with Royal Carting Service Co. for Waste Collection Services

ATTACHMENTS

Resolution Authorizing the City Administrator to Execute an Extension Agreement with Royal Carting Service Co. for Waste Collection Services

Draft Extension Agreement with Royal Carting Service Co. for Waste Collection Services

Expiring Royal Carting Service Co. Waste Collection Services Contract



**CITY OF BEACON
CITY COUNCIL**

RESOLUTION NO. 76 OF 2026

**AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE AN EXTENSION OF AN
AGREEMENT WITH ROYAL CARTING SERVICE CO. FOR WASTE COLLECTION**

WHEREAS, the City of Beacon desires waste collection services and to employ Royal Carting Service Co. (“Royal Carting”) to collect, remove, and dispose of waste and recyclable materials from designated privately-owned real property, municipal buildings, and public spaces within the City of Beacon (“the City”); and

WHEREAS, the City and Royal Carting previously entered into a Waste Collection Agreement, which was subsequently extended for a renewal term ending on December 31, 2026; and

WHEREAS, The City and Royal Carting wish to further extend the existing agreement through December 31, 2029 pursuant to the same terms and conditions as set forth in the initial Waste Collection Agreement.

NOW, THEREFORE, BE IT RESOLVED THAT the City of Beacon City Council hereby authorizes the City Administrator to execute an extension with Royal Carting for Waste Collection, subject to approval by the City Attorney as to form and substance.

BE IT FURTHER RESOLVED, that City Administrator is hereby authorized to execute any extensions or amendments to this Agreement subject to review and approval by the City Attorney as to form and substance.

Resolution No. 76 of 2026			Date: September 21, 2026				
☐ Amendments			☐ 2/3 Required				
☐ On roll call			☐ 3/4 Required				
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Paloma Wake					
		Amber Grant					
		Lastar Gorton					
		Zack Smith					
		Sergei Krasikov					
		Carolyn Glauda					
		Mayor Lee Kyriacou					
Motion Carried							

2027 MODIFICATION & EXTENSION AGREEMENT

This 2027 Extension Agreement (the “Agreement”), entered into this ____ day of _____, 2026 but effective January 1, 2027 between the CITY OF BEACON (the “CITY”), a municipal corporation of the State of New York with offices at 1 Municipal Plaza, Beacon, NY 12508, and PANICHI HOLDING CORP. d/b/a ROYAL CARTING SERVICE CO. (hereinafter referred to as the “CONTRACTOR”), a domestic corporation with its principal place of business at 409 Route 82, P.O. Box 1209, Hopewell Junction, New York (collectively the “Parties” and each a “Party”).

WITNESSETH:

WHEREAS, the CITY and CONTRACTOR previously entered into a Waste Collection Agreement (the “Agreement”), whereby the Contractor provides certain rubbish and recyclable pick up, disposal and other services (the “Contracted Services”) for the City and the Agreement provides the option for the City to extend the Agreement, as more particularly detailed therein; and

WHEREAS, on June 11, 2024, the Parties entered into a Modification Agreement, COB Contact No. 2024-020, Amendment No. 1, (the “2024 Modification Agreement”), which deleted and replaced Article II, Paragraph B of the Agreement to amend the Charges in Disposal Costs and Tonnage: Recyclable, and to provide, beginning in 2025 that there will four (4) quarterly surveys of single stream collected recyclables monthly tonnage and payment to CONTRACTOR for such disposal shall be reduced or increased by calculation using the results of the annual quarterly surveys; and

WHEREAS, pursuant to Resolution Nos. 176 of 2019, 183 of 2020, 154 of 2021, 91 of 2022, No. 76 of 2023, No. 31 of 2024, and No. 45 of 2025 the CITY extended the Agreement for the CONTRACTOR to perform the Contracted Services for the City in one (1) year Terms, respectively, ending on December 31, 2026; and

WHEREAS, the Parties desire to further extend and modify the Agreement.

NOW, THEREFORE, in consideration of the promises and of the covenants, agreements, representations and warranties hereinafter set forth, the Parties do hereby agree as follows:

1. That the Agreement is hereby extended through and including December 31, 2027, hereinafter referred to as the “2027 Renewal Term.”
2. That the CITY shall pay the CONTRACTOR for the Contracted Services at the rates set forth below, for such services, disposal and other services provided in and

computed in accordance with the Agreement as modified by the 2024 Modification Agreement.

- (a) **Burnable Waste.** For the period January 1, 2027 through December 31, 2027.

Monthly Base Rate: \$62,282.79

Recyclable Waste Haulage and Collection.

Monthly Rate: \$20,047.28

- (b) Notwithstanding anything herein to the contrary:

- a. The 2027 Renewal Term Monthly Burnable Waste Base Rate shall be subject to adjustment *for disposal cost only* as otherwise provided in Section II A.2 of the Agreement.
- b. The 2027 Renewal Term Monthly Recyclable *disposal cost only* shall be subject to adjustment as provided for in the 2024 Modification Agreement.

3. Except as provided for herein, all other terms and conditions of the Agreement, as modified by the 2024 Modification Agreement, for all Contracted Services presently performed and provided by the Contractor, shall apply and continue in full force and effect during the 2027 Renewal Term.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first written above.

PANICHI HOLDING CORP
d/b/a ROYAL CARTING SERVICE
CO

CITY OF BEACON

By: _____

By: _____

Ben Swanson, City Administrator

Print Name

Title



**CITY OF BEACON
CITY COUNCIL**

Resolution No. 85 of 2018

**RESOLUTION AUTHORIZING EXECUTION OF AN AGREEMENT WITH
ROYAL CARTING FOR WASTE COLLECTION**

WHEREAS, the City wishes to employ Royal Carting Service Co. ("Royal Carting") to collect, remove and dispose of burnable and recyclable waste from designated privately-owned real property, municipal buildings and public spaces within the City of Beacon, and

WHEREAS, Royal Carting submitted a bid proposal to the City which the City Council has found to be advantageous with respect to the collection and removal of burnable and recyclable waste.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Beacon hereby authorizes the execution of the attached Waste Collection Agreement between the City of Beacon and Royal Carting for a term commencing July 1, 2018 and ending December 31, 2019, with the ability at the City's option, to extend for three (3) additional one (1) year terms.

BE IT FURTHER RESOLVED, that the Waste Collection Agreement shall be subject to review and approval by the City Administrator and the City Attorney as to form and substance.

Resolution No. <u>85</u> of 2018			Date: <u>June 4, 2018</u>				
() Amendments			() On roll call			() 2/3 Required	
() Not on roll call						() 3/4 Required	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Terry Nelson	x				
x		Jodi McCredo	x				
	x	George Mansfield	x				
		Lee Kyriacou	x				
		John Rembert	x				
		Amber Grant	x				
		Mayor Randy J. Casale	x				
		Motion Carried	x				

Waste Collection Agreement Between the City of Beacon and Royal Carting

THIS AGREEMENT, made the ____ day of ____, 2018, but effective as of July 1, 2018, by and between the City of Beacon (the “City”), a municipal corporation with offices located at One Municipal Plaza, Beacon, New York 12508, and Panichi Holding Corp. d/b/a Royal Carting Service Co. (“Royal”), a corporation with offices located at 409 Route 82, Hopewell Junction, New York 12533.

W I T N E S S E T H:

WHEREAS, the City wishes to employ a contractor to collect, remove and dispose of burnable and recyclable waste from designated privately-owned real property, municipal buildings and public spaces within the City of Beacon, and

WHEREAS, Royal has submitted a bid proposal to the City which the City Council has found to be advantageous to the City with respect to the collection and removal of burnable and recyclable waste.

NOW THEREFORE, in consideration of these mutual promises and covenants, and other good and valuable consideration, the parties hereby agree as follows:

ARTICLE I

A. Burnable Waste Collection and Disposal

Royal shall furnish all the materials, equipment and labor required to on a weekly basis collect, remove and dispose of one (1) Royal-supplied ninety-five (95) gallon container with attached lid and wheels for mechanical pickup of burnable waste from approximately 4,300 tax parcels in the City of Beacon.

Property owners may put additional containers out for pick up by purchasing “Add-a-Can” tags at City offices and attaching same to each additional can or by enrolling in the annual Add-a-Can Program. The City will reimburse Royal for every “Add-a-Can” tag turned into the City in accordance with the “Service and Price Schedule”, annexed hereto as Exhibit “A”.

Work shall include collection from street/trash-receptacles (defined herein as publicly-available trash receptacles maintained in a public right of way by the City of Beacon) five (5) times per week on Monday, Tuesday, Wednesday, Thursday, and Friday. The street trash

receptacles shall be combination trash/recycling containers with 18 gallon capacity each and a lockable door, except for up to twenty-two (22) new trash and/or recycling receptacles (without regard to the condition of the 22 receptacles to be replaced and to be provided by Royal at no equipment cost or rental to the City), having a capacity and design that shall be agreed to by the City and Royal. The City shall provide a list of street trash-receptacles (Exhibit "B", annexed) which list shall be attached to and become a part of this Contract as well as designate up to 20 receptacles to be replaced. Royal shall repair, maintain and replace, at its sole cost and expense, all street trash-receptacles existing or installed during the term of this Contract, or any renewal or extension thereof, except that in the event of accidental damage or destruction by the City or an act of vandalism, the City shall submit an insurance claim to cover the cost of repair or replacement, if coverage is available. "Vandalism," for purposes of this Agreement, shall mean the defacement or destruction of any street-trash receptacle by a third party to this Agreement, but shall not include instances of defacement or destruction facilitated by Royal's failure to properly secure or maintain said receptacles. The City reserves the right, upon written notification to Royal, to add to or delete from the attached list of street trash-receptacles at any time during the term of the Contract, including any renewal or extension term.

Royal shall collect, remove and dispose of residential, commercial and municipal waste collected from the curb or designated area on a day or days of the week agreed to by the City. Any spillage into the road or sidewalks while carrying the containers to the truck or while emptying containers into the truck must be cleaned up by Royal before moving to the next collection pickup. A broom and shovel shall be carried on each truck to facilitate clean up. Lids must be replaced on containers after pickup. Royal must notify the City Administration via facsimile on a form provided by the City of all waste not collected and the reason collection was refused. The City reserves the right to change the collection schedule and specifications.

B. Recyclable Waste Collection

Royal shall provide one (1) 65 gallon recycling collection bin for approximately 4,300 tax parcels, and shall furnish all materials and perform all work to collect, remove and dispose of single stream recyclables from each tax parcel that meets the collection specifications once every week corresponding with the burnable waste collection schedule. Royal shall provide without cost to the City up to one hundred (100) 95 gallon recycling collection bins and thereafter, additional 95 gallon recycling collection bins at cost, upon written demand. A broom and shovel shall be carried on each truck to facilitate clean-up of spillage or breakage during recyclable waste collection. Royal shall provide an additional 65 gallon recycling collection bin at the rate of \$60.00 per bin.

C. Container Lease and Services

Royal shall provide all equipment and perform all work to provide waste and/or recyclable collection services the Beacon City Hall, Transfer Station, Parks Department, Memorial Building, Memorial Park, Riverfront Park and Fire Station #2 or as more specifically described in the Service and Price Schedule, annexed. The burnable waste containers shall be serviced by the burnable waste collection truck. Containers shall be emptied in accordance with the requirements set forth in the Service and Price Schedule which includes, but is not limited to:

1. Beacon City Hall

Royal shall provide Beacon City Hall with containers for recyclables;

2. Waste Water Treatment Facility

Royal shall provide the Waste Water Treatment Facility with two (2) two-cubic-yard containers – one (1) for the septage receiving station and one (1) for grit removal. These containers shall be emptied daily; and

3. Transfer Station

Royal shall provide the Transfer Station with a service which includes the container hauling and disposal of materials in accordance with requirements more particularly described in the Service and Price Schedule. Containers shall be serviced on demand. The Transfer Station requires up to 12 containers (6 for commingles and 6 for newspapers).

ARTICLE II

A. Changes in Disposal Costs and Tonnage: Burnable Waste

1. Should Royal's cost of burnable waste disposal increase or decrease more than \$10.00 per ton during the term of this Contract, or any extension or renewal thereof, the City will increase or decrease its contract payments as follows:

Base Disposal Cost Per Ton:

Provided by Royal, subject to audit

New Disposal Cost per Ton:

Provided to the City within three days of Royal's notification effective thirty days after change; also subject to audit.

Monthly tonnage to be used **only** for calculation of payment change: 300 tons per month.

Calculation of payment change:

$[(\text{new per ton rate}) - (\text{base per ton rate})] * 300 = \text{increase/decrease in monthly payment}$

Example: Base rate = \$55.00 New Rate = \$65.00

$[(\$65.00 - \$55.00) * 300 = \$3,000 \text{ payment increase as a result of audited increase in Royal's cost of disposal.}$

2. Payment will be recalculated for each year beginning January 1, 2019, and January 1 of each renewal term based upon the average of the quarterly surveys of tonnage collected, but shall not be less than 300 tons per month effective as of July 1, 2018. Payment on the tonnage shall be reduced or increased as determined by the calculation of the results of quarterly surveys (to be conducted on a schedule the parties shall mutually establish) with such adjustment being made not later than the second monthly statement following the final survey for the relevant contract year. If the term of the Contract is extended for subsequent years, the tonnage will be adjusted based on the average tonnage collected in the preceding year, effective January 1st of the new term.

For the period July 1, 2018 through December 7, 2018, the City shall pay a special adjusted rate as more particularly calculated in the correspondence set forth in Exhibit "C" annexed.

B. Recyclable Waste Collection

Recyclable volume of 350 tons (per annum) of commingled recyclables and 300 tons (per annum) of mixed paper waste is anticipated. If the volume increases, the City will not be responsible for any increase in collection and removal costs incurred by Royal. The City will pay the actual cost of disposal and shall collect 100% of the revenue, if any, derived for the sale of such recyclable materials. All credits to be paid to (and all costs to be borne by) the City shall be pursuant to a separate and direct account to be established with ReCommunity Recycling.

If there is a change in disposal costs by any other recyclable disposal facility, the City must be notified in writing within two (2) days of the date Royal is notified. Payment, if any, will be based on an audit of Royal's disposal costs.

C. Roll Off Container and Dumpster Lease and Service

Cost based on service and lease of equipment in accordance with the Service and Price Schedule, and includes:

1. Transfer Station

Royal shall provide the charge for the container, hauling and disposal at the prices per the Service and Price Schedule. Any adjustment to these costs will be provided to the City within three (3) days of Royal's notification effective thirty (30) days after an approved adjustment by the New York State Office of General Services. Bulk waste shall include metal, construction and demolition debris, furniture and junk.

Decreases/Increases in collection costs will be calculated as follows: X (disposal price/ton)

X annual disposal costs = adjusted annual cost to city. X = new disposal rate/ton

2. Dumpster Lease

The dumpster lease for Beacon City Hall, Transfer Station, Parks Department, Memorial Park Riverfront Park* and Fire Station #2 shall be based on Service and Price Schedule. These rates will not increase during the life of the contract. These containers shall be serviced under the burnable waste and collection contract.

2.1 Riverfront Park

Collection services for the Riverfront Park shall be in accordance with the Service and Price Schedule, annexed.

3. Waste Water Treatment Facility

The Waste Water Treatment Facility requires two (2) two-cubic yard containers – one (1) for the septage receiving station and one (1) for grit removal.

ARTICLE III

Agreement Summary

The City shall pay Royal for the performance of solid waste management activities and for the provision of solid waste management equipment in accordance with the Service and Price Schedule.

ARTICLE IV

Term of Agreement

The work will be performed under this Contract shall begin as of July 1, 2018 and shall continue for a period of eighteen (18) months terminating on December 31, 2019.

The City of Beacon reserves the right to renew this contract for three (3) additional one-year terms under the same terms and conditions as this contract.

Royal's Bid Proposal Form and accompanying documentation, dated April 30, 2018, are attached and incorporated into this Contract with the intent that they be binding on the parties in accordance with the terms set forth therein.

Tonnage adjustments will be made upon renewal and shall take effect as of January 1, 2019 of the renewal term.

ARTICLE V

A. Entire Agreement

The terms and conditions set out herein are the entire terms and conditions of this Contract and any prior or contemporaneous understandings or Contracts, oral or written, are merged herein. There are no representations or warranties, Contracts, or covenants other than those expressly set forth in this Contract. This Contract may be amended or modified and/or any right or obligation arising under this Contract may be waived from time to time only by a written instrument executed by the City and Royal. The failure of either party at any time to enforce any of the provisions of this Contract shall not constitute a waiver of such provision.

B. Compliance with Law

The parties shall comply with Applicable Laws in performing their respective obligations hereunder.

C. Indemnification

Royal shall, during the performance of this Agreement, take all necessary precautions and place proper safeguards for the prevention of accidents and shall indemnify and save harmless, the City, its employees, officers and agents from any and all liability for damages,

costs, losses, penalties and expenses, including reasonable attorney's fees, resulting from any claim asserted by a third party for wrongful death, bodily injury and/or property damage which are caused solely by willfulness, negligence or carelessness in the performance of the Agreement or in guarding and protecting the same or from any improper methods, materials implements or appliances used in its performance or construction, except to the extent such damages, costs, losses, penalties and expenses are the result of any passive or concurrent negligent act or omission by the City or any of its employees, officers or agents.

D. Governing Law and Venue

This Contract and performance under it shall be governed by and construed in accordance with the laws of the State of New York. All claims counterclaims, disputes and other matters in question between the City and Royal, not otherwise resolved, arising out of or relating to this Contract or its breach shall be decided in a court of competent jurisdiction. The City and Royal hereby agree that there shall be no requirement for arbitration of any controversies or disputes hereunder, all such matters to be resolved at law.

E. Severability

If this Contract contains any unlawful provision, the same shall be deemed of no effect and shall, upon the application of either party, be deemed stricken from this Contract without affecting the binding force of the remainder.

F. Assignment or Novation

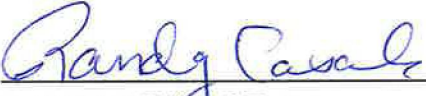
Royal shall not assign or transfer, whether by an assignment or novation, any of its rights, duties, benefits, obligations, liabilities or responsibilities under this Contract without the written consent of the City; provided, however, that assignments to banks, trust companies, or other financial institutions may be made without the consent of the City. No assignment or novation of this Contract shall be valid unless the assignment or novation expressly provides that the assignment of any of Royal's rights or benefits under the Contract is subject to a prior lien for labor performed, services rendered and materials, tools and equipment supplied for the performance of the work under this contract in favor of all persons, firms or corporations rendering such labor or services or supplying such materials, tools or equipment.

G. Prevailing Wage Determination

Royal shall ensure that the wages to be paid to laborers, workmen or mechanics shall not be less than the prevailing rate of wages as defined in New York Labor Law §220.

IN WITNESS WHEREOF, the parties hereto have caused their corporate seals to be hereunto affixed, and, these presents to be signed by their duly authorized officers the day and year first above written.

APPROVED AS TO FORM: CITY OF BEACON

By: 
RANDY CASALE, Mayor

By: 
ANTHONY RUGGIERO, City Administrator

By: 
NICHOLAS M. WARD-WILLIS, City Attorney

APPROVED AS TO FORM: ROYAL CARTING SERVICE CO.

By: 
JAMES P. POPOVICH, Vice President

ACKNOWLEDGMENT

STATE OF NEW YORK)
)ss.:
COUNTY OF DUTCHESS)

On the 8th day of June, 2018, before me, the undersigned, Notary Public in and for said State, personally appeared **JAMES P. POPOVICH**, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the entity upon behalf of which the individual acted, executed the instrument.

