COURTROOM
1 MUNICIPAL PLAZA
BEACON, NY 12508

November 17, 2026
7:00 PM
Zoning Board of Appeals Agenda

The Zoning Board of Appeals will meet on Tuesday, November 17, 2026, at 7:00 PM, in the Municipal Center courtroom, located at One Municipal Plaza, Beacon, New York.

Approval of the October 20, 2026, minutes

Regular Meeting

1. Public hearing on application submitted by Alexander Hochberg, 28 Barrett Place, Tax Grid No. 30-5955-75-829129-00, in the R1-7.5, to allow for the construction of a driveway in front of the principal building, which requires relief from the following: a) Section 223-26 Off-street parking, loading and vehicular access, B. Location, use, design, construction and maintenance (2) In any residence district, no designated off-street parking area or structure shall be developed in any front yard forward of the principal building, except as approved by the Building Inspector or Planning Board for an unusual lot configuration. Nor shall any off-street parking area or structure be developed in a residence district in any minimum side or rear yard setback adjacent to a street line or in any other side or rear yard within five feet of the lot line. However, off-street parking spaces shall be permitted in residential districts as indicated in Section 223 17C. The driveway, as proposed, would require a variance for parking in the front yard forward of the principal building.

City of Beacon Zoning Board of Appeals Agenda
11/17/2026

Title:

Public hearing on application submitted by Alexander Hochberg, 28 Barrett Place, Tax Grid No. 30-5955-75-829129-00, in the R1-7.5, to allow for the construction of a driveway in front of the principal building, which requires relief from the following: a) Section 223-26 Off-street parking, loading and vehicular access, B. Location, use, design, construction and maintenance (2) In any residence district, no designated off-street parking area or structure shall be developed in any front yard forward of the principal building, except as approved by the Building Inspector or Planning Board for an unusual lot configuration. Nor shall any off-street parking area or structure be developed in a residence district in any minimum side or rear yard setback adjacent to a street line or in any other side or rear yard within five feet of the lot line. However, off-street parking spaces shall be permitted in residential districts as indicated in Section 223 17C. The driveway, as proposed, would require a variance for parking in the front yard forward of the principal building.

ATTACHMENTS

28 Barrett ZBA 11.17.26_Resubmission.pdf

28 Barrett ZBA 11.17.26 PH public comment Kraft_Redacted.pdf

AREA VARIANCE REQUEST · CONTINUED HEARING

28 Barrett Place

One additional off-street parking space, extending our existing driveway

City of Beacon Zoning Board of Appeals · November 17, 2026

Alexander Hochberg & Nicole Glynn · SBL 5955-75-829129 · R1-7.5



What we are asking for

One variance only: relief from § 223-26 B(2), per the Building Inspector's denial of September 24, 2026

THE RELIEF

Parking forward of the principal building

No side-yard setback relief is needed. The new space sits beside our existing driveway, which is already in front of the house and pre-dates our purchase.

THE PROPOSAL

- **One car.** Extend the existing curb cut by 6 ft for one additional parking space.
- **Water-permeable grass pavers,** not asphalt.
- **Sidewalk repair** along our frontage as part of the work.
- Proposed stall: **9 ft wide × 20 ft long**

What the Board asked us to bring back

From the October 20 hearing. Tonight's answers follow the Board's five factors, § 223-55 C(2).

The Board asked for	Answered on
An aerial view showing how common this is in the neighborhood	Slides 4–7
An accurate survey with real dimensions, including the utility pole	Slide 9
Why the right side of the house is not feasible: width, door swing, the utility pole	Slides 8–11
Whether a curb cut is possible next to the utility pole	Slides 9 and 11
Why the old garage was removed rather than enlarged	Slides 15–16

FACTOR 1 · NEIGHBORHOOD CHARACTER

Parking around 28 Barrett Place

Every home within 750 ft of our lot, checked by the applicants

136 of 139

neighboring homes have two or more off-street spaces

129	with a garage and/or a driveway past the house
7	by parking in the front yard, two on Barrett Place
4	with one space, including 28 Barrett Pl



136 of 139 homes within 750 ft of our lot have 2+ off-street spaces

- 129 homes: garage and/or driveway past the house
- 7 homes: front-yard parking
- 3 homes: one space
- 28 Barrett Place (us): 1 space today

Shaded: 750 ft from our lot lines

Base: Dutchess County ParcelAccess

Front-yard parking within 750 ft

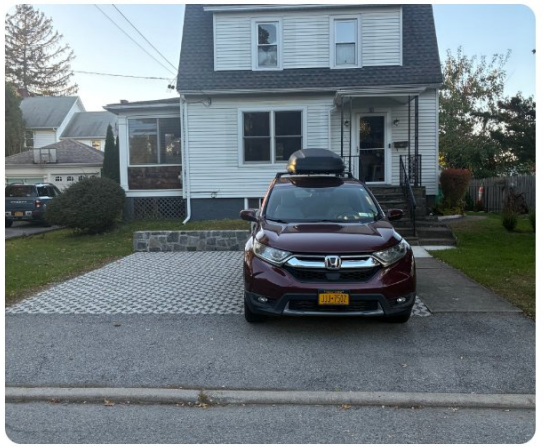
All seven homes in the radius that park in the front yard, photographed by the applicants, October 2026



26 Barrett Pl



23 Barrett Pl



51 Cross St



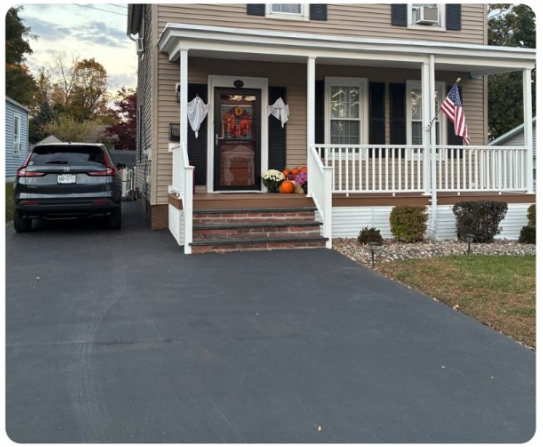
63 Cross St



65 Cross St



8 Verplanck Ave



10 Verplanck Ave

When the cars are away

Today and with our proposal: grass pavers read as lawn



Today

The existing driveway on the left of the lawn



Our proposal

One grass-paver pad that blends with the yard, plus a repaired sidewalk

How each option looks from the street

Two cars in every case; the question is where the second one sits



Today

The second car is already in front of the house, on the street.



Right-side alternative

Two driveways and two curb cuts frame the house; the car is still seen from the street.



Our proposal

One driveway on grass pavers; the right yard stay untouched.