CHRISTIN RAND
Notary Public, State of New York
No. 01RA6368253
Qualified in Dutchess County
Commission Expires Dec. 11, 2021



Notary Public

EXHIBIT “A”

SERVICE AND PRICE SCHEDULE

EXHIBIT "A"

SERVICE AND PRICE SCHEDULE

SERVICE SCHEDULE

In addition to the service requirements outlined in the Master Contract, the following requirements shall also apply:

Region 14, Lot 1, Item #1 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: $\pm$ 4,300 parcels - 95 gallon automated refuse collection carts picked up curbside once per week

Region 14, Lot 5, Item #2 Single Stream Recycling: $\pm$ 4,300 parcels - 65 gallon automated refuse collection carts picked up curbside once per week

Region 14, Lot 1, Item #3 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: $\pm$ 60 - 35 gallon litter baskets picked up curbside five times per week

Region 14, Lot 1, Item #4 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: additional 95 gallon automated refuse collection cart picked up curbside once per week

Region 14, Lot 1, Item #5 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards - 3 cubic yard container (Fire Station–Main Street) picked up twice per week

Region 14, Lot 5, Item #6 Single Stream Recycling: 65 gallon automated refuse collection cart picked up twice per week (Fire Station–Main Street)

Region 14, Lot 1, Item #7 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards - 3 cubic yard container (City Hall) picked up three times per week

Region 14, Lot 1, Item #8 Disposal of Municipal Solid Waste in Bins Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (soccer club) picked up once per week

Region 14, Lot 1, Item #9 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 2 cubic yard container (Water Treatment Plant) picked up five times per week

Region 14, Lot 1, Item #10 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Camp) picked up twice per week (seasonal: June – August)

Region 14, Lot 1, Item #11 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yard container – 6 cubic yard container (Fire Station/Legion–South Avenue) picked up once per week

Region 14, Lot 1, Item #12 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yard container – 6 cubic yard container (Transfer Station) picked up once per week

Region 14, Lot 1, Item #13 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 - 95 gallon automated refuse collection carts (City Hall) picked up once per week

Region 14, Lot 1, Item #13.1 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 6 cubic yard container (Memorial Park) picked up twice per week

Region 14, Lot 1, Item #13.2 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Riverfront Park) picked up twice per week (seasonal: May – September)

Region 14, Lot 1, Item #13.3 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 2 to 10 cubic yards – 4 cubic yard container (Riverfront Park) picked up once per week (seasonal: October – April)

Region 14, Lot 5, Item #14 Single Stream Recycling: 8 cubic yard container (Transfer Station) picked up once per week

Region 14, Lot 3, Item #15 Disposable of Construction and Demolition (C&D) Materials: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 13, Item #16 Recycling of Scrap Metal: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 10, Item #17 Recycling of Corrugated Cardboard: 20 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 6, Item #18 Recycling of Comingled Recyclables (E-Waste Only): 15 cubic yard roll-off container (Transfer Station) on-call

Region 14, Lot 1, Item #19 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 33 gallon container on-call

Region 14, Lot 1, Item #20 Disposable of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers: 4 cubic yard container (Camp) seasonal (September – May) on-call

PRICE SCHEDULE

Lot 1 – Disposal of Municipal Solid Waste in Bins, Dumpsters or Roll-off Containers

Item 1: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 3.20 price per container per pickup

\$ 13,760 price per pickup for all containers (price per container per pickup x number of containers)

\$ 59,580.80 /month -- weekly curbside trash

Item 2: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 1.03 price per container per pickup

\$ 4,429 price per pickup for all containers (price per container per pickup x number of containers)

\$ 19,177.57/month -- weekly curbside recycling

Item 3: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 1.00 price per container per pickup

\$ 60.00 price per pickup for all containers (price per container per pickup x number of containers)

\$ 1,299.00 /month -- weekly City trash/recycling receptacles

Item 4: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

*\$ 4.33 price per container per pickup

\$ 18.75/month

* Extra 65 gallon container: \$3.68/pickup \$15.95/month

Extra 35 gallon container: \$2.95/pickup \$12.75/month

Item 5: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 7: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 8: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 9: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 10: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 price per container per pickup

Item 11: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 12: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 13: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

\$ 0 _____ price per pickup for all containers (price per container per pickup x number of containers)

Item 13.1: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 13.2: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 13.3: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

Item 19: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 2.25 _____ price per container per pickup

\$ N/A _____ price per pickup for all containers (price per container per pickup x number of containers)

ADD-A-CAN

Item 20: Dumpsters (2 to 10 CY)

The bidder shall provide the following pricing:

\$ 25.00 _____ price per container per pickup

\$ 0 _____ Rental fee

Lot 3 – Disposal of Construction and Demolition (C&D) Materials

Item 15: Roll-off Containers (20 to 40 CY)

The bidder shall provide the following pricing:

\$ 0 _____ Rental Fee (per month)

\$ 78.00 _____ Tipping Fee (per ton)

\$ 175.00 _____ Haul Charge (per pickup)

Lots 5 – Single Stream Recycling

Item 6: Bins (1 CY or smaller)

The bidder shall provide the following pricing:

\$ 0 _____ price per container per pickup

\$ 0 ____ price per pickup for all containers (price per container per pickup x number of containers)

Item 14: (2 to 10 CY) Dumpsters

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 0 ____ price per for the dumpster (price per cubic yard per pickup x dumpster size in CY)

\$ 0 ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 0 % Revenue Sharing Percentage

Lot 6 – Recycling of Comingled Recyclables (E-Waste Only)

Item 18: Roll-off Containers (15 CY)

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 117.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)

\$ ** ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 0 % Revenue Sharing Percentage

Lot 10 – Recycling of Corrugated Cardboard

Item 17: Roll-off Containers (20 to 40 CY)

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 75.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)

\$ 0 ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 0 % Revenue Sharing Percentage

Lot 13 – Recycling of Scrap Metal

Item 16: Roll-off Containers (20 to 40 CY)

The bidder shall provide the following pricing for the service

\$ 0 ____ price per cubic yard of dumpster per pickup

\$ 50.00 price per for the dumpster (price per cubic yard per pickup x dumpster size in CY) (Haulage)

\$ 0 ____ Recyclable Processing Fee (per ton)

\$ 0 ____ Recyclable Floor Price (per ton)

____ 100 % Revenue Sharing Percentage

**** Residents direct pay processing fee per schedule**

EXHIBIT B

Waste Collection Agreement
Between the City of Beacon and Royal Carting

SOUTH SIDE MAIN STREET

129 Main Street (*Bank Square Coffee House*)
149 Main Street (*Wood & Cotton*)
167 Main Street (*Play*)
Corner of Main Street and Cliff (*Bus Stop*)
201 Main Street (*Beacon Institute*)
213 Main Street (*BJ's Restaurant*)
223 Main Street (*County Building at corner*)
257 Main Street (*Barber Shop*)
285 Main Street (*Dry Cleaners*)
291 Main Street (*Old telephone building*)
303 Main Street (*Hair Dresser*)
307 Main Street (*Howland Library*)
319 Main Street (*formerly Weymes*)
335 Main Street (*Photography Shop*)
341 Main Street (*Pizza & Stuff*)
347 Main Street (*Main Street Cleaners*)
369 Main Street (*Post Office*)
381 Main Street (*Towne Crier Cafe*)
403 Main Street (*Pat Malouf*)
417 Main Street (*Memorial Building*)
445 Main Street (*Beacon Creamery*)
469 Main Street (*Seoul Kitchen*)
477 Main Street (*Howland Cultural Center*)
Main Street – (*bench across from South Street*)

NORTH SIDE MAIN STREET

144 Main Street (*Mountain Tops*)
172 Main Street (*Riverwinds*)
190 Main Street (*Sign of the Times*)
200 Main Street (*M & T Bank*)
200 Main Street (*by clock*)
240 Main Street (*Izamu*)
268 Main Street (*Key Food*)
276 Main Street (*Amarcord*)
294 Main Street (*Subway*)
300 Main Street (*Duso Travel*)
320 Main Street (*Rite Aid*)
338 Main Street (*near Antalek Insurance*)
348 Main Street (*Beacon Natural Market*)
364 Main Street (*Citizens Bank*)
378 Main Street (*Walden's Building*)
392 Main Street (*Kennedy Chicken*)
412 Main Street (*by tree planter*)
436 Main Street (*Ella's Bellas*)
466 Main Street (*Beacon Bagel*)
468 Main Street (*Echo*)
480 Main Street (*Utensil Store*)
498 Main Street (*corner of South Street*)
504 Main Street (*corner of South Street*)
530 Main Street (*Feng Shui*)

WOLCOTT AVENUE

Wolcott Avenue at Harborview Court
(*bus stop across from Hudson Avenue*)
North Avenue at Main (*Robert Pohill Park*)

EAST MAIN STREET

25 East Main Street (*L. Way Building*)
28 East Main Street (*side of Durkin's Deli*)
20 East Main Street (*McMillan Building*)

MUNICIPAL PARKING LOTS

Veteran's Place – 1 can
Tioronda Bridge Park at Wolcott Avenue – 1 can
206 Main (*near Pleasant Ridge Restaurant*) – 1 can

TEAHAN & CONSTANTINO LLP

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EXHIBIT "C"

June 11, 2018

Randy Casale, Mayor of City of Beacon
1 Municipal Center
Beacon, New York 12508

Anthony Ruggiero, City Administrator
City of Beacon
1 Municipal Center
Beacon, New York 12508

Re: December Trash and Recycling Weight Survey 2017 Rate Adjustment

Gentlemen:

Survey Results:

Enclosed are summaries of the 2017 trash and recycling surveys for City of Beacon materials collected as follows:

2017 Summary Results:

<u>SURVEY FOR WEEK OF</u>	<u>TRASH (tons)</u>	<u>RECYCLABLES (tons)</u>
December 11, 2017	55.50	-----
December 4, 2017	-----	23.51

September 18, 2017	72.53 ¹	-----
September 25, 2017	-----	19.37
June 12, 2017	71.08	-----
June 19, 2017	-----	21.63
April 3, 2017	66.89	-----
April 10, 2017	-----	21.26

Analysis - Trash:

As you know, the City was not increased in 2018, even though the holdover terms of its Agreement with Royal would have permitted such an increase. Given the City's current 2018 budget constraints, Royal proposes to use the 2014 base rate to compete its increase from July 1, 2018 through December 31, 2018. The 2018 base rate will be applied effective January 1, 2019 for rate adjustments (up or down) based on prior year surveys, it being understood that the 2019 rate will be based on 3 (not 4) quarterly surveys. The initial 2018 survey will be conducted during the week of June 10, 2018 for trash and the week of June 17, 2018 for recycling. The fall and winter surveys will be set at a later time.

Based on the forgoing and in accordance with Section II A.2. of the Waste Collection Agreement Between City of Beacon and Royal Carting (the "Agreement"), the 2018 Burnable Waste payment (provided for in Article III) should have been adjusted based on the 2017 survey results.

The annual estimated average trash disposal to be applied for 2017 is computed as follows:

$$(55.50 + 72.53 + 71.08 + 66.89) \div 4 \times 52 = 3,458 \text{ Tons}$$

¹Monday and Tuesday of this week was not surveyed due to City personnel shortage. The actual tonage collected over the 3 day survey period was 43.52. Adjusting for a 5 day week resulted in estimated survey tonage of 72.53 determined as follows: $43.52 \text{ tons} \div 3 \times 5 = 72.53$ tons.

Burnable Waste Collection and Disposal:

2014 Base Monthly Payment² \$57,863.21

Less: 2017 Weight Survey Result computed as follows:

2014 Agreement budget base of
300 tons per month X 12 = 3,600.00 Annual Tons³

Less 2017 average survey tonnage < 3,458>Tons

Difference 142 Tons

Times Disposal Rate (per ton) X 73.75

2016 Annual Survey Rate Reduction \$10,472.50

Divided by 12 to determine monthly
rate adjustment ÷ 12

Monthly Adjustment Amount 872.71 <872.71>

Tentative 2018 Adjusted Monthly Burnable Waste Fee⁴ \$56,990.50

Therefore, beginning July 1, 2018, through December 31, 2018 the adjusted monthly rate for curbside trash pick up will be 56,990.50⁵.

²Article III

³Article II 2

⁴ Effective July 1, 2018.

⁵ Per the bid, the recyclables collection fee remains unchanged for 2018.

Please feel free to communicate with me if you have any questions or comments.

Very truly yours,

A handwritten signature in black ink, appearing to be 'JPC' or similar initials, written over a horizontal line.

James P. Constantino
General Counsel

JPC/cr
Enclosures

cc: Randy Casale, Mayor
Reuben Simmons, Jr., Highway Supt.
Nicholas M. Ward-Willis, Esq.
Emil Panichi, President
Betty Guarino, Accounts Supervisor

S:\jconstantino work files\Beacon 2009 Bid\Ltr to Ruggiero re December Trash & Rec Wt Survey and adjusted fee 5-24-18.wpd

Waste Collection Agreement Between the City of Beacon and Royal Carting

E-WASTE PRICE LIST

1	TV-bubble back	\$25
2	Computer monitors-bubble back	\$25
3	TV-flat screen	\$15
4	Computer monitors-flat screen/lap tops	\$15
5	Small scale servers/microwave	\$5
6	Personal Computers w/mouse & keyboard	\$3
7	Fax machines	\$2
8	Printers	\$2
9	Scanners	\$2
10	VCR/DVR/DVD players-Radios	\$2
11	Cable or satellite receivers	\$2
12	Electronic or video game consoles	\$2
13	Portable digital music players	\$1
14	Digital converter boxes	\$1
15	Cell phones	FREE
16	Mouse and/or Keyboard	FREE

City of Beacon City Council Agenda
09/21/2026

Title:

Resolution No. 77- Setting a Public Hearing for a Proposed Local Law Concerning the East Gateway District

ATTACHMENTS

Resolution Setting a Public Hearing for a Proposed Local Law Concerning the East Gateway District

KARC Planning Consultants Memorandum regarding East Gateway District

Proposed Local Law Regarding East Gateway Zoning District

East Gateway Zoning District Map

Draft Comprehensive Plan Update

Draft Schedule of Use Regulations

Draft Schedule of Dimensional Regulations

Fishkill Avenue Concepts Committee Final Report

FACC Final Report - Implementation Matrix

FACC Final Report - Viewpoints Diagram



**CITY OF BEACON
CITY COUNCIL**

RESOLUTION NO. 77 OF 2026

**REFERRING A PROPOSED LOCAL LAW CONCERNING
THE EAST GATEWAY DISTRICT**

WHEREAS, the City of Beacon is considering a local law which would amend the City's zoning code to create a new zoning district known as the East Gate District; and

WHEREAS, the City Council wishes for both the City of Beacon and Dutchess County Planning Boards to provide a report and recommendation on the proposed local law.

NOW THEREFORE, BE IT RESOLVED THAT, the City Council hereby refers a Proposed Local Law amending City Code Chapter 223 to create a new zoning district known as the East Gate District to the City of Beacon Planning Board and the Dutchess County Planning Board for a report and recommendation to the City Council; and

BE IT FURTHER RESOLVED THAT the City Council hereby schedules a public hearing for November 16, 2026 at 7:00 pm for a Proposed Local Law to create a new zoning district known as the East Gate District.

Resolution No. 77 of 2026			Date: September 21, 2026				
☐ Amendments			☐ 2/3 Required				
☐ On roll call			☐ 3/4 Required				
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Paloma Wake					
		Amber Grant					
		Lastar Gorton					
		Zack Smith					
		Sergei Krasikov					
		Carolyn Bennett Glauda					
		Mayor Lee Kyriacou					
Motion Carried							

MEMORANDUM

TO: Mayor Lee Kyriacou and Beacon City Council
FR: Natalie Quinn, KARC Planning Consultants, Inc.
DATE: September 4, 2026
RE: East Gateway District (Fishkill Avenue Corridor) – Proposed Local Law

Following the City Council's August 17, 2026 discussion of the proposed Fishkill Avenue zoning amendments, KARC revised the draft zoning materials to address Council comments and further refine implementation of the Fishkill Avenue Concepts Committee ("FACC") recommendations.

The revised materials continue to implement the overall framework previously presented to the Council, facilitating the creation of a mixed-use district along the Fishkill Avenue corridor that accommodates additional housing and commercial activity while maintaining a development pattern distinct from Main Street, protecting adjoining residential neighborhoods, improving the corridor streetscape, and strengthening connections to Fishkill Creek and the future Beacon-Hopewell Rail Trail.

The following summarizes the principal revisions and policy clarifications reflected in the updated draft legislation.

Key Updates to Draft Zoning

- 1. East Gateway District Name.** The proposed district has been renamed the East Gateway (EG) District to better reflect the corridor's role as an eastern gateway into Beacon and to avoid potential confusion with the existing Fishkill Creek Development District.
- 2. Mead Avenue Transition Area (§ 223-41.25(A)(5)).** New regulations were added for the portions of certain Fishkill Avenue parcels extending toward Mead Avenue. These provisions prioritize accessory uses within the transition area, allow only limited extension of principal commercial or mixed-use activity subject to Planning Board review, prohibit new commercial access from Mead Avenue, and authorize additional buffering and neighborhood-protection measures. The intent is to allow reasonable redevelopment of the Fishkill Avenue frontage while maintaining an appropriate transition to the adjoining residential neighborhood.
- 3. Building Placement and Street Wall (§ 223-41.25(A)(3) and (B)(4)).** The draft regulations continue to allow residential uses at the ground-floor level, consistent with the FACC discussion and recommendation not to require continuous ground-floor commercial uses throughout the corridor. The regulations have been clarified to require

ground-floor residential units fronting Fishkill Avenue to incorporate individual entrances, stoops, porches, landscaped setbacks, or similar treatments that establish an appropriate relationship with the sidewalk.

An additional design standard has also been added specifying that new principal buildings are to be located and oriented to reinforce a generally continuous building edge (aka “street wall”) along Fishkill Avenue, while maintaining flexibility for pedestrian spaces, landscaping, existing site constraints, and other appropriate site-design considerations.

4. **Streetscape and Screening Standards (§ 223-41.25(D)).** The streetscape provisions have been strengthened to establish clearer expectations for coordinated improvements along Fishkill Avenue, including sidewalks, landscaping, street trees, and other pedestrian-oriented improvements. New standards also specifically address screening of parking, outdoor storage, loading areas, service areas, and other utilitarian site features visible from Fishkill Avenue, including limitations on exposed chain-link fencing along the corridor. Street-tree placement remains subject to Planning Board and Department of Public Works review in recognition of overhead and underground utilities, access, sight-distance requirements, and other site-specific constraints.
5. **Rail Trail-Facing Development (§ 223-41.25(F)(4) and (F)(14)).** The design standards have been strengthened to recognize that properties located between Fishkill Avenue and the future Beacon-Hopewell Rail Trail effectively have two public-facing frontages. Building façades facing or prominently visible from the Rail Trail are therefore treated as public-facing façades and are expected to incorporate architectural treatment, materials, articulation, and fenestration generally consistent with the principal façade. Utilities, mechanical equipment, refuse areas, loading areas, and similar service functions must also be appropriately located or screened. The refuse and mechanical-equipment standards were similarly revised so that directing these facilities toward the "rear" of a property does not inadvertently create adverse visual impacts along the Rail Trail.
6. **Rail Trail Buffering and Snow Storage (§ 223-41.25(G)(4)).** Additional standards have been added for properties adjoining the Rail Trail to require effective year-round screening and address headlights, snow storage, debris, and similar off-site impacts. Where snow storage or snow banking is anticipated adjacent to the Rail Trail, the Planning Board would require fencing, curbing, or other suitable physical measures to prevent snow and associated debris from being deposited within the Rail Trail right-of-way.

- 7. Protection of FACC-Identified Viewsheds (§ 223-41.25(G)(3)).** The environmental standards have been expanded to specifically identify the three significant public views of Mount Beacon documented through the FACC process. For development within an identified view corridor, the Planning Board would consider potential impacts to the public view and may require reasonable modifications to building placement, massing, height, upper-story setbacks or stepbacks, landscaping, or other site-design elements where necessary to preserve or minimize obstruction of the identified view. This provision directly implements the FACC recommendation that development be evaluated during site plan review for potential impacts to significant Mount Beacon viewsheds

Policy Clarifications

Groveville. The Groveville properties have not been incorporated into the proposed East Gateway District. This is intentional and consistent with the geographic framework established through the FACC process, which treated Groveville as a separate planning area from the proposed mixed-use Fishkill Avenue corridor. While the FACC identified opportunities for future zoning changes, infill, and redevelopment within Groveville, those recommendations are better addressed through a separate implementation effort that can more specifically consider the area's existing development pattern and historic resources.

Affordable Housing and Building Height. The proposed EG District would remain subject to the City's existing Affordable-Workforce Housing requirements under Article IVB. While Council discussed whether additional affordability requirements should be associated with the proposed four-story height allowance, establishing a district-specific increase in the BMR requirement is not recommended at this time. Redevelopment along Fishkill Avenue is already affected by significant land, infrastructure, construction, and site-development costs, and an additional affordability requirement could adversely affect the feasibility of the housing and mixed-use development the proposed zoning is intended to facilitate. Accordingly, the proposed four-story (48 ft) maximum is recommended as a dimensional standard of the EG District and is not currently conditioned upon providing BMR units beyond those otherwise required under Article IVB.

Rail Trail Access. The zoning continues to authorize the Planning Board to consider and require appropriate connections between development, Fishkill Avenue, and the future Rail Trail. Specific access points have not been codified because detailed Rail Trail design has not yet been completed. Those locations can be established through the ongoing City/County trail planning and design process rather than predetermined through this zoning amendment.

As previously discussed, KARC continues to recommend a limited Comprehensive Plan amendment in conjunction with the zoning amendment. The existing Comprehensive Plan is

largely silent regarding the future land-use pattern of Fishkill Avenue but emphasizes maintaining Main Street as the City's primary commercial core. The proposed amendment would not alter that overall policy but would instead recognize the East Gateway District as a complementary mixed-use corridor capable of accommodating additional housing, employment, and commercial services serving residents' everyday needs. The broader Comprehensive Plan update can subsequently revisit the corridor in the context of the City as a whole.

cc: Ben Swanson, City Administrator
Nick Ward-Willis, Keane & Beane, P.C.