2 What “feasible alternative” asks

THE TEST, IN THE LAW’S WORDS

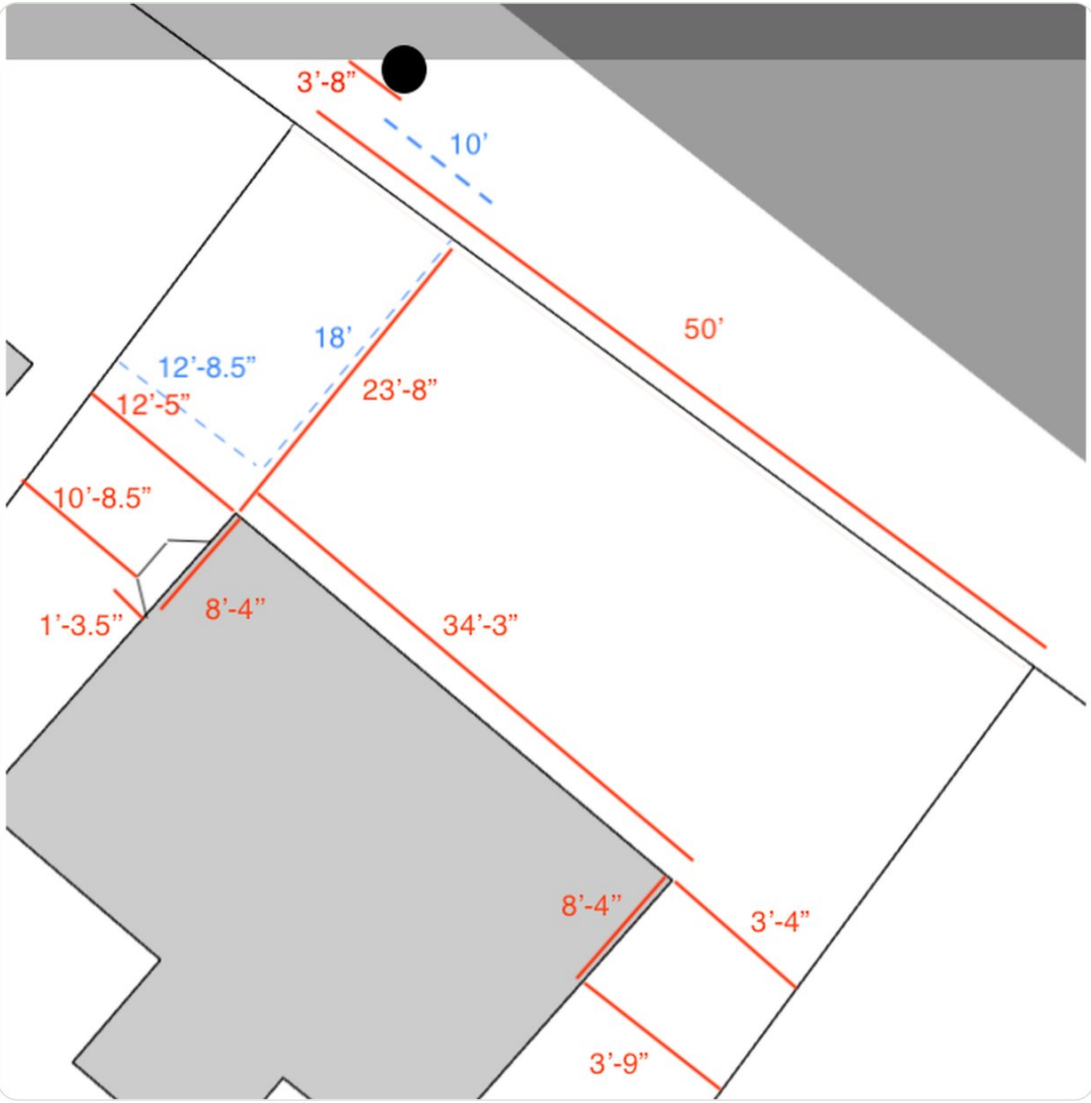
“...whether the benefit sought by the applicant can be achieved by some method, feasible for the applicant to pursue, other than an area variance.”

There is no variance-free way to add a second space

In front of the house: front-yard parking variance

Beside the house: side-setback variance. Only 12′-8½″ to the lot line, narrowing to 10′-8½″ at the bump-out. A 9-ft stall plus the 5-ft setback needs 14 ft.

NY General City Law § 81-b(4)(b)(ii); City of Beacon Code § 223-55 C(2).