PROPOSED LOCAL LAW NO. ____ OF 2026

CITY COUNCIL
CITY OF BEACON

A LOCAL LAW AMENDING CHAPTER 223 OF THE BEACON CITY CODE
CONCERNING THE EAST GATEWAY DISTRICT

A LOCAL LAW to amend Chapter 223, Zoning, to create a new zoning district known as the East Gateway District.

BE IT ENACTED by the City Council of the City of Beacon as Follows:

Section 1. Chapter 223 of the Beacon City Code, Article II – Establishment of Districts; Map; Boundaries, Section 223-2 entitled “Establishment of districts” is hereby amended to add Subsection G for the creation of the “East Gateway District” as follows:

§ 223-2 **Establishment of districts.**

The City of Beacon is hereby divided into the following classes of districts:

...

G. EG East Gateway District.

Section 2. Chapter 223 of the Beacon City Code, Article III – General Regulations, Section 223-17, Subsection C, Attachment 2 entitled “Schedule of Use Regulations” is hereby amended as follows:

SEE ATTACHED SCHEDULE

Section 3. Chapter 223 of the Beacon City Code, Article III – General Regulations, Section 223-17, Subsection D, Attachment D, Attachment 1 entitled “Schedule of Dimensional Regulations” is hereby amended as follows:

SEE ATTACHED SCHEDULE

Section 4. Chapter 223 of the Beacon City Code is hereby amended to add Article IVG entitled “East Gateway (EG) District” which includes new Sections 223-41.23 through 223-41.25 as follows:

Article IVG East Gateway (EG) District

§ 223-41.23 **Purpose.**

The purpose of the East Gateway (EG) District is to guide the evolution of the Fishkill Avenue corridor as a mixed-use eastern gateway to the City of Beacon that complements the Central Main

Street District while providing opportunities for additional housing, employment, commercial services, and other compatible uses serving City residents and the surrounding community.

The EG District is intended to accommodate a broad mix of uses and building types, including larger commercial floorplates that may not be readily accommodated within the City's traditional Main Street development pattern, while using form-based development and design standards to promote a more walkable, attractive, and cohesive corridor. The District is further intended to encourage additional housing opportunities, support employment-generating uses, protect adjoining residential neighborhoods, preserve significant public views of Mount Beacon, reduce unnecessary curb cuts, and strengthen connections to Fishkill Creek, the future Beacon-Hopewell Rail Trail, and other public spaces and transportation facilities.

§ 223-41.24 Applicability and boundaries.

A. The provisions of this article apply to the area shown as the East Gateway (EG) District on the City of Beacon Zoning Map. All new uses of land and structures in the EG District shall comply with this article, with the following additional provisions:

- (1)** Existing nonconforming uses may continue as provided in § 223-10, Nonconforming uses and structures, except as may be otherwise provided in this article. Any existing building that does not satisfy the minimum building height requirements in the district may continue and may be expanded at the same height, provided that it is in conformity with all other dimensional requirements in the district.
- (2)** In order to encourage a mix of uses, more than one permitted use shall be allowed on any lot or parcel, subject to all approval criteria contained herein.

B. In the event of a conflict between this article and other provisions of this Zoning Chapter, the provisions of this Article shall control with respect to property located within the EG District.

§ 223-41.25 Regulations.

A. Permitted uses in the EG District. Permitted principal uses, permitted accessory uses, and uses that need a special permit by the Planning Board are listed in the § 223-17 Schedule of Use Regulations, with the following additional provisions:

- (1)** Permitted uses shall be subject to site development plan approval under § 223-25, except that site plan review shall not be required for a change of use within an existing building where the new use is allowed by right, the building will not be expanded, and the change of use does not alter the applicable parking requirement.
- (2)** Special permit uses are also subject to the provisions and conditions in § 223-18.
- (3)** Residential uses may occupy any story of a building, provided that residential units fronting Fishkill Avenue at the ground-floor level shall incorporate individual entrances, stoops, porches, landscaped setbacks, or other architectural treatments or

site-design treatments that provide an appropriate relationship between the dwelling units and the public sidewalk.

- (4) For permitted auto-related uses, including gasoline filling stations, car washes, vehicle sales or rental establishments, and auto repair facilities, vehicle service areas, fuel pumps, wash bays, vehicle display and storage areas, and other accessory auto-oriented site features shall, to the maximum extent practicable, be located behind the front plane of the principal building or otherwise arranged and screened to minimize their visual prominence from Fishkill Avenue. Site design for such uses shall emphasize a continuous pedestrian frontage, minimize the extent of pavement visible from Fishkill Avenue, consolidate vehicular access where practicable, and provide landscaping and screening sufficient to minimize visual and operational impacts on adjoining properties and the public streetscape.
- (5) Those properties or portions of properties identified as the Mead Avenue Transition Area on the EG District Map shall be subject to the following additional standards:

 - (a) Such areas shall primarily accommodate accessory functions supporting a principal commercial or mixed-use development fronting on Fishkill Avenue, including parking, landscaping and urban greening, stormwater management facilities, loading areas, pedestrian improvements, and similar accessory site functions.
 - (b) Limited extension of a principal commercial or mixed-use building or use into the Mead Avenue Transition Area may be approved by the Planning Board where the Board finds that the extension:

 - [1] Supports the reasonable redevelopment of property fronting on Fishkill Avenue;
 - [2] Maintains an appropriate scale and orientation in relation to nearby residential development;
 - [3] Minimizes impacts upon Mead Avenue and adjoining residential properties; and
 - [4] Incorporates appropriate setbacks, landscape buffering, screening, lighting controls, stormwater improvements, and other measures necessary to provide a compatible transition.
 - (c) No new curb cut providing vehicular access to a commercial or mixed-use development shall be permitted from Mead Avenue. Vehicular access shall instead be provided from Fishkill Avenue, an existing lawful access, a shared driveway, or an internal circulation system to the maximum extent practicable.
 - (d) The Planning Board may require additional landscape buffers, fencing, green space, drainage improvements, traffic-calming measures, limitations on hours

of loading or delivery, or other reasonable measures necessary to protect adjoining residential properties.

B. Dimensional regulations. All new construction or enlargement of existing structures in the EG District shall be subject to the § 223-17 Schedule of Dimensional Regulations, with the following additional provisions:

- (1)** Building height: New principal buildings shall have a minimum of two stories, with the upper floor built in a manner that allows actual occupancy for one or more permitted uses and does not create the mere appearance of a second story. One-story accessory buildings to the rear of the principal building and one-story secondary sections set back at least 50 feet from the principal building façade are permitted.
- (2)** Chimneys, vent pipes, mechanical systems, elevator shafts, antennas, wireless communications facilities, roof gardens and fences, greenhouses, solar collectors, wind energy systems, and other rooftop accessory structures may project up to 15 feet above the maximum height. With the exception of roof gardens and solar collectors, such projections may occupy no more than 20% of the roof area and must be set back at least 15 feet from the front edge of the roof.
- (3)** A minimum of 15% of the lot shall be landscaped with trees, shrubs, or ground cover in locations approved by the Planning Board that enhance the streetscape or provide a landscaped yard. The Planning Board may waive or reduce this requirement for pre-existing lots of 5,000 square feet or less, or where significant public access, pedestrian, or streetscape improvements are provided that the Planning Board determines achieve comparable public or site-design benefits.
- (4)** New principal buildings shall be located and oriented to reinforce a generally continuous building edge along Fishkill Avenue, consistent with the permitted front-yard setback. Variations in building placement may be permitted to accommodate pedestrian spaces, landscaping, existing site constraints, or other site-design objectives of this Article.

C. Parking facilities.

- (1)** All off-street parking shall be located behind, underneath, or to the side of a building. If on the side, it shall be located at least 20 feet from any lot line that fronts on Fishkill Avenue and be screened by a low brick or stone wall, hedge, ornamental fence, and/or other landscaping that maintains the continuity of the street and that screens the parking lot from public street and sidewalk views.

 - (a)** Parking located to the side of a building shall not occupy more than 50% of the lot frontage along Fishkill Avenue, unless the Planning Board determines that site constraints warrant an alternative configuration that otherwise advances the purposes of this Article.

- (2) For small preexisting lots where the provision of on-site parking is not feasible, the Planning Board may waive up to 50% of the minimum parking requirements, provided that the total floor area of the building is no greater than 3,000 square feet.

D. Streetscape improvements.

- (1) The Planning Board shall require an applicant to provide coordinated streetscape improvements along Fishkill Avenue, including sidewalks, planters, street trees, shrubs, or other landscaping to enhance the appearance of the streetscape. Streetscape improvements shall be designed to create a continuous, attractive pedestrian environment and, to the maximum extent practicable, shall be coordinated with improvements on adjoining properties. Ornamental fencing four feet or less in height may be provided to separate privately owned space from public space. For commercial uses, display areas, and outdoor dining and seating areas may be provided.
- (2) A pedestrian clearway, at least five feet wide, with unobstructed space for pedestrian activity, shall be provided unless site conditions necessitate a narrower clearway.
- (3) Within the street transition zone or building transition zone (see Figure 21-17) between the curb and front lot line, if space permits, lot owners may plant trees and place benches, tables, bicycle racks, and outdoor seating areas with the approval of the Department of Public Works. The Planning Board may require the planting of street trees on average 30 feet to 40 feet apart as a condition of site plan approval.
- (4) The Planning Board may require that an applicant constructing a building greater than 10,000 square feet in floor area pay for the provision of related street improvements to improve pedestrian and/or bicycle safety.
- (5) Parking areas, outdoor storage areas, loading areas, service areas, and other utilitarian site features visible from Fishkill Avenue shall be screened through landscaping, decorative fencing, masonry walls, or a combination thereof. Chain-link fencing shall not be permitted between a principal building or developed portion of a site and Fishkill Avenue unless substantially screened from public view by landscaping. Where fencing is provided along Fishkill Avenue, it shall be ornamental or otherwise designed as an integral component of the streetscape.
- (6) Compliance with below-market-rate housing requirements. All applications involving residential development shall comply with Article IVB of this chapter, Affordable-Workforce Housing.

E. Design standards. Because of the design standards in this section, the architectural review provisions of Chapter 86 shall not apply within the EG District. In addition to the preceding sections of this article, all new buildings or substantial alterations of existing buildings shall comply with the following design standards:

- (1) These design standards are intended to promote the following purposes:

- (a) Promote pedestrian access and activity, as well as a general sense of area security.
 - (b) Restore and maintain the role of streets as civic and social spaces, framed by active uses.
 - (c) Encourage economic development and a convenient mix of uses and services
 - (d) Support a sense of design context that relates new redevelopment efforts to traditional urban forms and streetscapes, while still allowing contemporary architectural flexibility.
- (2) Standards using the verb "shall" are required; "should" is used when the standard is to be applied unless the Planning Board finds a strong justification for an alternative solution in an unusual and specific circumstance; and "may" means that the "standard" is an optional guideline that is encouraged but not required.
- (3) Buildings should provide architectural distinction between the ground floor, upper stories, and roofline through changes in materials, fenestration, building plane, cornices, canopies, or other appropriate architectural elements.
- (4) Architectural features and windows should be continued on all sides of the building that are clearly visible from a public street, sidewalk, parking area, or public access trail, avoiding any blank walls, except in cases of existing walls or potential common property walls.
 - (a) Building façades facing or prominently visible from the Beacon-Hopewell Rail Trail shall be treated as public-facing façades and shall incorporate a level of architectural treatment, materials, articulation, and fenestration generally consistent with the principal façade. Utilities, mechanical equipment, refuse areas, loading areas, and other service functions located along or visible from the Rail Trail shall be located or screened to minimize their visual impact
- (5) Buildings should incorporate subtle breaks in the façade and window surrounds with projecting sills, lintels, or crowns to add some depth, shadow, and detail. Larger buildings shall incorporate significant breaks in the facades and rooflines at intervals of no more than 40 feet.
- (6) Buildings with a ground-floor footprint greater than 10,000 square feet shall be designed to maintain a pedestrian-oriented streetscape through the use of façade articulation, multiple pedestrian entrances where appropriate, pedestrian connections between the public sidewalk and principal building entrances, and building and parking configurations that minimize the visual prominence of off-street parking areas from Fishkill Avenue.

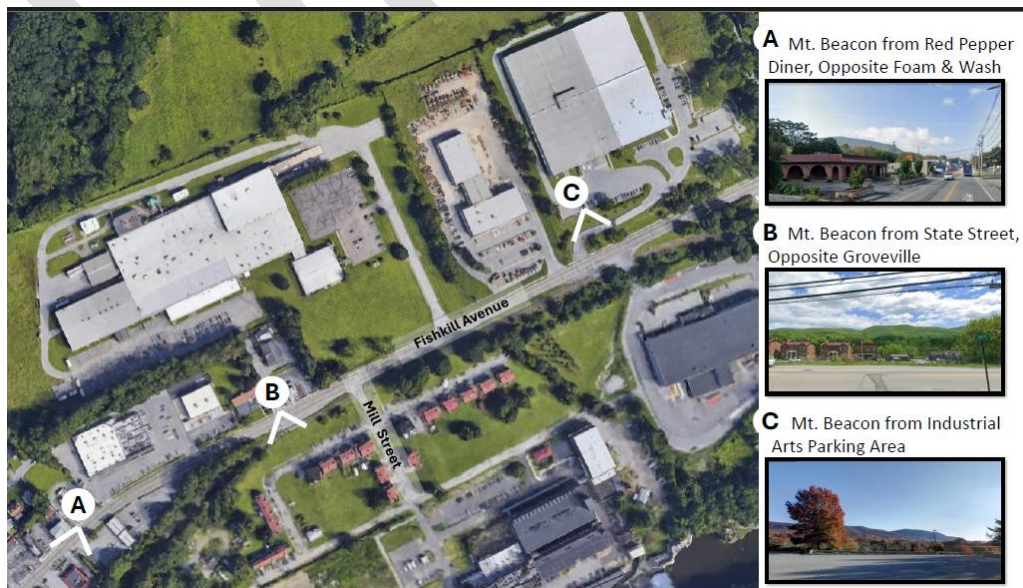
- (7) Building elements that provide additional architectural interest, such as bay windows, cornices, balconies, and porches, should be encouraged and may encroach up to four feet into required yards.
- (8) Metal, glass or canvas-type awnings and canopies or projecting signs should be encouraged. Vinyl awnings are discouraged unless the applicant can demonstrate to the Planning Board's satisfaction that the finish and design of such awning are of high quality, aesthetically pleasing and meet the intended standards of the district, as determined by said Board.
- (9) Buildings shall have a front entrance door facing the primary street and connected to the sidewalk. Front entrance doors for commercial buildings and retail storefronts shall be active and provide main access during business hours.
- (10) Mirrored, reflective, or tinted glass, all-glass walls, and exterior roll-down security gates shall not be permitted. Any shutters shall match the size of the window opening, appear functional, and be attached to the window frame.
- (11) Commercial buildings shall provide substantial transparency along street-facing ground-floor façades. At least 50% of the area between two and ten feet above grade shall consist of transparent glazing, except that the Planning Board may approve a lower percentage for portions of a large-footprint building containing functional areas that cannot reasonably accommodate glazing, provided that such areas incorporate alternative architectural treatment sufficient to avoid blank walls. Residential buildings shall have at least 30% glass on the upper-floor facades.
- (12) Finish building materials should be wood, brick, stone or smooth cast stone, traditional cement-based stucco, or fiber-cement siding or other material deemed acceptable by the Planning Board. Vinyl, aluminum or sheet metal siding or sheet trim, exposed concrete blocks or concrete walls, plywood or other similar prefabricated panels, unpainted or unstained lumber, synthetic stone or brick, or synthetic stucco, exterior insulation and finishing system (EIFS), or direct-applied finish system (DAFS), as well as chain link, plastic, or vinyl fencing shall not be permitted.
- (13) Fluorescent, neon, metallic, or other intentionally garish colors, as well as stripes, dots, or other incompatible patterns, shall be prohibited.
- (14) Refuse containers shall be concealed from public view by approved architectural elements, fully contained to prevent the spread of trash, and located toward the rear of the site where practicable without creating an adverse visual impact upon the Beacon-Hopewell Rail Trail. Ground-based mechanical equipment and rooftop equipment shall also be screened from public views, including views from the Rail Trail.
- (15) The Planning Board may waive setback requirements for designated historic landmarks, as defined in Chapter 134, Historic Preservation, and civic buildings,

including government buildings, schools, libraries, or places of worship, and for pedestrian-oriented places, such as public greens or plazas and outdoor eating areas.

F. Environmental standards

- (1)** Site development plans adjacent to the rail-trail right-of-way and Fishkill Creek shall be referred to the Trail Committee for comments, shall be sensitive to the property's relationship with these important public features and developed in such a way as to protect any City-designated public views.
- (2)** The Planning Board may require the establishment of a view or public access corridor from the sidewalks through the development to the rail-trail right-of-way, particularly at the Delavan, Conklin, Townsend, and State side street intersections. The rail-trail will be a recreational resource and provide an important alternative transportation connection to the city center and larger region.
- (3)** The following locations, as depicted below, are identified as important public views of Mount Beacon and the surrounding landscape within the East Gateway District, consistent with the recommendations of the Fishkill Avenue Concepts Committee. For development located within an identified view corridor, the Planning Board shall consider the potential effect of proposed buildings and site improvements on the identified public views. The Planning Board may require reasonable modifications to building placement, massing, height, upper-story setbacks or stepbacks, landscaping, or other site-design elements where necessary to preserve or minimize obstruction of the identified view, consistent with the purposes of this Article.

 - (a)** Mt. Beacon from 441 Fishkill Avenue.
 - (b)** Mt. Beacon from State Street, Opposite Groveville.
 - (c)** Mt Beacon from parking area of 511 Fishkill Avenue.



- (4) A minimum 5-foot-wide buffer with plantings and/or fencing shall be required by the Planning Board along adjoining residential parcels or the rail-trail right-of-way for screening purposes and to avoid off-site impacts, such as headlights and snow plowing. Plantings required for screening shall be selected and arranged to provide effective year-round screening. Where snow storage or snow banking is proposed or reasonably anticipated adjacent to the Rail Trail right-of-way, the Planning Board shall require fencing, curbing, or other suitable physical measures to prevent snow, debris, and associated materials from being deposited within the Rail Trail right-of-way.

Section 5. The Zoning Map of the City of Beacon, as established by Section 223-3 of the Beacon City Code is hereby amended to rezone the following Parcels to the East Gateway (EG) District:

City of Beacon Tax Parcel No.: 6055-03-473210, but only that limited portion of said parcel proposed for inclusion in the East Gateway (EG) District, as depicted on the East Gateway Zoning District Map;

City of Beacon Tax Parcel No.: 6055-72-498198, which is located at 6 State Street;

City of Beacon Tax Parcel No.: 6055-04-503193, which is located at 4 State Street;

City of Beacon Tax Parcel No.: 6055-04-508186, which is located at 469 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6054-37-096715, but only that limited portion of said parcel proposed for inclusion in the East Gateway (EG) District, as depicted on the East Gateway Zoning District Map;

City of Beacon Tax Parcel No.: 6055-72-498177, which is located at 461 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-72-475162, which is located at 451-455 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-72-458135, which is located at 441 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-72-452126, which is located at 439 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-449120, which is located at 435 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-446160, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-432110, which is located at 425 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-435097, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-426102, which is located at Mead Avenue;

City of Beacon Tax Parcel No.: 6055-80-431091, which is located at 421 Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-425080, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-418071, which is located at Fishkill Avenue;

City of Beacon Tax Parcel No.: 6055-80-416064, which is located at 409 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-403061, which is located at Mead Avenue;
City of Beacon Tax Parcel No.: 6055-80-399053, which is located at Mead Avenue;
City of Beacon Tax Parcel No.: 6055-80-406047, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-394041, which is located at 7 Conklin Street;
City of Beacon Tax Parcel No.: 6055-80-399035, which is located at 397 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-392032, which is located at 393 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-322981, which is located at 355 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-295954, which is located at Delavan Avenue;
City of Beacon Tax Parcel No.: 6054-23-278953, which is located at 7 Delavan Avenue;
City of Beacon Tax Parcel No.: 6054-23-275938, which is located at 333 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-264913, which is located at 326-330 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-280919, which is located at 332 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-284922, which is located at 334 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-291925, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6054-23-312940, which is located at 344 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-407023, which is located at 394 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-424048, which is located at 410 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-439071, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-443076, which is located at 420 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-450087, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-455098, which is located at Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-459170, which is located at 434 Fishkill Avenue;
City of Beacon Tax Parcel No.: 6055-80-463114, which is located at 436 Fishkill Avenue;
and
City of Beacon Tax Parcel No.: 6055-72-475135, which is located at 440 Fishkill Avenue.

Section 6. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 223 of the Beacon City Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 7. Numbering for Codification.