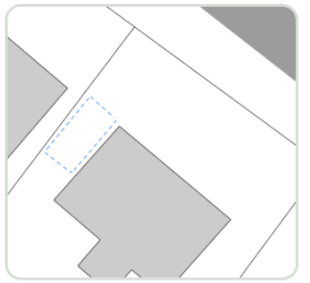
Our lot, measured

Measurement	Value
Lot frontage	50′-0″
Street line to front of house	23′-8″
House, front wall	34′-3″
House, with right-side bump-out	35′-6½″
Right side, at the front corner	12′-5″
Right side, at the bump-out (8′-4″ back)	10′-8½″
Left side, front to 8′-4″ back	3′-4″ to 3′-9″
Pole to house line, along the street	10′-0″
Lot line to pole, along the street	3′-8″
House line to property line, 18 ft back	12′-8½″

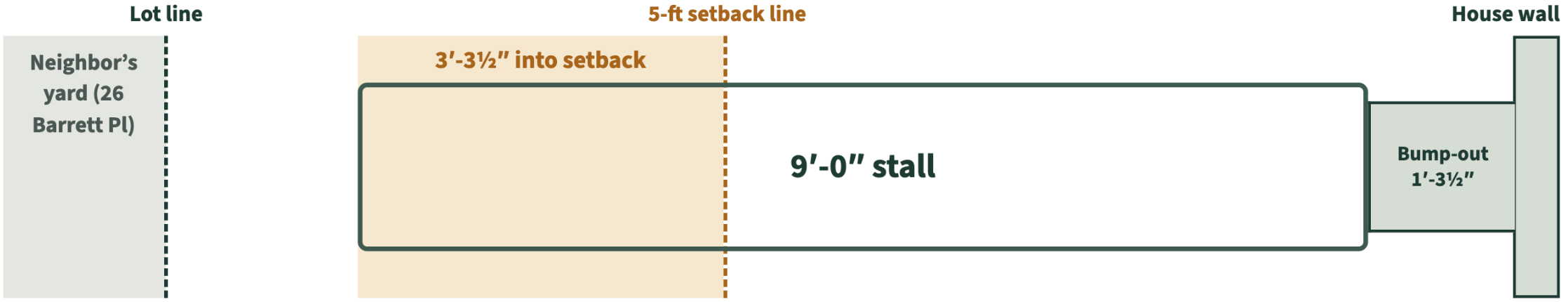
A legal space beside the house needs 14′-0″: a 9-ft stall plus the 5-ft side setback. An 18-ft stall on the right (blue) has only 12′-8½″ between the house line and the property line, and the side narrows to 10′-8½″ at the bump-out.

Applicants’ tape measurements, Oct 2026, on the county parcel map. House width per Day Stokosa plans. Dot: utility pole. Blue: 18-ft stall on the right side.

Second Space: Two spaces on the right aren't practical



Even with a setback variance, in the second stall the car doors can't open: one hits the house or the other swings onto the neighbor's property



Bump-out to lot line: 10′-8½″

Still a variance

A 9-ft stall in a 10′-8½″ gap sits 3′-3½″ inside the 5-ft side setback, two-thirds of it.

Even then, doors can't open

Our car is 72½″ wide and each door needs 30″ to get out. Give the house side its 30″, and the other door swings 4″ onto the neighbor's property (19″ fully open).

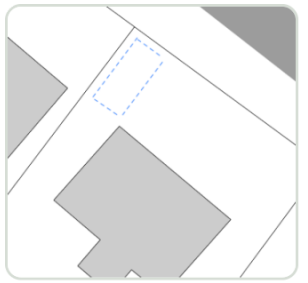
Mature bushes come out

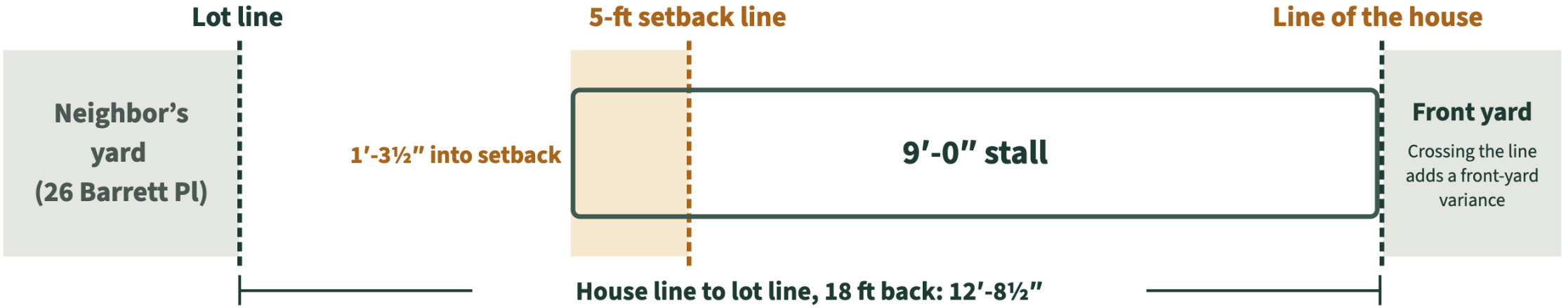
The established hedge along the property line would have to be removed to make room.

Taos body width: VW spec. Door swing: measured on our car, 30″ to get out, 45″ fully open. Widths: applicants' measurements.

First Space: One space on the right needs a variance

A single 9 × 18 ft stall on the right side, up to the line of the house





Still a variance

Only 12′-8½″ to the lot line: a 9-ft stall runs 1′-3½″ into the 5-ft side setback. Any part past the house line adds a front-yard variance too.

Hard against the utility pole

The pole sits where a right-side driveway would meet the street. A new cut there, 14 ft wide at the curb (§ 100-6C), may require the Highway Superintendent's approval.

The neighbor bears it

A right-side space puts the car and its doors against our neighbor's lot line, the harm a setback exists to prevent. Ours stays in front of our own house.

Widths: applicants' measurements and engineer's plans. Setback: § 223-26 B(2).

3 Is the variance substantial?

Measured against the frontage and the whole lot, the new space is small

NEW PARKING AREA

180 sq ft

One 9 × 20 ft stall, at the code-minimum width

SHARE OF FRONTAGE

18%

9 ft of new driveway on a 50-ft frontage; 36% in total

NEW STRUCTURES OR USES

None

Only a 6-ft curb cut extension and parking for one car. No new structure, added living space, or change in residential use.

Built on water-permeable grass pavers, with the stall capped at the 9-ft code minimum, both as conditions.

Similar recent case: 39 Masters Place

Front-yard parking, granted by this Board on October 20, with two variances.

	39 Masters Pl · granted Oct 20	28 Barrett Pl · tonight
Front-yard parking variance	Yes	Yes
Side-setback variance	Yes: parking 3.65 ft from the side line, where 5 ft is required	None
Garage on the lot	Yes, used for two cars in winter	None that fits a car
Alternative the Board raised	Parking on the East St side, with no variance needed	The right side, which needs its own variance

4

Physical and environmental effects

What changes for the street and our neighbors

Permeable surface

Grass pavers let rain soak in; no new runoff onto the street or neighbors.

Clear for the plows

During snow emergencies (§ 211-19), our second car stays off Barrett Place instead of in the plows' path.

One less car on Barrett Place

A car stored on the street fills ~18 ft of curb; our cut adds ~6 ft.

Sidewalk repaired

The broken sidewalk along our frontage is rebuilt as part of the work.

5 Was the difficulty self-created?

The lot

A 6,000 sq ft lot (50 × 120 ft) in a district built around 7,500 sq ft per home. A house 35′-6½″ wide fills most of its 50-ft width, leaving no way to add a second parking space without a variance. The driveway in front of the house was already there when we bought in 2023.