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

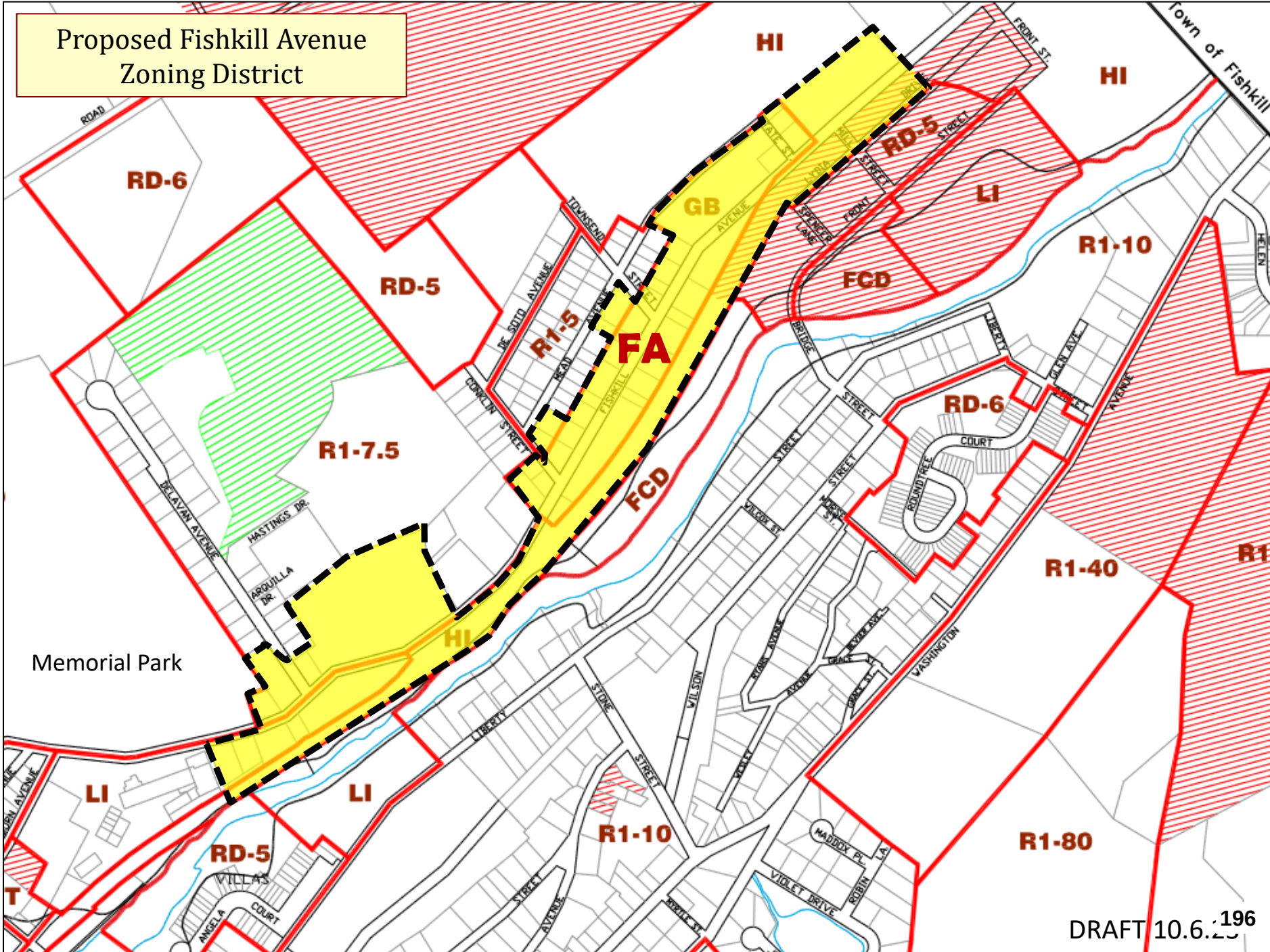
Section 8. Severability.

If any clause, sentence, paragraph, subdivision, section or part of this chapter or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

Section 9. Effective date.

This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

Proposed Fishkill Avenue
Zoning District



CITY OF BEACON
COMPREHENSIVE PLAN AMENDMENT
East Gateway / Fishkill Avenue Corridor

September 2026

Purpose and Background

The City of Beacon Comprehensive Plan establishes the City's long-range vision for land use, development, transportation, natural resources, community character, and related planning priorities. While the Comprehensive Plan provides substantial guidance regarding the City's established neighborhoods, Main Street, waterfront, and other planning areas, it provides more limited direction regarding the future land-use and development pattern of the Fishkill Avenue corridor.

To provide more focused consideration of this area, the City established the Fishkill Avenue Concepts Committee ("FACC") to evaluate existing conditions and identify opportunities for the future of Fishkill Avenue and surrounding areas. The resulting Fishkill Avenue Concepts Committee Final Report, completed in 2025, evaluated land use, transportation, development patterns, community character, environmental resources, public views, and opportunities for improved pedestrian, bicycle, and recreational connections along the corridor.

The FACC Final Report serves as a supplemental planning study informing this Comprehensive Plan amendment. Following completion of the FACC process and subsequent review and discussion by the City Council, the City has determined that a limited amendment to the Comprehensive Plan is appropriate to establish a clearer land-use policy for the Fishkill Avenue corridor and provide the planning foundation for implementation through amendments to the City's zoning regulations.

This amendment is intended to supplement, rather than replace, the broader policies and recommendations of the existing Comprehensive Plan. Except as specifically provided herein, the goals, policies, and recommendations of the Comprehensive Plan remain unchanged.

East Gateway Planning Area

The Fishkill Avenue corridor serves as an important eastern gateway into the City of Beacon and includes a mix of commercial, residential, institutional, industrial, and other uses. The corridor also occupies a unique location between established residential neighborhoods, Fishkill Creek, and the future Beacon-Hopewell Rail Trail.

The City supports the evolution of the Fishkill Avenue corridor as an East Gateway mixed-use district that complements, rather than competes with, the City's traditional Main Street commercial core.

Main Street should remain the City's principal pedestrian-oriented downtown and primary concentration of small-scale shops, restaurants, services, civic activity, and other uses that contribute to its traditional downtown character. The East Gateway should provide additional

opportunities for housing, employment, commercial services, and other compatible uses serving City residents and the surrounding community.

The East Gateway may also accommodate a broader range of building types and commercial formats, including larger commercial floorplates that may not be readily accommodated within the City's traditional Main Street development pattern, provided that new development is designed to improve the physical and pedestrian character of Fishkill Avenue.

Land Use and Development Policies

Future land-use regulations and public and private investment within the East Gateway should advance the following policies:

1. **Mixed-Use Development.** Encourage a mix of residential, commercial, employment, institutional, recreational, and other compatible uses that supports reinvestment and redevelopment along Fishkill Avenue.
2. **Housing Opportunities.** Expand opportunities for housing, including multifamily and mixed-use development, consistent with the City's affordable-workforce housing policies and other applicable housing objectives.
3. **Relationship to Main Street.** Maintain Main Street as Beacon's primary traditional commercial and pedestrian-oriented downtown while allowing the East Gateway to accommodate complementary commercial services and development formats appropriate to the Fishkill Avenue corridor.
4. **Walkable Development Pattern.** Encourage redevelopment that gradually transforms Fishkill Avenue into a more attractive, cohesive, and pedestrian-oriented corridor through appropriate building placement, sidewalks, landscaping, street trees, pedestrian connections, and streetscape improvements.
5. **Building and Site Design.** Promote high-quality architecture and site design that establishes a positive relationship between buildings and the public realm, reduces the visual prominence of surface parking and automobile-oriented site features, and accommodates contemporary development while reinforcing Beacon's community character.
6. **Residential Neighborhood Transitions.** Protect adjoining residential neighborhoods through appropriate building scale, setbacks, landscaping, buffering, access management, lighting, and other site-design measures, particularly where commercial or mixed-use properties extend toward established residential streets.
7. **Fishkill Creek and Rail Trail Connections.** Strengthen physical and visual connections between Fishkill Avenue, Fishkill Creek, the future Beacon-Hopewell Rail Trail, and adjoining neighborhoods. Development adjacent to the Rail Trail should recognize the trail as an important public-facing frontage and recreational and transportation resource.
8. **Access and Mobility.** Improve pedestrian and bicycle safety and connectivity, reduce unnecessary curb cuts, encourage shared or consolidated access where feasible, and

coordinate private redevelopment with future transportation and streetscape improvements along Fishkill Avenue.

9. **Public Views and Natural Setting.** Recognize and protect significant public views of Mount Beacon and the surrounding landscape as an important component of the corridor's identity and the City's overall community character. Development within identified public view corridors should be designed to preserve or minimize obstruction of these views through appropriate consideration of building placement, massing, height, upper-story setbacks or stepbacks, landscaping, and other site-design techniques.

Significant Public Views

The FACC planning process identified three significant public views of Mount Beacon and the surrounding landscape from the Fishkill Avenue corridor:

- **View A:** Mount Beacon from the vicinity of the Red Pepper Diner (411 Fishkill Avenue);
- **View B:** Mount Beacon from State Street, opposite Groveville; and
- **View C:** Mount Beacon from the Industrial Arts (511 Fishkill Avenue) parking area.

These locations are depicted on **Figure 1, East Gateway Significant Public Views**, which is hereby incorporated into this Comprehensive Plan amendment.

The identified viewpoints are intended to guide future site planning and development review and should not be interpreted as requiring preservation of every existing view across private property. Rather, development within an identified view corridor should consider the location and character of the public view and incorporate reasonable site and building-design measures to preserve or minimize obstruction of significant views where practicable.

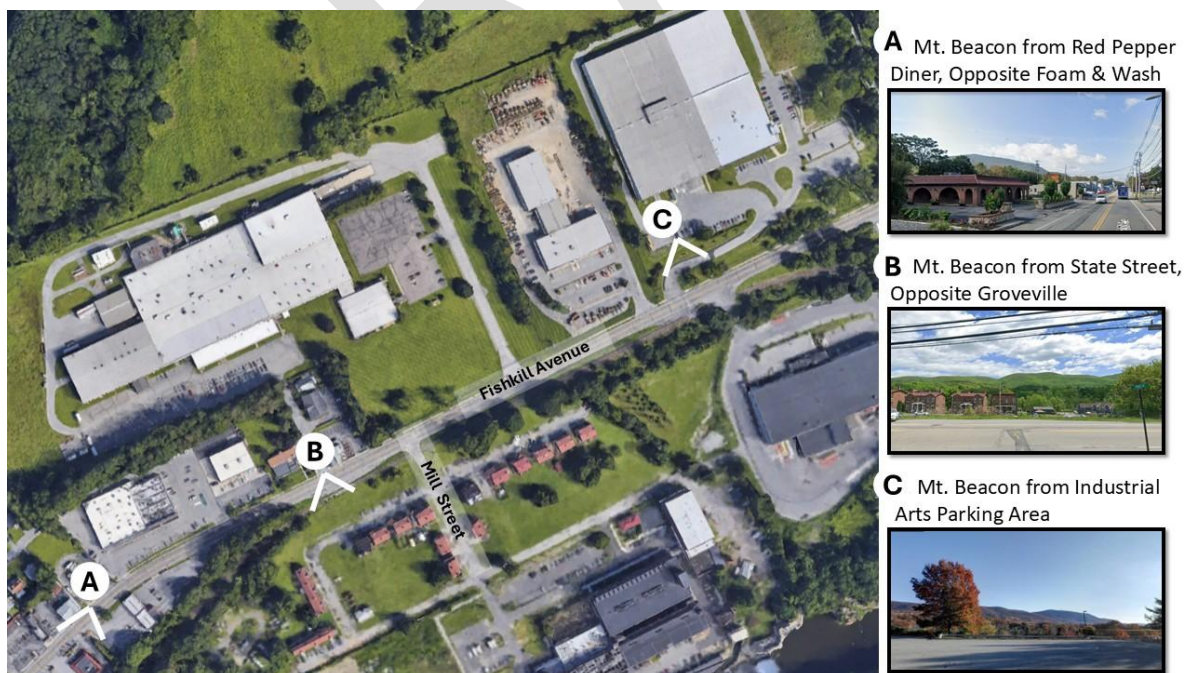


Figure 1. East Gateway Significant Public Views. Source: Fishkill Avenue Concepts Committee Final Report (2025).

Implementation

The City should implement these policies through establishment of an East Gateway zoning district and associated use, dimensional, site-design, streetscape, environmental, and development standards.

The East Gateway zoning regulations should provide sufficient flexibility to encourage reinvestment and redevelopment while ensuring that future development contributes to an attractive and cohesive gateway, protects adjoining residential neighborhoods, enhances pedestrian and bicycle connectivity, recognizes the future Beacon-Hopewell Rail Trail as an important public resource, and considers significant public views of Mount Beacon.

The City may further evaluate the Fishkill Avenue corridor, Groveville, and surrounding areas as part of a future comprehensive update to the City's Comprehensive Plan.

DRAFT

ZONING

223 Attachment 2

City of Beacon

§ 223-17. City of Beacon Schedule of Use Regulations

[Added 6-15-2020 by L.L. No. 7-2020;¹ amended 2-16-2021 by L.L. No. 2-2021; 9-19-2022 by L.L. No. 8-2022; 9-19-2022 by L.L. No. 9-2022; 5-5-2025 by L.L. No. 4-2025; 6-2-2025 by L.L. No. 5-2025; 7-7-2025 by L.L. No. 8-2025; 11-17-2025 by L.L. No. 12-2025; 12-1-2025 by L.L. No. 13-2025]

Permitted Uses by District	Reference Notes	All R1	All RD	T	EG	GB	CMS	L	TS	WP	FCD	LI	HI
Residential													
One-family detached dwelling		P	P	P	X	X	X	X	X	X	X	X	X
One-family attached/semidetached	Including townhouses	P ²	P	P	P	X	X	P	X	X	P	X	X
Two-family dwelling		P ²	P	P	X	X	X	X	X	X	X	X	X
Multifamily dwelling		X	SP*	P	P	P	P	P	P	X	P	X	X
Artist live/work space	Subject to § 223-14.2	P ²	X	P	P	P	P	P	P	X	P	P	X
Retail/Office/Service													
Retail, personal service, or bank		X	X	X	P	P	P	P	P	X	X	P	X
Office		X	X	P	P	P	P	P	P	X	P	P	X
Artist studio, art gallery/exhibit space		X	X	P	P	P	P	P	P	X	P	P	X
Funeral home		X	X	X	SP	P	X	X	X	X	X	P	X
Commercial recreation, indoor		X	X	X	P	P	P	X	X	X	X	P	P
Auction gallery		X	X	X	P	P	X	X	X	X	X	P	P
Adult use	Subject to § 223-20.1	X	X	X	X	X	X	X	X	X	X	SP	X
Food/Lodging													
Restaurant or coffee house		X	X	X	P	P	P	P	P	SP*	P	X	X
Bar/brew pub/microbrewery/microdistillery		X	X	X	P	P	P	P	P	X	P	P	P
Food preparation business		X	X	X	P	P	SP	SP	X	X	X	P	P
Short-term rental	Subject to § 223-26.5	P	P	P	P	P	P	P	P	P	P	P	P
Bed-and-breakfast	Subject to § 223-24.4	SP	SP	SP	P	P	X	P	X	SP*	P	P	X
Inn		X	X	X	P	P	P	P	P	SP*	P	P	X
Hotel	Subject to § 223-14.1	X	X	X	P	P	P	P	P	X	X	P	X
Social/Community													
Spa/fitness center/exercise studio		X	X	SP	P	P	P	P	P	X	P	P	X
Day-care center		X	X	P	P	P	X	P	P	X	P	SP	X
Park, preserve, community garden		P	P	P	P	P	P	P	P	P	P	P	X
Theater, concert or conference space		X	X	X	P	P	P	P	P	X	P	P	X
Museum		SP*	SP*	SP*	P	P	P	P	P	X	P	P	SP
Place of worship/religious facility		P	P	P	P	P	X	X	X	X	X	P	X
Social club	Subject to § 223-24.2	SP	SP	SP	SP	SP	P	X	X	X	X	SP	X
Government facility		P	P	P	P	P	P	P	P	P	P	P	P
Golf course		SP*	SP*	X	X	X	X	X	X	X	X	X	X
Health Care													
Hospital or nursing home	Subject to 223-21.1/22	SP*	SP*	X	X	X	X	X	X	X	P	P	P
Animal care facility		SP	SP	X	SP	SP	X	X	X	X	X	SP	X

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¹ Editor’s Note: This local law also repealed former 223 Attachment 2, § 223-17D, Schedule of Regulations for Nonresidential Districts, as amended.

BEACON CODE

Permitted Uses by District	Reference Notes	All R1	All RD	T	<u>EG</u>	GB	CMS	L	TS	WP	FCD	LI	HI
Educational													
College or university		SP*	SP*	X	<u>P</u>	P	P	P	X	X	P	P	P
Trade school or training program		X	X	X	<u>P</u>	P	P	P	X	X	P	P	P
Private school or nursery school		SP	SP	SP	<u>P</u>	P	X	P	X	X	P	SP	X
Parking/Auto-Oriented													
Off-street parking or parking structure	Subject to § 223-26	X	X	SP	<u>SP</u>	SP	SP	X	X	X	X	X	X
Vehicle sales or rental lot		X	X	X	<u>SP</u>	SP	X	X	X	X	X	SP	X
Gas filling station and/or car wash	Subject to Ch. 210/§ 223-21	X	X	X	<u>SP</u>	SP	X	X	X	X	X	SP	X
Auto body or repair shop	Subject to Chapter 210	X	X	X	<u>SP</u>	SP	X	X	X	X	X	SP	X
Ambulance service		SP	SP	SP	<u>P</u>	P	X	X	X	X	X	P	X
Industrial or Assembly													
Wholesale business		X	X	X	<u>SP</u>	P	X	X	X	X	X	P	P
Self-storage facility and warehouse storage	Subject to § 223-24.5	X	X	X	<u>P/SP</u>	P/SP	X	X	X	X	X	P/SP	P/SP
Workshop		X	X	SP	<u>P</u>	P	P	P	X	X	P	P	P
Industrial or manufacturing use		X	X	X	<u>SP</u>	X	X	SP	X	X	P	P	P
Other													
Wireless communication facility	Subject to § 223-26.4	P	P	P	<u>P</u>	P	P	P	P	P	P	P	P
Small cell wireless facility	Subject to § 223-26.4	P	P	P	<u>P</u>	P	P	P	P	P	P	P	P
Farm		P	X	X	<u>X</u>	X	X	X	X	X	X	X	X
Horticultural nursery		P	P	X	<u>P</u>	P	X	X	X	X	X	P	X
Historic District Overlay Use	Subject to § 223-24.7	SP*	SP*	SP*	<u>SP</u>	SP*	SP*	SP*	SP*	SP*	SP*	SP*	SP*
Permitted Accessory Uses (includes uses/structures customarily incidental to a permitted principal use, but not an activity for commercial gain in a residential district)													
Accessory apartment	Subject to § 223-24.1	P	P	P	<u>P</u>	P	P	P	P	P	P	P	P
Private tennis court or pool	Subject to § 223-13	P	P	P	<u>X</u>	X	X	X	X	X	X	X	X
Home occupation or artist studio	Subject to § 223-17.1	P	P	P	<u>X</u>	X	X	X	P	X	X	X	X
Parking structure		X	X	SP	<u>SP</u>	X	P	P	P	X	P	X	X
Drive-through facilities, standalone or accessory		X	X	X	<u>X</u>	X	X	X	X	X	X	X	X
Garden, roof garden, or greenhouse		P	P	P	<u>P</u>	P	P	P	P	P	P	P	P
Solar collectors	Subject to Article X	P	P	P	<u>P</u>	P	P	P	P	P	P	P	P
X = Use Not Permitted P = Permitted Use SP = Special Permit Use by Planning Board SP* = Special Permit Use by City Council	For specific standards see →				<u>Article IVG</u>		Article IVD	Article IVE	Article IVA	Article IVA	Article IVC		

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² These uses, excluding townhouses, are only permitted on a parcel within the R1-5 Zoning District and not any other R1 Zoning District. Additionally, these uses are only permitted on a parcel in the R1-5 Zoning District if such parcel is located north of either side of Rombout Avenue, south of Verplank Avenue, east of South Avenue (a/k/a Route 9D) and west of Fishkill/Teller Avenue. For a parcel on the southern side of Rombout Avenue, such use is not permitted on a corner lot unless the driveway and the front of the house is located on Rombout Avenue.

ZONING

223 Attachment 1

City of Beacon

§ 223-17. Schedule of Dimensional Regulations

[Added 6-15-2020 by L.L. No. 7-2020;¹ amended 9-19-2022 by L.L. No. 8-2022; 9-3-2024 by L.L. No. 8-2024; 11-17-2025 by L.L. No. 12-2025; 12-1-2025 by L.L. No. 13-2025]

Zoning District	Minimum Lot Size Area ^b (see also § 223-121)				Minimum Yards ^a			Minimum Distance Between Buildings Same Lot	Maximum Height Main Building (see § 223-13) (stories/feet)	Maximum percent Building Coverage		Maximum Number of Units per Building	Minimum Open-Space Landscaped Area	Zoning District	Also Refer to Pertinent Sections
	Area (square feet)	Per Unit (square feet)	Width (feet)	Depth (feet)	Front (feet)	Side (feet)	Rear ^{d,e} (feet)			Multifamily	All Other				
R1-120	120,000	120,000	250	350	70	50	75	—	2.5/35	N.A.	7%	1	—	R1-120	
R1-80	80,000	80,000	150	200	45	30	50	—	2.5/35	N.A.	10%	1	—	R1-80	
R1-40	40,000	40,000	150	150	35	25	50	—	2.5/35	N.A.	15%	1	—	R1-40	
R1-20	20,000	20,000	125	125	25	20	40	—	2.5/35	N.A.	20%	1	—	R1-20	
R1-10	10,000	10,000	85	100	20	15	35	—	2.5/35	N.A.	25%	1	—	R1-10	
R1-7.5	7,500	7,500	75	100	15	10	25	—	2.5/35	N.A.	30%	1	—	R1-7.5	
R1-5	5,000	2,500	50	100	10	10	20	—	2.5/35	N.A.	40%	2	—	R1-5	
RD-7.5 ^{d,e}	2 acres	7,500	200	200	20 to 35	25	50	30	3/35	15%	20%	12	—	RD-7.5 ^{d,e}	
RD-6 ^{d,e}	2 acres	6,000	200	200	50	25	50	30	2.5/35	15%	20%	16	—	RD-6 ^{d,e}	
RD-5 ^{d,e}	5,000	5,000	50	100	30	10	25	30	3/35	20%	30%	16	—	RD-5 ^{d,e}	
RD-4 ^{d,e}	5,000	4,000	200	200	40	20	40	30	2.5/35	20%	25%	20	—	RD-4 ^{d,e}	
RD-3 ^{d,e}	5,000	3,000	50	100	30	20	25	30	3.5/45	20%	40%	24	—	RD-3 ^{d,e}	
RD-1.8 ^{d,e}	5,000	1,800	50	100	30	20	25	30	10 ^b /100	25%	40%	— ^c	—	RD-1.8 ^{d,e}	
RD-1.7 ^{d,e}	5,000	1,700	50	100	30	20	25	30	4.5 ^f /55 ^f	25%	40%	36 ^g	—	RD-1.7 ^{d,e}	
T ^e	5,000	i	50	100	10	10	20	—	2.5/35	—	40%	—	—	T ^e	
GB	—	1,500	—	100	15	20	25	—	—/35	—	—	—	—	GB	
EG	—	—	—	—	0 to 10	0 to 10	20 to 25	—	4/48	—	—	—	15%	EG	Art. IVG
CMS	—	—	—	75	0 to 10	0	20	—	3/38	—	—	—	10%	CMS	Art. IVD
L	—	—	—	75	0 to 20	0 to 30	25	—	4/48	—	—	—	15%	L	Art. IVE
FCD	2 acres	3,960	—	—	—	—	—	—	3/40	35%	—	—	30%	FCD	Art. IVC
WP	1 acre	—	—	—	10	—	—	—	2.5/35	20%	—	—	—	WP	Art. IVA
TS	3 acres	—	—	—	—	—	—	—	See Art. IVA	—	—	—	15%	TS	Art. IVA
LI	—	1,500	60	100	20	20	25	—	—/35	70%	—	—	20%	LI	
HI	—	—	60	100	30	20	25	—	—/40	70%	—	—	20%	HI	

NOTES:

^a A private garage may be built across a common lot line in multifamily developments by mutual agreement between adjoining property owners, a copy of such agreement to be filed with the building permit application for such garage.

^b But not more than 65% of the dwelling units in a multifamily development may be contained in buildings more than 3 1/2 stories in height.

^c But not more than 24 dwelling units in any building 3 1/2 stories or less in height.

^d For multifamily developments, a well-designed and landscaped recreation or usable open space area, approved by the Planning Board, of 2,000 square feet for the first 20 dwelling units or part thereof, plus 100 square feet for each additional dwelling unit will be required.

^e In any RD or T District, the Planning Board may approve a subdivision of land into individual building lots containing a minimum of 1,800 square feet of area each and designed for attached or semi-attached single-family dwellings (townhouses), provided that the design is such that the gross dwelling unit density for the entire tract does not exceed that which can normally be permitted for multiple dwellings in the district in which the property is located and further provided that the Planning Board attaches such conditions and safeguards to its approval as, in its opinion, are necessary to assure that the entire property, including any designated common areas for open space, recreation or other purposes, will be properly maintained for the intended purpose(s) and not further subdivided in the future. In its sole discretion, the Planning Board may also reduce the required side yard setbacks to zero feet for subdivisions of land designed for attached or semi-attached single-family dwellings (townhouses) where appropriate, except that the minimum side yard setbacks for end unit dwellings shall not be reduced further than 1/2 the minimum side yard setback of the least restrictive adjoining residential district.

¹ Editor’s Note: This local law also repealed former 223 Attachment 1, § 223-17C, Schedule of Regulations for Residential Districts, as amended.

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^f A maximum of one story of parking under a building shall not count toward the maximum building height limitation in feet and stories.

^g And each building shall not exceed 150 feet in length.

^h For all development proposals involving a total lot area of more than three acres within an R1, RD, or Fishkill Creek Development zoning district, the lot area per dwelling unit calculation shall first deduct any lot area covered by surface water, within a federal regulatory floodway, within a state or federally regulated wetland, or with existing, predevelopment very steep slopes of 25% or more as defined in § 223-63.

ⁱ One-half the minimum lot size area per dwelling unit as the least restrictive adjoining residential district.

^j The larger yard dimension, 10 feet for side yard and 25 feet for rear yard, is required for parcels within the FA district that abut a residential district.

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Fishkill Avenue Concepts Committee Report

October 2025



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Appendices

Fishkill Avenue Concepts Committee

J.C. Calderón, Chair

October 7, 2025

Dear Mayor Kyriacou:

On behalf of the *Fishkill Avenue Concepts Committee* (FACC), I am pleased to share with the community the attached FACC Report that outlines ideas, concepts and suggestions for consideration by the current and future City Councils of the City of Beacon.

First and foremost, as Chair I would like to thank the following current committee members for their many volunteered hours of respectful debate, discussion and contributions that have resulted in the culmination of these findings: Yvonne Caruthers, Garrett Duquesne, Nick Guertin, Jay Healey, Atticus Lanigan, Brent Stapleton, Olga Luz Tirado, and Steve Jacobs were all instrumental in our success. The committee, selected by Mayor Kyriacou, represented a wide range of stakeholders and seasoned professionals.

We are also grateful to the widespread community input and to Beacon's professional consultants Natalie Quinn, as City Planner and John Russo, as City Engineer, for their feedback and suggestions to the committee. Lastly, we thank Mayor Lee Kyriacou for the vision to assemble this Ad-Hoc committee to study the Fishkill Avenue Corridor.

This FACC Report is the fruition of many monthly meetings starting in March of 2024, supplemented with a variety of public outreach events culminating in our March 9, 2025 Community Engagement Report. (See Appendix G). We began with the Mayor's November 27, 2023, Memorandum "to develop conceptual ideas for the northeast section of the City of Beacon, around and including Fishkill Avenue (State Route 52)."

The Memorandum's scope of study extended from Blackburn Avenue (at Ron's Ice Cream) to Prospect Ave (at Industrial Arts Brewing Company) and the adjacent areas including:

- State Route 52 from Blackburn to City line; Future rail trail, from East Main Street crossing to the City line; Potential access road from Route 52 to Matteawan Road; The private road (Mill Street) to the Beacon Lofts on Mason Drive; The Greenway trail from East Main crossing bridge to the City line; and The Groverville bridge.

Our study included extensive physical and geographic overview of the above areas and the entire corridor. We reviewed land use patterns and existing zoning ordinances. We studied recent developments and the significance of Fishkill Avenue and Route 52 as a regional connector. We discussed the evolving development pressures in Beacon and met with local residents, architects

Fishkill Avenue Concepts Committee

J.C. Calderón, Chair

and developers. We understand the need for coordinated growth balancing industrial, mixed-use, and residential priorities. We listened carefully to the community and their concerns (see Appendix D Comments). And we recognize the key challenges and opportunities that the corridor represents.

Please read the report and its recommendations regarding these areas of consideration, and the concepts we identify for the corridor. As a “concepts” committee, we do not warrant this report to be definitive or final in its recommendations. Rather, we hope the current and future City Administrations and City Councils will consider the extensive effort and commitment by the FACC committee members to envision a future that encompasses the best interests of the City of Beacon, its residents and guests.

Thank you for your interest and support in Beacon’s future.

Sincerely,

A handwritten signature in black ink, appearing to read 'J.C. Calderón', with a stylized, flowing script.

J.C. Calderón, AIA, LEED AP

Chair, Fishkill Avenue Concepts Committee

Executive Summary

The Fishkill Avenue Concepts Committee Report offers a framework to guide growth and investment along one of Beacon's most important and evolving thoroughfares. Extending from industrial sites and the historic Groveville neighborhood at the city's eastern boundary to Memorial Park, the Fishkill Avenue study area (Picture 1) plays a vital role in Beacon's economy, housing supply, and connection to natural resources such as Mount Beacon and Fishkill Creek.

This study offers a vision for a corridor that is inclusive, economically vibrant, environmentally responsible, and reflective of Beacon's character. It recommends targeted updates to zoning and land use policy, strategies for preserving and enhancing industrial employment areas, opportunities for new mixed-use development, and improvements to neighborhood infrastructure, green space, and mobility.



Figure 1: Fishkill Avenue Concepts Committee Study Area Overview

Overall goals include:

- ❖ Support productive industrial uses while improving site aesthetics and environmental compatibility.
- ❖ Transform underutilized areas into walkable, bikeable and mixed-use environments with diverse housing and business options.
- ❖ Strengthen Groveville through infrastructure upgrades, infill housing, and historic preservation.
- ❖ Advance green infrastructure, trail connectivity, and safer multi-modal transportation.
- ❖ Align corridor planning with regional initiatives and Beacon's broader Comprehensive Plan.

Together, these goals along with more specific recommendations aim to ensure that the Fishkill Avenue corridor evolves in a way that supports long-term community needs and reinforces Beacon’s identity.

Committee Perspectives

The Fishkill Avenue Concepts Committee brought together a wide range of local voices, including architects, planners, educators, business owners, long-time residents, and community advocates. Members contributed professional expertise in planning, design, real estate, marketing, government, the arts, and education, as well as lived experience as Beacon residents. This diversity of perspectives helped ensure that the study’s recommendations reflect both technical knowledge and the community’s values. Biographies of committee members are provided in Appendix H.

Vision Statement

As the Fishkill Avenue Concepts Committee, we respectfully propose a vision for the Route 52 corridor as a vibrant, inclusive, pedestrian friendly, safe and sustainable gateway that supports a diverse mix of industries, businesses, housing options, and public amenities to benefit both residents and visitors.

Our recommendations aim to guide strategic land use planning, zoning updates, and design standards that enhance walkability, multi-modal connectivity, and access to green space—particularly through transformative investments such as the proposed Beacon-Hopewell Rail Trail. We emphasize the importance of preserving the historic and aesthetic character of the Groveville neighborhood and protecting key viewsheds as redevelopment occurs.

Through this work, we seek to balance growth with resilience, encouraging thoughtful redevelopment that honors the corridor’s past while preparing it for a dynamic and economically vital future. We offer this vision in the spirit of collaboration and with the intent to inform and support future policy decisions.

Comprehensive Plan Consistency

The City's 2017 Comprehensive Plan provides limited guidance on Route 52, with most references focusing on existing conditions and an inventory of uses along the corridor. While it does not provide an extensive framework for the corridor's future development, there are key sections that offer some vision and recommendations that align with the Fishkill Avenue Concepts Committee's goals. However, given the committee's focus on denser, more pedestrian- and bike-friendly development, certain areas of the Comprehensive Plan will need to be updated to reflect the evolving priorities and challenges along the corridor.

Comprehensive Plan Section 2.3 on Land Use and Zoning Goals and Recommendations (p. 38) includes an objective that encourages growth in the Central Business District, stating:

- ❖ **B. Focus Growth in the Central Business District**
The plan emphasizes concentrating growth in and around the Central Business District, rather than spreading outward along Route 9D and Route 52. Areas targeted for higher densities are identified within the city's central commercial core and the waterfront/train station area.

As of this report's publication, multiple sites along Fishkill Avenue, under different ownership, have entered the planning board review process for proposed mixed-use and higher-density developments. These active proposals underscore the need to update the Comprehensive Plan so that it directly addresses opportunities for growth along the corridor and in adjacent areas such as Camp Beacon.

Comprehensive Plan Section 4.2 on Commercial, Office, and Industrial Development Goals and Recommendations (p. 61) addresses the Route 52 business district, noting that participants felt this area primarily served the needs of larger businesses requiring significant building space and on-site parking. Suggestions for this area include:

- ❖ Improving the streetscape and landscaping
- ❖ Encouraging the development of amenities such as a movie theater, office supply stores, garden supply stores, supermarkets, office buildings, and education centers.

The following recommendations of the Fishkill Avenue Concepts Committee align with this section, as they also emphasize streetscape and landscaping improvements. The concept of mixed-use development, which includes amenities like movie theaters, office space, and retail, can also be incorporated into the committee's vision for the corridor. However, the Comprehensive Plan could benefit from updates that more specifically address how to accommodate higher-density, mixed-use developments that integrate housing, retail, and office space. Additionally, the plan should emphasize sustainable transportation options, such as cycling lanes, improved pedestrian infrastructure and sheltered bus stops. These updates will ensure that Fishkill Avenue aligns with the city's evolving vision for a more

connected, vibrant, and multi-modal corridor, while supporting long-term growth and community needs.

Comprehensive Plan Section 4.2 on Commercial, Office, and Industrial Development Goals and Recommendations (p. 67) specifically focuses on Route 52 and includes recommendations for improving the character of the corridor with pedestrian amenities such as sidewalks and street trees, as well as improved architectural design.

- ❖ Objectives and Recommendations for Route 52
 - 4.11: Require property owners to provide sidewalks, street trees, and improved architectural design during site plan review.
 - 4.12: Explore funding opportunities, including public and private grants, to provide streetscape amenities such as sidewalks, street trees, street benches, sheltered bus stops, bicycle racks, and information kiosks.

The recommendations of the Fishkill Avenue Concepts Committee align directly with Section 4.2(C) of the Comprehensive Plan.

The committee's recommendations highlight a shift toward greater density, mixed-use development, and a more connected, sustainable urban environment. We believe this shift aligns with the city's evolving needs and likely requires an update to the Comprehensive Plan to incorporate these changes. The plan will need to address how to accommodate and support new development along Fishkill Avenue, while integrating multi-modal transportation networks, pedestrian-oriented spaces, and sustainable infrastructure into the broader vision for the city's growth.

Introduction

The Fishkill Avenue corridor serves as one of Beacon’s four gateways and connectors. Physically, the corridor runs from the City’s eastern boundary through industrial districts, the Groveville neighborhood, and toward Memorial Park, linking Beacon’s residential areas with its employment centers, natural resources, and regional road network. Land use along the corridor is varied, with industrial zones, residential neighborhoods, and commercial activity coexisting in close proximity.

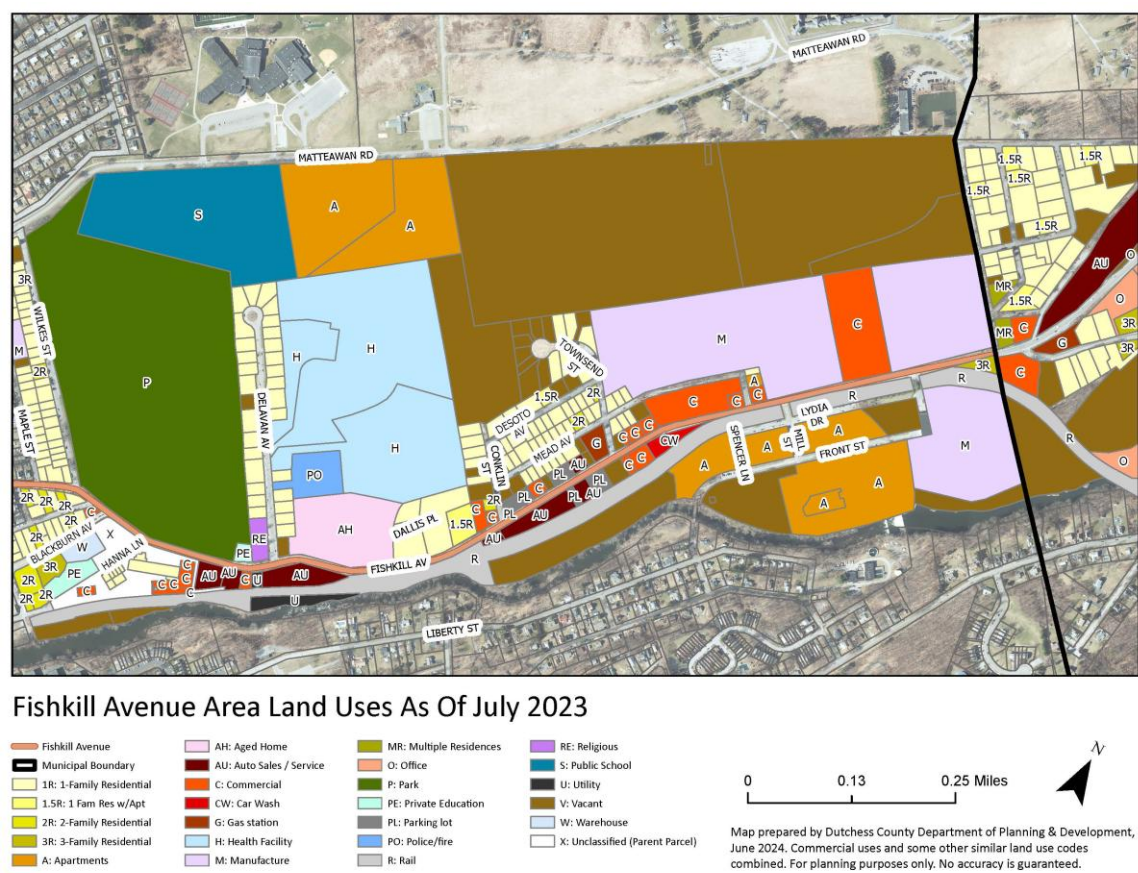


Figure 2. Existing Land Use Map

Recent development pressures have increased interest in redeveloping underutilized sites for mixed-use and residential projects, raising important questions about how to balance economic growth, historic preservation, environmental sustainability, and community character. The corridor also functions as a regional connector, providing access to Fishkill Creek, Mount Beacon, and future multi-use trail systems. Community engagement has underscored both opportunities and challenges along Route 52. Opportunities include revitalizing underutilized properties, strengthening Groveville’s historic fabric, and creating multi-modal links across the corridor. Challenges include managing traffic and speeding, upgrading aging infrastructure, addressing stormwater and flooding concerns, and ensuring that new growth contributes positively to Beacon’s identity.

This report summarizes the work of the Fishkill Avenue Concepts Committee, highlighting community input, planning principles, and targeted recommendations to guide future decision-making.

How to Read the Recommendations

The recommendations are presented in two complementary ways to capture both the physical character of the corridor and the broader policy issues at play. The first section is organized geographically, moving segment-by-segment along Fishkill Avenue—from the Industrial Corridor on the eastern end (Segment A), through the Mixed-Use Corridor between State Street and Blackburn Avenue (Segment B), and into the Groverville neighborhood (Segment C). This structure highlights opportunities and challenges unique to each stretch of the corridor

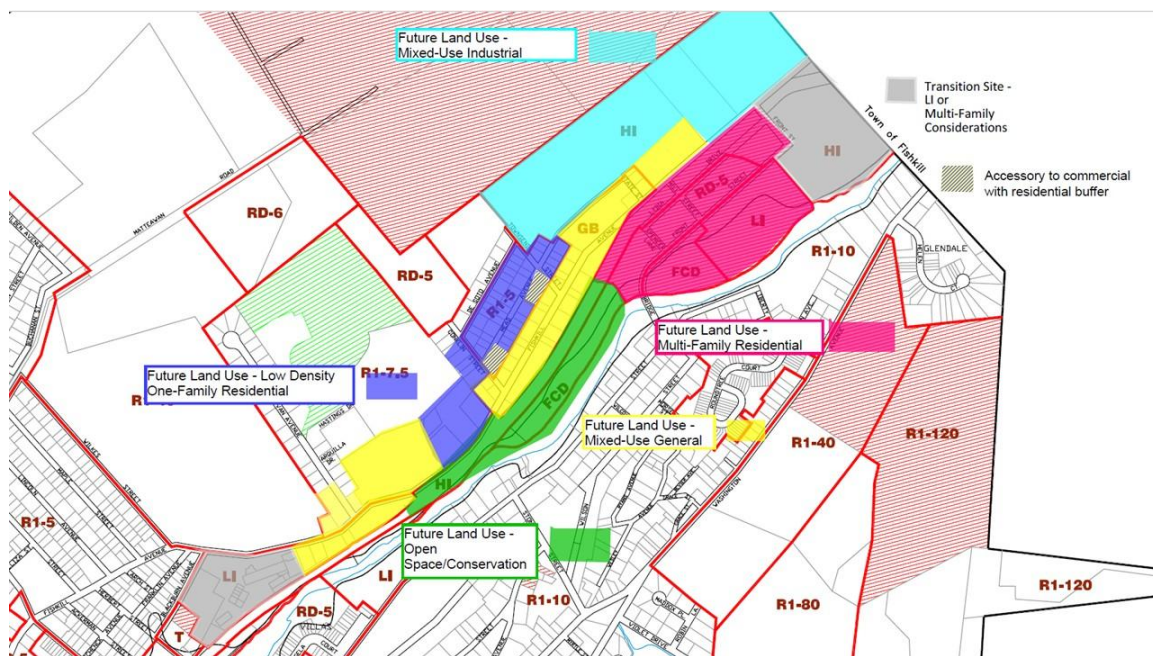


Figure 3. Future Land Use Map

The second section takes a thematic view, grouping strategies that apply across the entire corridor under key topic areas such as housing, environment and open space, aesthetics, the Beacon–Hopewell Rail Trail, transportation, and regional coordination. Together, these two perspectives—geographic and thematic—allow readers to first explore location-specific actions and then consider broader policies that reinforce corridor-wide goals.

Recommendations by Corridor Segment & Topic Area

Segment A: Industrial Corridor (Eastern Route 52 Corridor)

Background: The eastern portion of the Route 52 corridor in the City of Beacon has long been home to a significant portion of the community's remaining industrial base, a vital element in the city's economic diversity and job market. This area is marked by large plots of land and functional, but often plain, industrial buildings. While the industrial uses here are essential, the lack of landscaping and streetscape improvements can make the area feel utilitarian and disconnected from the rest of the city.

As Beacon continues to grow, the location of industrial uses near future trail systems and expanding residential neighborhoods raises important questions about how these different areas will work together. The challenge is finding a balance between preserving the area's industrial function and making it more compatible with the needs of the surrounding communities, which are becoming more residential and recreational.

Goal: Support the continued industrial use mix in the easternmost Route 52 corridor, preserving its role as a vital employment and production zone while improving appearance and compatibility with adjacent uses.

Recommendations & Policies:

1. **Coordinate with private property owners of industrial sites** to improve the visual character of sites with enhanced landscaping, alternative fencing without chain link or barbed wire, and other aesthetic enhancements.



Figure 4. Industrial site boundaries that could benefit from improved landscaping and fencing

2. **Review and update Article IV “Performance Standards”** of the zoning code to better address air quality, odor, and noise impacts from industrial properties.

3. **Remove Self-Storage as a permitted use** in the HI zoning district (or other Districts in the corridor) and consider restricting additional low-value (in terms of employment and streetscape activation) or nuisance uses.
4. **Evaluate the addition of employment-generating or green manufacturing uses** to the HI District that align with modern industry trends
5. **Review and update existing lot and bulk standards** in the HI District that may hinder employment-generating or green manufacturing use expansion in the HI District or preclude the inclusion of a future public roadway of infill development. Consider updates to give the planning board flexibility with uses, reduce the front yard setback of 30 feet, and increase the maximum percent building coverage of 70%, as deemed appropriate

Segment B: Mixed-Use Corridor (State St to Blackburn Ave)

Background: The portion of Fishkill Avenue from State Street (near Trax Coffee Roasters) to Blackburn Avenue (Ron’s Ice Cream) represents a critical transition zone in Beacon, shifting from industrial uses to a more diverse mix of residential and commercial spaces. As development interest continues to rise in this area, it is important to guide the evolution of this corridor toward a vibrant, walkable, and bikeable space that complements the surrounding residential neighborhoods and creates a welcoming gateway corridor into the City of Beacon. Currently, the land use and zoning are fragmented, with a mixture of commercial, residential, and auto-centric uses that do not fully support the vision of a cohesive and pedestrian-friendly district.

This corridor serves as one of the main gateways to Beacon, making it vital to establish both visual and functional cohesion. It is a key area for the city’s future development, offering an opportunity to blend mixed-use development with recreational access, such as integration with the nearby Rail Trail. However, the existing conditions—marked by car-oriented businesses and underutilized surface parking lots—call for a more structured approach to zoning and land use. We believe the city’s goal should be to create a corridor that not only supports diverse housing options and businesses, but also contributes to the community’s identity through thoughtful design and connectivity.

The proposed recommendations focus on transforming Fishkill Avenue into a dynamic, mixed-use corridor that encourages a variety of uses, from office spaces to restaurants and multi-family housing, while also preserving neighboring residential neighborhoods. Key elements of this transformation include zoning updates to better reflect these goals, the gradual phasing out of auto-centric uses, and a focus on pedestrian- and cyclist-friendly infrastructure, including continuous sidewalks and street trees on both sides of Fishkill Avenue. Attention will also be given to maintaining the aesthetic character of Beacon, ensuring that any new buildings blend into the existing environment, particularly along areas with unique views of Mount Beacon.

As redevelopment unfolds, special consideration should be given to specific sites along the corridor, including the Tallix and “The Yard” properties, which may offer opportunities for infill development. Additionally, efforts will be made to preserve the residential integrity of Mead Avenue while allowing for supportive commercial uses that enhance the corridor without overwhelming the neighborhood. Traffic calming measures, shared access arrangements, and green spaces will be key elements in creating a seamless transition between different types of land uses, which can enable Fishkill Avenue to become a thriving, integrated part of Beacon’s broader vision.

Goal: Guide the evolution of Fishkill Avenue into a vibrant, mixed-use corridor that promotes walkability, bikeability, and integration with Rail Trail, supports diverse housing and business types, and reflects Beacon’s design character. The following recommendations apply specifically to the “Mixed-Use General” area identified in Appendix A. Future Land Use

Recommendations & Policies:

1. **Create a new zoning district** (“Fishkill Avenue – FA District”) or extend the General Business (GB) District to the “Mixed-Use General” area identified in the Future Land Use Map
2. Update zoning for the corridor to achieve the following:
 - a) **Support a variety of uses** such as office, retail, multi-family housing (as part of mixed-use buildings or as stand-alone uses), restaurants, recreation, health care, etc.
 - b) **Prevent over-concentration** of any single use to retain a dynamic land use mix and critical mass of services and businesses.
 - c) **Prohibit drive-through** restaurant/fast food facilities and self-storage businesses.
 - d) **Limit or gradually phase out autocentric uses** such as gas stations, auto-repair, car sales, etc.
 - e) **Allow building heights up to four stories** throughout the corridor, provided that the fourth story is recessed to reduce visual impact. Consider limiting building height to three stories in areas identified in the Public Viewshed Map (Appendix B) to preserve key and unique views of Mount Beacon.
 - f) **Reduce pedestrian conflicts and preserve streetscape continuity** by minimizing curb cuts, encouraging parking to the side and rear of buildings, supporting shared parking arrangements, and incentivizing underground or structured parking through density bonuses
 - g) **Require reduced front yard setbacks from 15 ft. to 10 ft.** as noted in Appendix D to create a consistent and active building street wall along the frontage line and allow more area open to development.
3. **Continue evaluating the Tallix and “The Yard” site** for inclusion in the updated mixed-use land use framework and to assess its potential for infill development. Given the presence of existing buildings and the irregular configuration of the site, flexible zoning provisions will be critical to enable adaptive reuse and support a range of redevelopment scenarios.
4. Support the continued use of the parcels on Mead Avenue at the corner of Conklin Street and Townsend Street as accessory to commercial development along Fishkill Avenue, while preserving the residential character and residents of Mead Avenue.



Figure 5. Aerial of Mead Avenue

Specifically:

- a) **Limit allowable uses** on these parcels to accessory functions such as parking, urban greening/landscaping, substantial stormwater management infrastructure, and loading areas that support the redevelopment of commercial and mixed-use properties along Fishkill Avenue.
- b) **Require context-sensitive design** for any future improvements, with specific attention to minimizing impacts on Mead Avenue residents. Measures should include landscape buffering, screening, lighting controls, enhanced storm drainage, traffic-calming features (e.g., speed bumps), and appropriate setbacks to create transitional edges or pocket green spaces.
- c) **Allow limited expansion of commercial or mixed-use development** onto these parcels only when it supports Fishkill corridor redevelopment and adheres to clear compatibility standards, including building scale and orientation, pedestrian and vehicular access management, and transitions to adjacent residential uses.
- d) **Prohibit new curb cuts on residential streets** and prioritize shared access from Fishkill Avenue or internal site circulation wherever feasible.
- e) **Coordinate with the City's public works and transportation departments** to install appropriate street signage (e.g., stop signs, yield signs, "Children at Play" signage) and traffic-calming measures on Mead Avenue, Conklin, Townsend, and Desoto Streets, to mitigate potential impacts from increased traffic.

Segment C: Groverville Neighborhood

Background: The Groverville neighborhood in Beacon is rich in history, with its roots tracing back to the late 19th century when A.T. Stewart, a New York City dry goods magnate, transformed the area into a thriving carpet mill and worker community. The mill employed over 700 people in its prime and played a significant role in the local economy. Over the years, the property hosted various industrial tenants, and while the mill complex eventually went vacant, it was revitalized in recent years, preserving key historic elements such as the mill buildings, worker housing, and the active hydroelectric dam.

Today, Groverville retains much of its historic charm, with the original mill buildings now converted into apartments and the surrounding worker housing providing naturally occurring affordable housing. However, the neighborhood faces challenges with aging infrastructure, which limits its full potential. There is an opportunity for infill development within the area to enhance the neighborhood's walkability, bikeability, and connectivity to Beacon's broader mobility network, including the Rail Trail.

The goal for Groverville is to maintain its historic character while addressing the need for modern amenities and housing. Strategic infill development, improved infrastructure, and connections to nearby open spaces and trails will help transform Groverville into a vibrant, connected neighborhood that celebrates its past while supporting the future needs of the community.



Figure 6. Images of Existing Historic and New Structures in Groverville

Goal: Promote Groveville as a walkable, bikeable, historically sensitive, and connected neighborhood through connecting to Rail Trail, infrastructure, housing, and open space investment.

Recommendations & Policies:

- 1. Refine and implement a proposed Groveville Historic District Concept (“GHDC”)** identified in Appendix E.
 - a) Upgrade Groveville neighborhood roadway network** to City standards with sidewalks and trail connections.
 - b) Improve Groveville bridge** to enhance pedestrian and bicycling access to Liberty Street.
 - c) Integrate housing through higher density infill development** (requiring a zoning-enabling mechanism such as an overlay zone or other) and open space in a balanced manner, preserving key green areas and connections to the existing .
 - d) Coordinate with the Beacon-Hopewell Rail Trail design process** to ensure Groveville is well connected.
 - e) Encourage context-sensitive** design that celebrates and reflects the historic character of the Groveville neighborhood, incorporating both its industrial and residential architectural elements. New development should also draw inspiration from recent examples of adaptive reuse, where historic factory buildings have been converted into residential units and shared amenity spaces.

Topic A: Housing

Background: Beacon is experiencing high housing demand, which has led to increased pressure on affordability and existing neighborhoods. As the city grows, there is a clear need to expand housing opportunities while ensuring that affordability and the unique character of neighborhoods are maintained. This challenge is especially relevant in areas like the proposed mixed-use zone of Fishkill Avenue and Groveville, where infrastructure upgrades are needed to support future growth and development.

The goal is to expand housing options in these key areas while preserving the community's character and ensuring that new housing remains affordable. Expanding housing in these areas will provide opportunities for more diverse housing types, helping to meet demand without compromising the quality of life for existing residents. Targeted efforts in these areas include supporting multi-family housing as part of redevelopment proposals, such as at the Tallix site, and promoting infill housing that aligns with the planning concepts set forth in the Groveville Historic District Concept (GHDC).

Key to these efforts is maintaining affordable housing requirements across all zoning districts that permit multi-family housing. Additionally, identifying grant funding for infrastructure planning and affordable housing implementation will be crucial in addressing both housing needs and community sustainability in Beacon.

Goal: Expand housing opportunities in the mixed-use and Groveville areas of the corridor while improving affordability and neighborhood character.

Recommendations & Policies:

1. **Retain multi-family housing as a permitted use** within the "Mixed-Use General" area identified in the Future Land Use Map (Appendix A) and permit multi-family housing as a component of and future redevelopment proposals for the Tallix site.
2. **Promote infill housing in Groveville** consistent with the concepts developed in the GHDC Map (Appendix E)
3. **Maintain affordable housing requirements** (set-asides) across all zoning districts that permit multi-family housing, including any new FA District and Groveville.
4. **Identify grant funding for housing-supportive infrastructure** planning and implementation of affordable units.

Topic B: Environment & Open Space

Background: The Fishkill Avenue corridor runs parallel with Fishkill Creek, an important natural, historical and cultural asset within the City of Beacon that provides both ecological and aesthetic value. However, the corridor itself currently lacks quality public green spaces and greenery such as street trees, which limits its integration with the surrounding natural environment and reduces the quality of life for residents. Impervious surfaces and their impact on stormwater runoff and flooding were also noted issues.

The goal is to enhance the ecological integrity of the Fishkill Avenue corridor while creating more accessible green spaces for the community. This includes increasing public green spaces, incorporating street trees, and integrating green infrastructure solutions like porous pavement and grass-crete to manage stormwater. By focusing on these elements, the corridor can better connect to the Fishkill Creek and create a more sustainable, pedestrian-friendly environment.

Future developments, especially on sites like Camp Beacon and other potentially developable NYS-owned lands, should prioritize preserving the natural environment and incorporating green spaces. Additionally, encouraging shared or structured parking will reduce impervious surfaces, further enhancing the area's sustainability. By integrating these strategies, the Fishkill Avenue corridor can become a vibrant, environmentally conscious space that complements the Fishkill Creek while supporting the city's growth.

Goal: Enhance and protect open space and ecological integrity along the Fishkill Avenue corridor.

Recommendations & Policies:

1. **Incentivize green infrastructure** (e.g. porous pavement, grass-crete) through updated zoning code requirements.
2. **Support open space and conservation easements** as identified in the "Open Space/Conservation" area of the Future Land Use Map (Appendix A).
3. **Balance open space preservation with thoughtful development** when reviewing future proposals for the Camp Beacon site and other potentially developable NYS-owned lands.
4. **Promote shared or structured parking** to prevent single-use surface parking facilities and minimize impervious surface coverage associated with significant redevelopment projects.

Topic C: Aesthetics

Background: The Fishkill Avenue corridor currently lacks a cohesive and consistent visual identity, with its gateway appearance and overall corridor image feeling disconnected. Streetscape amenities are minimal, with limited landscaping and few elements designed to enhance the pedestrian experience. As the area continues to develop, it is essential to improve its physical appearance and ensure that the scenic character of Fishkill Avenue, particularly its views of Mount Beacon, is preserved.

Goal: Improve the physical appearance of Fishkill Avenue and preserve the area's scenic character, particularly viewsheds of Mount Beacon.

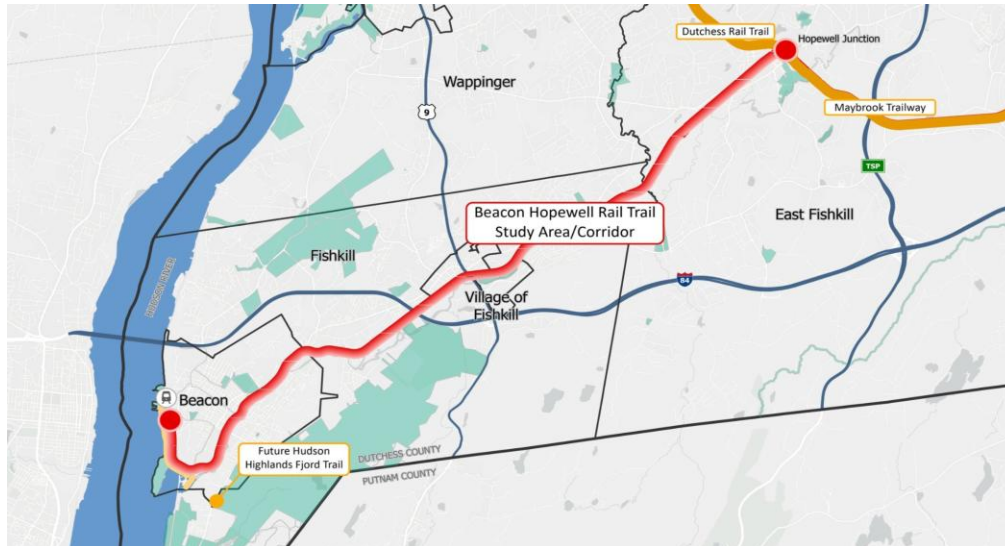
Recommendations & Policies:

1. **Coordinate enhanced gateway signage** and landscaping at the City of Beacon entrance near Prospect Street to strengthen the sense of arrival and improve visual character of the corridor. Currently the "Welcome to Beacon" signage is located approx. 1000 feet into the City's boarder.
2. **Identify appropriate locations for street trees and benches** within the Fishkill Avenue right-of-way and along private property boundaries that border existing or future public green spaces (rail trail; pocket parks, etc.)
3. **Emphasize urban greening techniques** within the city's site plan requirements to place more emphasis on street trees, benches, landscaping, and reduction of impervious surfaces on private development lots.
4. **Protect key viewsheds of Mount Beacon** as identified on the Public Viewshed Map (Appendix B) by requiring viewshed analysis during site plan review. Proposed development should be evaluated for its potential visual impact, and appropriate design measures should be incorporated to preserve or mitigate disruption to these significant public views.
5. **Collaborate with City Code Enforcement** to identify and implement strategies that ensure property owners maintain clean and orderly properties and vacate vehicles parked within the public right-of-way. This includes addressing excessive litter and vegetation overgrowth that encroaches on public sidewalks and negatively impacts neighborhood walkability and appearance.

Topic D: Beacon-Hopewell Rail Trail

Background: The Beacon-Hopewell Rail Trail is envisioned as a transformative 13-mile multi-use path extending from the Hudson River in Beacon to Hopewell Junction, connecting various communities and enhancing regional mobility. Currently under [study by the Dutchess County Transportation Council \(DCTC\)](#), the feasibility of this rail trail is being evaluated, with a final report expected in the summer of 2025. The study aims to assess existing conditions, identify challenges and opportunities, and develop design concepts for the trail.

The proposed trail alignment passes through or near industrial, mixed-use, and residential zones, including the Fishkill Avenue corridor and the Groveville neighborhood. Integrating the trail with these areas is essential to enhance connectivity, promote active transportation, and support local economic development.



Goal: Establish the Beacon-Hopewell Rail Trail as a regional and local amenity that enhances and supports the Fishkill Avenue corridor.

- 1. Integrate the historic and architectural character of the Groveville Historic District** into the trail's design where applicable.
- 2. Advocate for rail trail connections to Fishkill Avenue** and the Groveville neighborhood that align with the environmental, safety, and economic development goals of this Plan, and are consistent with potential locations identified on the Rail Trail Connections Map (Appendix C).
- 3. Advocate for special design consideration at the Mill Street intersection** to reduce conflicts between trail users and vehicles turning into Groveville. Design strategies may include at-grade alternatives (intersection realignment, signalization,

raised crosswalks, etc.) or grade-separated alternatives (pedestrian/bicycle bridge,tunnel, etc.)



Figure 7. At Grade Rail Crossing at Mill Street (Left: From Fishkill Ave.; Right: From Mill St.)

- 4. Develop regional parking strategies** through collaboration with the Town of Fishkill, Village of Fishkill, and Dutchess County to provide consolidated parking areas and encourage trail users to access nearby business districts.

Topic E: Transportation

Background: The Fishkill Avenue corridor is a critical route for both residents and businesses in Beacon, connecting various districts, including industrial, mixed-use, and residential areas. The corridor, however, has long been designed with a focus on vehicle traffic, rather than on pedestrians, cyclists, or other non-motorized users. While the area does not show a high rate of vehicle crashes according to available traffic incident data from Dutchess County and NYS DOT, concerns about speeding and aggressive driving have been observed, and the current infrastructure does not adequately support safe walking or cycling.

On-site walks and observations conducted by the committee reveal that the lack of pedestrian infrastructure along Fishkill Avenue contributes to a perception of the area being unsafe for walking. This is reflected in the low foot traffic observed on the corridor, which is significantly lower compared to other parts of the city. Additionally, narrow sidewalks and overgrowth often result in pedestrians and scooters utilizing the road shoulder rather than sidewalks. During public engagement sessions, "pedestrian safety" emerged as one of the most frequently voiced concerns from the community. This feedback underscores the need for better infrastructure that accommodates pedestrians and cyclists, encouraging safer and more active transportation options.

In response to these concerns, the committee has been actively formulating land-use and design recommendations aimed at transforming Fishkill Avenue into a more walkable, bikeable, and accessible corridor. These recommendations, when implemented over time, could support the evolution of the corridor into a space that safely accommodates all users. It should be noted that, following the committee's initial observations and analysis, the City made significant improvements to the sidewalks on the non-creek side of Fishkill Avenue, as well as to pedestrian crossings, during the summer of 2025 as the culmination of decades of planning. The committee strongly supports the vision of a complimentary sidewalk on the creek side of Fishkill Avenue.

The committee has also conducted a detailed analysis of the existing roadway and portions of the city-owned right-of-way that are currently underutilized, as a means to reclaim roadway space for sidewalks, street trees, bike lanes, and other amenities. However, feedback from the City Engineer and Dutchess County Planning raised important considerations regarding the feasibility of bike lanes and shared-use paths. Factors such as high traffic volumes, numerous driveways, and limited or inconsistent widths of right-of-way suggest that a more comprehensive engineering study is needed to ensure that any improvements are safe, effective, and well-planned. Additionally, if the proposed Beacon-Hopewell Rail Trail advances as a premier protected bike facility, it was discussed that a dedicated bike lane along Fishkill Avenue may be redundant and could be reconsidered in light of broader connectivity goals. However, the committee was not unanimous in this

opinion and during the committee's last meeting in June 2025 a majority of committee members present votes in support of bike lanes on Fishkill Avenue.

The recommendations below reflect the committee's efforts to improve Fishkill Avenue, considering both current needs and future opportunities. By integrating community feedback, careful analysis, and expert input, the committee aims to create a safer, more connected corridor that better serves the needs of all residents and visitors.

Goal: Using Complete Streets guidelines, enhance Fishkill Avenue as a walkable, bikeable corridor with safe and efficient multi-modal transportation options.

Recommendations & Policies:

1. **Plan for intersection upgrades** at key locations (Delevan Avenue, Conklin Street, Townsend Street, Mill Street) in anticipation of increased pedestrian and cycling activity on the creek/mountain side of Fishkill Avenue.
2. **Evaluate design options at the Mill Street intersection** to improve safety and reduce conflicts. Potential measures may include a raised crosswalk, speed table, pedestrian-activated rapid flashing beacons (RRFB), and digital speed signs.



Figure 8. (Left) Existing Intersection at Mill Street (Right) Example of RRFB

3. **Reduce the number of individual curb cuts along Fishkill Avenue** by encouraging ingress/egress via side streets, shared parking arrangements, and interior site connections during site plan review.

Goal: Establish Fishkill Avenue as a corridor offering alternative modes of travel and regional transit connections.

Recommendations & Policies:

1. **Engage a consultant to develop a bicycle connectivity plan** that strengthens local and regional mobility. The plan should:
 - a) **Collaborate with regional partners**, including the Town and Village of Fishkill, Dutchess County, and NYSDOT;

- b) **Coordinate with nearby trail initiatives**, such as the Beacon-Hopewell Rail Trail and Fjord Trail.
 - c) **Identify key bicycle connections to future redevelopment sites**, including a future link from Route 9D—potentially through the Downstate Correctional Facility redevelopment site or via the existing tunnel connecting the Camp Beacon site to Dutchess Stadium.
 - d) **Investigate the feasibility of protected bike lanes on Route 52** right-of-way (see Appendix D)
2. **Continue leveraging City land-use approvals** in a redevelopment scenario (e.g., Planning Board, City Council) to secure trail easements to Rail Trail and Greenway Trail from private developments.
 3. **Pursue both short- and long-term strategies** for Complete Street improvements along Fishkill Avenue in anticipation of future redevelopment and rail trail connectivity:



Figure 9. Sidewalk obstructions, narrow shoulder, and storm grates make difficult conditions for pedestrians and cyclists along Fishkill Avenue

- a) **Short-term:** Develop guidelines to accommodate future sidewalk installation on a site-by-site approach, via mechanisms such as:
 - A “sidewalk bank” to allow space in the right-of-way to remain undeveloped, allowing for a longer-term development strategy.
 - Relocation of site elements (buildings, parking, utilities, etc.) out of the right-of-way on the non-creek/mountain side.
- b) **Long-term:** Prepare for capital or grant-funded infrastructure upgrades that incorporate:
 - ADA-compliant sidewalks on the creek/mountain side (non-creek side sidewalk upgrades planned for Spring/Summer 2025);
 - Utilization of bicycle-compatible at-grade storm-drain grates.

- Review of an array of bike facilities and infrastructure that factor in localized and regional existing and future bike patterns/bike usage
 - Review of bus transit services with consideration of enhanced routing, frequency, and stop locations to support corridor growth.
4. **Study potential intersection improvements** and address limited sight distances for vehicles turning from Prospect Street onto Route 52 heading westbound.
5. **Continue evaluating the feasibility of a new connector road** from Matteawan Road to Fishkill Avenue, or if possible extending an existing street for such a connection. If possible, use existing roads, such as Prospect, instead of creating a new one (see Appendix F). Ensure that designs incorporate the following principles:
- Minimize environmental impacts to slopes, wetlands, and tree cover;
 - Incorporate pedestrian and cycling infrastructure;
 - Align with Beacon-Hopewell Rail Trail planning;
 - Factor in proximity to the existing Mill Street intersection, which has a larger volume of vehicular and pedestrian activity than any other intersection in the corridor.

Topic F: Regional Coordination

Background: As multiple external planning efforts are currently underway, including the redevelopment of the Downstate Correctional Facility site and Dutchess County’s rail trail plans, it is essential that the City of Beacon’s planning initiatives align with these broader regional efforts. Coordination with adjacent jurisdictions and agencies is crucial to ensure that Fishkill Avenue’s development is in sync with these initiatives and that the city’s goals are reflected in regional plans. The city’s planning process must not only respond to these ongoing projects but also anticipate and influence them to advocate for local interests and ensure that future development enhances the city’s character and infrastructure.

Goal: Ensure Fishkill Avenue planning is responsive to, and integrated with, broader regional development and infrastructure initiatives.

Recommendations & Policies:

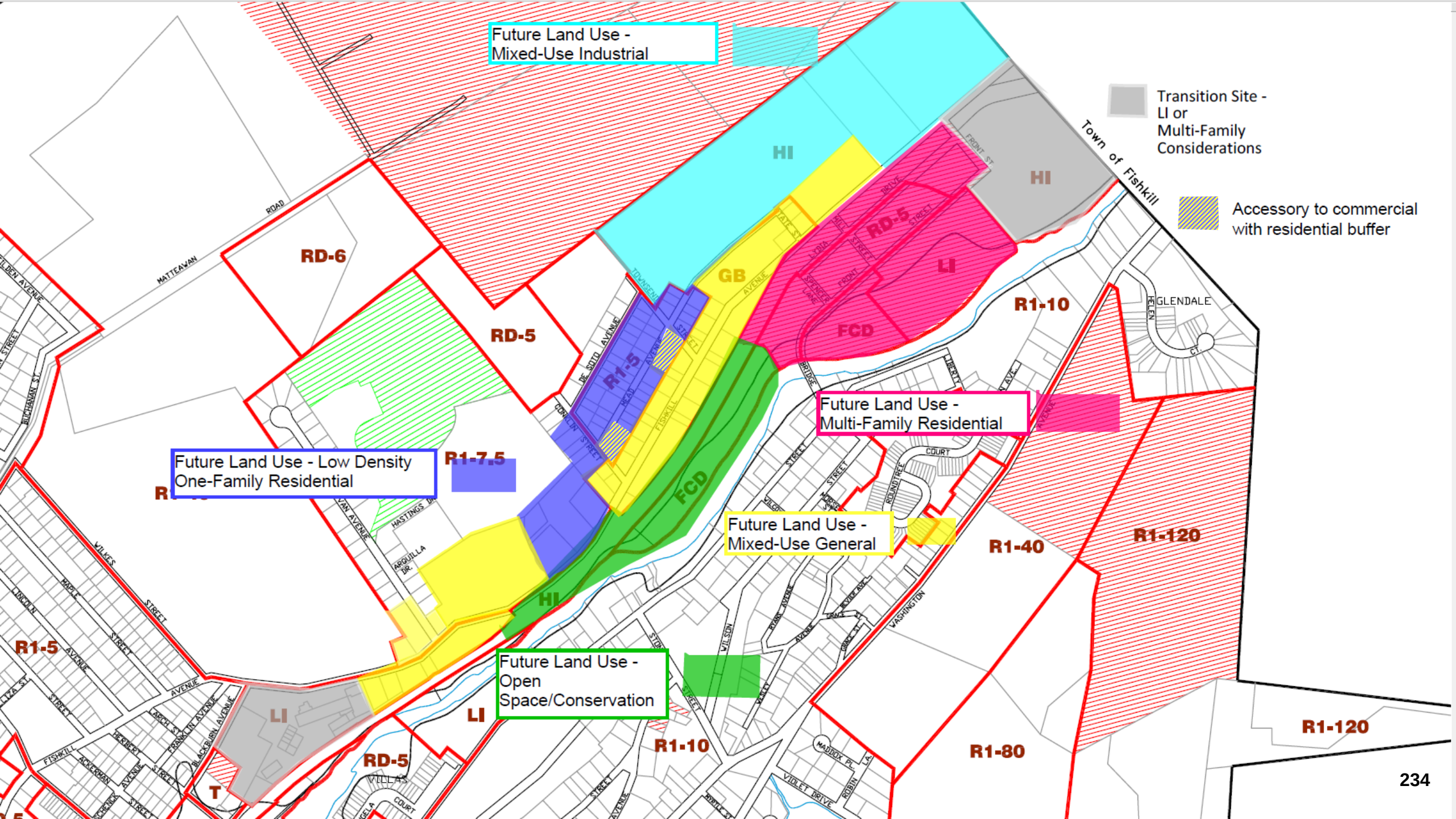
1. **Engage with the State in the Downstate Correctional Facility redevelopment** process, particularly traffic and trail connections.
 - a. Study potential for direct connection of Downstate development under I-84 to City of Beacon, middle and high schools and Route 52, with complete streets infrastructure and more urban housing design
 - b. Study potential for roundabout or other improvement at the intersection of Route 52 and Red Schoolhouse Road.
 - c. Provide multi-modal access to Route 52, with an emphasis on bicycling infrastructure.
2. **Designate FACC liaisons** to participate in regional planning processes for the Beacon-Hopewell Rail Trail, Camp Beacon, and others.
3. **Reflect FACC recommendations in the City’s Comprehensive Plan Update** to ensure long-term alignment with local regional efforts.

Appendices

- A. Future Land Use Map
- B. Viewshed Map
- C. Potential Rail Trail Connections
- D. Public ROW Diagrams & Comments
- E. Groveville Historic District Concept
- F. Matteawan Road Connection to Fishkill Avenue
- G. Community Workshop Summary & Presentation
- G1. Community Feedback from Pop-Up Events & Online Survey
- H. Committee Member Biographies
- I. Memorandum from Mayor Kyriacou Regarding Fishkill Avenue Corridor Ad Hoc Committee, dated 27 November 2023, minor revisions 6 December

Appendix A

Future Land Use Map



Future Land Use -
Mixed-Use Industrial

Transition Site -
LI or
Multi-Family
Considerations

Accessory to commercial
with residential buffer

Future Land Use - Low Density
One-Family Residential

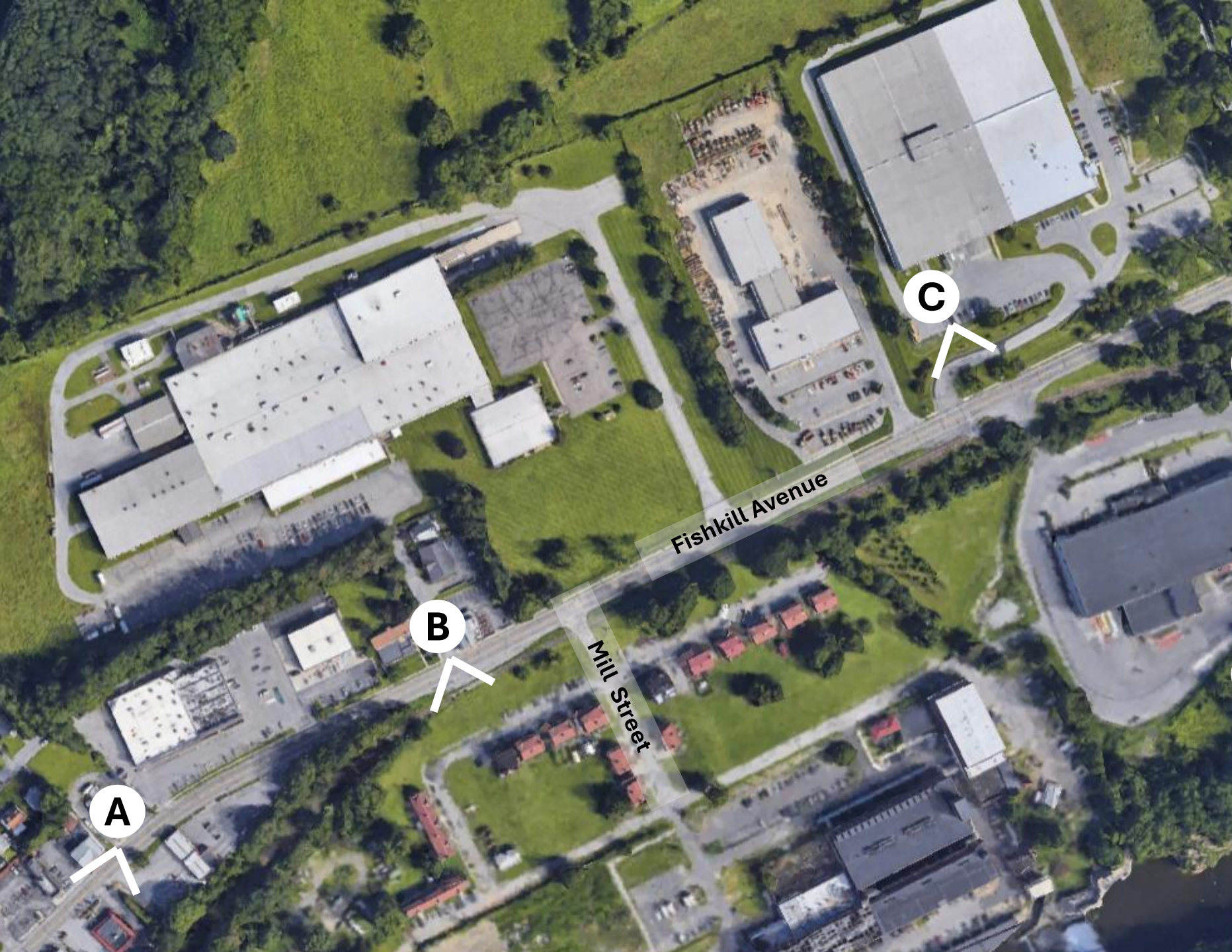
Future Land Use -
Multi-Family Residential

Future Land Use -
Mixed-Use General

Future Land Use -
Open
Space/Conservation

	Segment Area			Topic Area								
Subject	Industrial	Mixed Use	Groveville	Housing	Environment	Aesthetics	Rail Trail	Transport	Coordination	Recommendation	Responsible Party	Timing
Zoning: Mixed-Use		x		x	x	x		x		Zoning – Extend GB or create new zone: – Support mixed use (incl. office, estaurant, healthcare) – Allow four stories; reduce front yard setbacks – Improve streetscape; complete streets concepts – Evaluate potential development at Tallix site	Council	2026-27
Zoning: Housing		x	x	x						Zoning – Housing: – Retain multi-family in Mixed Use area – Infill housing in Groveville area – Maintain affordable set-asides – Mead Ave limits	Council	2026-27
Zoning: Environment		x			x	x		x		Zoning – Environment / Open Space: – Incentivize green infrastructure – Promote shared / structured parking – Site plan urban greening / impervious surface reduction – Mt Beacon viewsheds at public spaces – Reduce curb cuts over time	Council	2026-27
Zoning: Industrial	x									Zoning – Industrial Corridor: – Review Article IV re: air quality, odor, noise – Evaluate additional employment-generating / green uses – Review lot & bulk standards re: uses, infill roadway	Council	2026-27
Zoning: Groveville			x	x	x		x			Zoning – Groveville Area: – Overlay zone for higher-density infill – Context-sensitive design; open space	Council	2026-27
Planning: Groveville			x				x	x		Planning – Groveville Area: – Improve roadways & sidewalks – Coordinate with Rail Trail – Improve Groveville Bridge	Admin/Planner	Medium Term

Planning: Other Areas	x	x			x		x	x	x	Planning – Other Areas: – Camp Beacon and NYS-owned lands – Potential Matteawan Road connector – Rail trail design integration, connectivity – Sidewalk/bike citywide planning	Admin/Planner	Medium Term
Administration Topics	x	x				x		x		Administration – Topics: – Review Mill Street crossing (Traffic Safety) – City entrance signage / landscaping (Highway Dept)	Administration	2026-27
Planning Board Topics	x	x	x		x	x	x	x		Planning Board – Site Plans: – Intersection improvements as needed – Street trees, pedestrian/bike amenities usage, etc. – Industrial site landscaping, fencing, aesthetics – Any trail/other easements	Planning Board	with Site Plans
Building Dept Topics	x	x				x				Building Dept – Enforcement: – Any property maintenance issues	Building Dept	Ongoing



A Mt. Beacon from Red Pepper Diner, Opposite Foam & Wash



B Mt. Beacon from State Street, Opposite Groveville



C Mt. Beacon from Industrial Arts Parking Area



City of Beacon City Council Agenda
09/21/2026

Title:

Resolution No. 78 - Setting a Public Hearing for a Proposed Local Law Concerning Short-Term Rentals

ATTACHMENTS

Resolution Setting a Public Hearing for a Proposed Local Law Concerning Short-Term Rentals

Keane & Beane, P.C. Memorandum Regarding Potential Amendments to Short-Term Rental Regulations

Proposed Local Law Regarding Short-Term Rentals



**CITY OF BEACON
CITY COUNCIL**

RESOLUTION NO. 78 OF 2026

**REFERRING A PROPOSED LOCAL LAW CONCERNING
SHORT-TERM RENTALS**

WHEREAS, the City of Beacon is considering a local law which would amend the City's zoning code concerning short-term rentals; and

WHEREAS, the City Council wishes for both the City of Beacon and Dutchess County Planning Boards to provide a report and recommendation on the proposed local law.

NOW THEREFORE, BE IT RESOLVED THAT, the City Council hereby refers a Proposed Local Law amending City Code Chapter 223 concerning short-term rentals to the City of Beacon Planning Board and the Dutchess County Planning Board for a report and recommendation to the City Council; and

BE IT FURTHER RESOLVED THAT the City Council hereby schedules a public hearing for October 19, 2026 at 7:00 pm for a Proposed Local Law concerning short-term rentals.

Resolution No. 78 of 2026			Date: September 21, 2026				
☐ Amendments			☐ 2/3 Required				
☐ On roll call			☐ 3/4 Required				
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Paloma Wake					
		Amber Grant					
		Lastar Gorton					
		Zack Smith					
		Sergei Krasikov					
		Carolyn Bennett Glauda					
		Mayor Lee Kyriacou					
Motion Carried							

MEMORANDUM

TO: Mayor Lee Kyriacou
Members of the City Council

FROM: Keane & Beane, P.C.

RE: Short-Term Rental Local Law - Decision Tree for Updates

DATE: September 8, 2026

At the July 20, 2026, and August 17, 2026 meetings of the City Council of the City of Beacon (the “City Council”), the City Council discussed amendments to the City of Beacon (the “City”) regulation of short-term rentals (“STRs”) pursuant to [Beacon City Code § 223-26.5](#) (the “STR Law”). This memorandum outlines questions the City Council considered in our office’s memorandum dated July 17, 2026, and the decisions made by the City Council concerning the STR Law. The City Council’s decisions pertaining to each question are incorporated into the attached proposed local law. For background information, the City Council is respectfully referred to our office’s July 17, 2026, memorandum.

I. DECISION TREE

1. **Question:** Should STRs be entirely banned in the City? N.Y. Real Property Law § 447-c(1)(d) expressly authorizes municipalities to prohibit STRs.

➤ **Answer:** No. STRs should not be entirely banned. Accordingly, the STR law does not need to be revised with respect to this item.

Discussion: The City Administration has also suggested that the City Council may want to address enforcement issues that will certainly arise from a ban. For example, additional budgeting for the hiring of additional code enforcement officers, additional budgeting to address illegal STRs in City Court, procurement of additional third-party services to identify illegal STRs.

2. **Question:** Where should STRs be permitted?

➤ **Answer:** STRs may continue to be allowed in all zoning districts. Accordingly, the STR law does not need to be revised with respect to this item.

3. **Question:** Should the number of STRs be limited?

- **Answer:** No. The number of STR permits which can be issued should not be capped. Accordingly, the STR law does not need to be revised with respect to this item.

4. **Question:** Should the owner-occupied requirement be eliminated?

- **Answer:** No. The owner-occupied requirement should remain in effect.

5. **Question:** Whether to increase the penalty for violations of the City's STR law.

- **Answer:** Yes. The penalty for violations of the City's STR law should be increased. Accordingly, our office has prepared and submitted herewith a separate local law amending Chapter 1 of the City Code to increase all penalties of violations of the City's Zoning Code, Chapter 223 of the City Code. As the STR local law expressly references the penalties set forth in Chapter 1 of the City Code, no revisions to STR law are necessary to incorporate this change.

6. **Question:** Whether to amend the Law to require short-term rental marketplaces to include only permitted STRs.

- **Answer:** Yes. The City Council desires to amend the STR law to require STR marketplaces to only market STRs which have been issued a permit. The draft STR law has incorporated such language.

cc: Ben Swanson, City Administrator
Natalie Quinn, City Planner
Bryan Murphy, Building Inspector

**CITY COUNCIL
CITY OF BEACON**

LOCAL LAW NO. ____ OF 2026

**A LOCAL LAW TO AMEND CHAPTER 223 OF THE BEACON CITY CODE
CONCERNING SHORT-TERM RENTALS**

A LOCAL LAW to amend
Chapter 223, Zoning, of the
Beacon City Code,
concerning short-term
rentals.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 223 of the Beacon City Code, Article III – General Regulations, Section 223-26.5 entitled “Short-term rentals,” is hereby amended as follows:

§ 223-26.5. Short-term rentals.

- A.** Findings. The City Council of the City of Beacon has determined it is in the best interest of the City and its residents to regulate short-term rentals. The City Council recognizes the benefits of short-term rentals to allow homeowners to supplement their income to defray the cost of housing and to provide lodging for visitors to the City. However, in order to protect the health, safety and welfare of the City and its residents, it is necessary to restrict the rental of dwelling units for terms shorter than 30 consecutive days, a practice which is growing in popularity with the advent of internet and social media-based programs that connect property owners and persons seeking short-term rentals. In addition, studies have shown that short-term rentals are linked to increases in rent and housing costs because rental units are taken off the market and used as short-term rentals. Units are going to short-term renters rather than to permanent residents which results in a decrease in available housing stock within the City of Beacon. By this section, the City Council seeks to allow short-term rentals in dwelling units located in single-family homes, two-family homes, ~~accessory apartments~~ and multifamily dwellings. The City Council recognizes that the impacts of short-term rentals may be different in multifamily dwellings compared to short-term rentals in single-family and two-family homes. The impacts may be more acute in multifamily dwellings due to the shared style of community living, the proximity of dwelling units to one another, and use of shared community space. To address these concerns the City Council has adopted more stringent enforcement requirements for short-term rental units in multifamily dwellings. The City Council believes that the restrictions and requirements imposed herein further the City's goals and objectives and promote the protection of the health, safety and welfare of the City and its residents.

- B. Definitions. As used in this section, the following words shall have the meanings indicated:

BOOKING SERVICE

Any offering, solicitation, marketing, reservation and/or payment service provided by a person, as defined herein, that facilitates a short-term rental transaction between an owner or tenant and a prospective guest of a short-term rental, and for which such person providing the offer, solicitation, marketing, reservation and/or payment service collects or receives, directly or indirectly through an agent or intermediary, a fee in connection with the offering, solicitation, marketing, reservation and/or payment services provided of the short-term rental from users of a short-term rental.

DWELLING UNIT

A building, or portion thereof, providing complete housekeeping facilities for one family.

GUEST

Any person who rents, leases, or otherwise occupies a short-term rental for less than 30 consecutive days and pays a fee to the owner, tenant or Booking Service in order to occupy said short-term rental.

OCCUPIED PRIMARY RESIDENCE

A dwelling unit used by the owner or tenant as his or her or their primary residence. All owners of the business entity must use the premises as his or her or their primary residence. When a property is titled in the name of a trustee, the property shall be considered an occupied primary residence if the grantor or grantee is the occupant of the property.

OWNER

Any individual or individuals, partnership or corporation or other organization in possession of and having a fee interest in the real property. The term "owner" shall include a corporation, limited-liability company, partnership, association, trustee, or other business entity or nonbusiness forms of ownership.

PERSON

Any person, individual, corporation, governmental entity, partnership, association, trustee or other legal entity.

PRIMARY RESIDENCE

The primary location that a person inhabits and resides most of the year.

SHORT-TERM RENTAL

An entire dwelling unit, or a room or group of rooms within a dwelling unit, made

available to rent, lease or otherwise assigned for an occupancy of less than 30 consecutive days. The term "short-term rental" does not include dormitories, hotel or motel rooms, bed-and-breakfast inns or lodging houses, as permitted and regulated by the City of Beacon Zoning Ordinance.

TENANT

Any person holding a written lease to occupy, use and possess the whole or part of any building or real property, either alone or with others.

- C. Permit required. It shall be unlawful to use, establish, maintain, operate, occupy, rent or lease any property as a short-term rental without first having obtained a short-term rental permit.
 - D. Any dwelling unit, or room(s) therein, located in a one-family home, two-family home, ~~accessory apartment~~, or multifamily dwelling may be used as short-term rentals subject to the requirements set forth in this section. Short-term rentals shall be permitted in all zoning districts within the City of Beacon. Pursuant to § 223-24.1G an accessory apartment shall not be utilized for short-term rentals.
 - E. Permit application.
 - (1) An application for a short-term rental permit shall be filed and a short-term rental permit shall be obtained before the dwelling unit, or a room or group of rooms within a dwelling unit is advertised for short-term rental, and, if the spaces are not advertised, then such permit shall be obtained before said space is leased or rented.
 - (2) Issuance of a short-term rental permit requires submission of an application to the Building Department and payment of the processing fee set forth in the City fee schedule.
 - (3) If a tenant seeks a short-term rental permit, the tenant's application shall be signed by the landlord.
 - (4) The form and content of the permit applications shall be as determined from time to time by the Building Department and shall contain such information and materials as the Building Department deems necessary to determine the sufficiency of the application. Such application ~~shall~~ may contain, at a minimum:
 - (a) Proof of receipt of New York State STAR Credit or STAR property tax exemption for the short-term rental property;
 - (b) Copy of utility bill in the applicant's name;
 - (c) Property address; total number of rooms; location; number of persons.
- [1] The property address;

- [2] The total number of dwelling units located within the building;
 - [3] The total number of bedrooms and bathrooms inside the dwelling unit;
 - [4] The total number of rooms proposed for short-term rental use;
 - [5] The location of each such dwelling unit or individual bedroom within the building; and
 - [6] The number of persons to be accommodated in each room available for short-term rental use;
- (d) A signed and notarized certification in a form acceptable to the Clerk by the applicant attesting to the fact that:
- [1] The applicant resides at the property and it is the applicant's primary residence;
 - [2] That the property is fit for human habitation and safe;
 - [3] That the applicant will comply with all of the conditions and restrictions of the permit;
 - [4] That no portion of the area used for short-term rentals will utilize a cellar or attic, or any portion thereof, as habitable space unless it meets the requirements of the International Fire, Residential and Building Codes or successor law;
 - [5] That the property is in compliance with all the provisions of this article, the applicable provisions of the City Code, the International Series of Codes and the New York State Code Supplement; and
 - [6] The required building permits and certificates of occupancy are in place for all existing structures on the property if applicable;
- (e) Proof of short-term rental insurance with minimum liability coverage in the amount of \$300,000.00 for third party claims arising out of property damage or bodily injury. Such insurance shall be issued by an insurer admitted in New York State or by insurance maintained by a Booking Service that provides equal or greater coverage;
- ~~(e)~~(f) _____ Such other information as the City may require to prove the property is an occupied primary residence and safe for renters; and
- ~~(f)~~(g) _____ If an applicant plans to rent the entire dwelling unit, the short-term rental application shall include the name and contact information of a responsible person with the right to enter and maintain possession of the dwelling. Such responsible person must be available 24 hours a day to respond in person to tenant and neighborhood concerns and be capable of

responding in person within two hours of notification from the City.

- (5) All permits issued pursuant to this section shall be for a period of two years and shall be renewable for subsequent two-year terms upon application, conformance with this section and payment of the permit fee.
 - (6) If the information submitted as part of the permit application changes at any time after submittal of the application, it is the responsibility of the owner to submit such changes to the Building Department in writing within 30 days of the occurrence of such change. Failure to do so shall be deemed a violation of this section.
- F. Inspection. The property shall be inspected by the Building Department at the time of the initial application and prior to any permit renewal, to determine whether the property remains in compliance with the section and all other applicable provisions of the City Code, the International Series of Codes and New York State Code Supplement. If the Building Inspector determines that the short-term rental space is not in compliance, the owner shall cease use of the dwelling unit as a short-term rental until all noncomplying elements have been corrected and the owner shall apply for reinspection with the Building Department, subject to an additional fee as set forth in the City Fee Schedule.
- G. Occupied primary residence. It shall be unlawful to use, establish, maintain operate, occupy, rent or lease any property as a short-term rental if the property is not an occupied primary residence. The property used as a short-term rental shall be the primary residence of the owner, tenant, grantor or grantee at all times during the term of the permit.
- H. All short-term rentals shall comply with the following standards:
- (1) If a property owner or tenant is renting out the entire dwelling unit, the property owner must engage the services of an agent with the right to enter and maintain possession of the dwelling. This agent must be available 24 hours a day to respond to tenant and neighborhood concerns and be capable of responding within two hours of notification from the City.
 - (2) No owner shall offer or use any part of the property as a short-term rental not approved for residential use, including but not limited to, vehicles parked on the property, a storage shed, recreation room, trailer, garage, or any temporary structure such as a tent.
 - (3) A short-term rental property shall not be rented for any other purpose, commercial or otherwise, not expressly permitted under this section, such as concerts or weddings.
 - ~~(4) Short term rental of an entire dwelling unit is limited to 100 days in any one calendar year. A rental day shall be deemed to mean any day that the property is~~

~~occupied for rental overnight. Upon request, the property owner or tenant shall provide:~~

~~(a) A statement from any/all short-term rental website platforms used to advertise the short-term rental; such letter shall be provided on the company's letterhead and shall indicate the number of rentals for the entire dwelling unit that occurred within the year; and~~

~~(b) A certified letter indicating the number of days the entire dwelling unit was rented within the year through any short-term rental website or other means.~~

~~(5)~~(4) If a property owner advertises their rental, the short-term rental permit number must be included in the listing.

~~(6)~~(5) All guests are subject to the provisions of the Code of the City of Beacon. The property owner or tenant is responsible for informing each guest of these provisions.

(6) A conspicuously posted evacuation diagram identifying all means of egress from the short-term rental and the building in which it is located.

(7) A conspicuously posted list of emergency phone numbers for police, fire, and poison control.

~~(7)~~(8) A working fire-extinguisher which is readily accessible by a guest in the short-term rental.

I. Presumptive evidence. The presence or existence of the following shall create a rebuttable presumption that a property is being utilized as a short-term rental:

(1) The property is offered for lease or rent on a short-term rental website, including but not limited to Airbnb, HomeAway, VRBO and similar websites; or

(2) The property is offered for lease or rent by the use of any other advertising mechanism for a period of less than 30 days.

J. A list of all short-term rental units located in the City of Beacon shall be maintained on the City's website, and a hard copy shall be available for review in the City Building Department. Such list shall be updated every six months.

K. Revocation of a permit.

(1) The grounds upon which a permit can be revoked shall include but shall not be limited to:

(a) The permit was issued in error, or issued in whole or in part as a result of a false, untrue, or misleading statement on the permit application or other

document submitted for filing, including but not limited to the schematic or certification;

- (b) A short-term rental permit has been issued and the owner or tenant fails to continue to occupy the premises as ~~his, her or~~ their primary residence;
 - (c) Use of the property as a short-term rental creates a hazard or public nuisance, threat to public safety or other condition which negatively impacts the use and/or enjoyment of surrounding properties, or threatens the peace and good order, or quality of life in the surrounding community;
 - (d) Failure to comply or violating the conditions of the permit;
 - (e) Failure to comply or violating any federal, state, or local law, regulation or rule.
 - (f) Short-term rental permits for dwelling units located in multifamily buildings may be revoked if the Police Department or Building Inspector receives three substantiated written complaints in a twelve-month period concerning the use of the premises as a short-term rental. A written complaint can be substantiated by the Building Inspector of the Police Department if it is a complaint regarding the violation of a City law or ordinance and the complaint is supported by other evidence, including a police report, photograph, or video.
- (2) Any permit issued pursuant to this section may be revoked or suspended by the Building Inspector, after written notice to the owner. Written notice shall be served by registered or certified mail, return receipt requested, and by regular mail, to the applicant at the address shown on the application. The notice shall describe the reasons why the City is revoking the permit.

L. Appeals.

- (1) Upon the denial, suspension or revocation of a permit, the applicant may, within 15 business days from the date of the written notice, file a request for a hearing before the Zoning Board of Appeals. Such request shall be filed with the Zoning Board of Appeals' Secretary. Notice of the date, place and time of the hearing shall be given in writing by mail to the applicant at the address shown on the application. In the event that demand for a hearing is not made within the prescribed time or in the event that the applicant does not timely appear for the hearing, the Building Inspector's decision shall be final and conclusive.
- (2) The hearing shall commence no later than 30 days after the date on which the request was filed.
- (3) The applicant shall be given an opportunity to present evidence why such denial of application, or such suspension or revocation of the permit, shall be modified or withdrawn. The Building Inspector or his or her designated agent

may also present evidence. Upon consideration of the evidence presented, the Zoning Board of Appeals shall sustain, modify or reverse the decision of the Building Inspector or his or her designated agent.

- (4) In the event the applicant is not satisfied with the decision of the Zoning Board of Appeals, such aggrieved party may file an Article 78 proceeding under the New York Civil Practice Law and Rules. The Article 78 proceeding must be filed within 30 days of the filing of the Zoning Board of Appeals' decision with the City Clerk of the City of Beacon and service of the same upon the applicant.

M. Requirements for Booking Services.

- (1) It shall be unlawful for any person to engage in Booking Services for a short-term rental in the City of Beacon which does not have a valid permit required by this Section.
- (2) Any person engaging in Booking Services shall require the short-term rental permit holder to provide a copy of the permit before letting accepting any reservation or payment from a guest, tenant, or owner for such Book Services.
- (3) Any person engaging in Book Services shall provide all prospective guests of a short-term rental with the permit number prior to acceptance of any reservation or payment of the short-term rental.
- (4) In addition to any other civil or criminal penalties and remedies available to the City of Beacon under law or equity, the City Attorney's office shall be authorized to enforce this Subsection M in the name of the City of Beacon to enjoin and enforce the provisions hereunder.

M.N. Violations. A violation of any provision of this chapter is an offense, punishable as provided for in § 1-3, General penalty. When a person has received written notice from the Building Inspector or has been served with a summons and complaint in an action to enjoin continuance of any violation, each day in excess of 10 days thereafter that he shall continue to be guilty of such violation shall constitute an additional, separate and distinct offense.

Section 2. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 1 of the Beacon City Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification.

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and

subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word “Local Law” shall be changed to “Chapter,” “Section” or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 4. Severability.

If any clause, sentence, paragraph, subdivision, section or part of this chapter or the application thereof to any person, individual, corporation, firm, partnership, entity or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

Section 5. Effective date.

This local law shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

City of Beacon City Council Agenda
09/21/2026

Title:

September 8, 2026 Minutes

ATTACHMENTS

[September 8, 2026 Minutes](#)



COURTROOM
1 MUNICIPAL PLAZA
BEACON, NY 12508
AND LIVE VIA ZOOM

Mayor Lee Kyriacou
Councilmember Amber Grant, At Large
Councilmember Paloma Wake, At Large
Councilmember Lastar Gorton, Ward 1
Councilmember Zack Smith, Ward 2
Councilmember Sergei Krasikov, Ward 3
Councilmember Carolyn Glauda, Ward 4
City Administrator Ben Swanson

September 8, 2026
7:00 PM
Draft
City Council
Minutes

Regular Meeting

These minutes are for the regular meeting of the Beacon City Council. The City Council Meeting was held through video conference and in the Courtroom at 1 Municipal Plaza, Beacon NY 12508. A video recording of the meeting is available at

<https://www.youtube.com/@cityofbeacon8181>. The public was able to attend in-person or through video or telephone and were made aware via the City of Beacon website, beaconny.gov. Please take notice that the full transcript of this meeting is available upon request at City Hall Suite 1, 1 Municipal Plaza, Beacon NY 12508, or by calling (845) 838 – 5010, or by emailing cityofbeacon@beaconny.gov.

Councilmembers Present

Mayor Lee Kyriacou

Councilmember Amber Grant, At Large

Councilmember Paloma Wake, At Large

Councilmember Lastar Gorton, Ward One

Councilmember Zack Smith, Ward Two

Councilmember Sergei Krasikov, Ward Three

Councilmember Carolyn Glauda, Ward Four

Also Present

Benjamin Swanson, Deputy City Administrator

Christian A.L. Gates, City Attorney

Call to Order

Motion to amend the agenda to go into executive session concerning personnel by Councilmember Wake.

Second by Councilmember Glauda.

Motion passes 7 - 0.

Motion to adjourn the executive session by Councilmember Krasikov.

Second by Councilmember Wake.

Motion passes 7 – 0.

Pledge of Allegiance

Roll Call

Executive Session

1. [Executive Session: Personnel](#)

Community Segment

[Swearing in of John Maraia to the Position of Police Officer](#)

Public Comment (to begin at approximately 7:30 p.m.)

Public Hearings

[Public Hearing for a Proposed Local Law Concerning the Fishkill Development District and Hotels](#)

Motion to adjourn the public hearing to October 5, 2026 by Councilmember Smith.

Second by Councilmember Wake.

Motion passes 7 - 0.

[Public Hearing for a Proposed Local Law Concerning Parking, Standing, and Stopping](#)

Motion to adjourn the public hearing to October 5, 2026 by Councilmember Wake.

Second by Councilmember Krasikov.

Motion passes 7 - 0.

Reports: Mayor, City Council, and City Administrator

1. [Beacon Trails Ad Hoc Committee](#)

Workshop

Motion to amend the agenda to add workshop and resolution items for the appointment of Joel Pichardo to the Position of Human Resources Director by Councilmember Grant.

Second by Councilmember Glauda.

Motion passes 7 - 0.

[Discussion of the Fishkill Avenue District/East Gateway District](#)

[Discussion of Potential Amendments to Short-Term Rentals](#)

[Proposed Local Law Concerning Mid-Year Salary Increases for Appointed Employees and Officers](#)

[Proposed Local Law Concerning Penalties for Violations of the City's Zoning, Fire Prevention, and Building Codes](#)

[Appointment of Joel Pichardo to the Position of Human Resources Director](#)

Local Laws and Resolutions

1. [Resolution No. 71 - Granting an Amended Special Use Permit for Edgewater Place](#)

Motion to adopt the resolution by Councilmember Grant.

Second by Councilmember Krasikov.

Motion passes 4 - 3. Councilmembers Wake, Glauda, and Gorton voted against the resolution.

2. [Resolution No. 72 - Setting a Public Hearing for a Proposed Local Law Concerning Mid-Year Salary Increases for Appointed Employees and Officers](#)

Motion to adopt the resolution by Councilmember Wake.

Second by Councilmember Gorton.

Motion passes 7 - 0.

3. [Resolution No. 73 - Setting a Public Hearing for a Proposed Local Law Concerning Penalties for Violations of the City's Zoning, Fire Prevention, and Building Codes](#)

Motion to adopt the resolution by Councilmember Wake.

Second by Councilmember Gorton.

Motion passes 7 - 0.

4. [Resolution No. 74 - Appointing Joel Pichardo to the Position of Human Resources Director](#)

Motion to adopt the resolution by Councilmember Grant.

Second by Councilmember Smith.

Motion passes 7 - 0.

Approval of Minutes

1. [August 17, 2026 Minutes](#)

Motion to approve the minutes by Councilmember Smith.

Second by Councilmember Gorton.

Motion passes 7 - 0.

Public Comment - Second Opportunity

Announcement of Next Meeting: September 21, 2026 at 7:00 p.m.

Executive Session

[Executive Session: Contracts](#)

Motion to go into executive session and adjourn immediately therefrom with no further business by Councilmember Gorton.

Second by Councilmember Wake.

Motion passes 7 – 0.

Motion to adjourn the executive session by Councilmember Grant.

Second by Councilmember Glauda.

Motion passes 7 – 0.

Adjournment

Motion to adjourn by Councilmember Gorton.

Second by Councilmember Smith.

Motion passes 7 - 0.