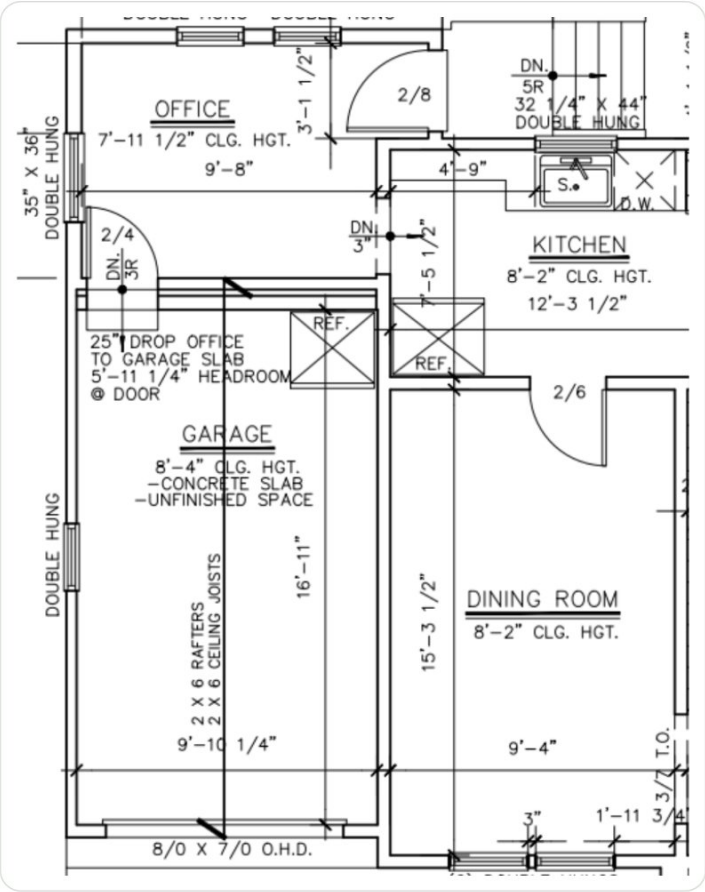
> Evidence of the “unusual lot configuration” the zoning code itself names as a reason to allow front-yard parking (§ 223-26 B(2)).

The garage

It could not hold a standard car with the doors open. Widening it meant moving a load-bearing wall on one side, a costly and time-consuming structural job, with the lot line on the other. Details on the next slide.

Why the old garage held storage, not a car

Measured from the pre-renovation floor plan, against our VW Taos



	Garage	VW Taos
Width	9′-10¼″	6′-0½″ body
Door opening	7′-9½″	6′-10½″ mirrors
Depth	16′-11″, less steps	14′-8″
Room per side	~23″ if centered	Door needs at least 30″ to get out, 45" to open fully

COULD IT HAVE BEEN ENLARGED?

No: a load-bearing wall on one side, and on the other the house already sits about 3 ft from the lot line. Widening externally it would push the house outside its footprint and require a side-setback variance.

Summary

1 · Character	136 of 139 homes within 750 ft have 2+ spaces; without a garage or side driveway, seven neighbors park in front
2 · Alternative	The right side still needs at least a setback variance
3 · Substantial	~180 sq ft, 3% of the lot; 9 ft of driveway on a 50-ft frontage; no new structure or use
4 · Environment	Permeable pavers, one less car on the street
5 · Self-created	Acknowledged

Benefit: one less car parked on Barrett Place, keeping sightlines clear for neighbors, children and passing drivers. Detriment: minimal, and limited by conditions.

Thank you for your time and consideration.

From: Theresa Kraft
To: Mercedes Perez
Subject: ZBA Public Hearing - 28 Barrett Place COB ZBA - TKraft PH comment 05-16-2024 Judith Smith Montos Vakirtzis Stowe Boyd Gary Barrack
Date: Tuesday, November 17, 2026 5:48:30 PM

You don't often get email from tkraft64@gmail.com. Learn why this is important

Public hearing on application submitted by Alexander Hochberg, 28 Barrett Place, Tax Grid No. 30-595575-829129-00, in the R1-7.5, to allow for the construction of a driveway in front of the principal building, which requires relief from the following: a) Section 223-26 Off-street parking, loading and vehicular access, B. Location, use, design, construction and maintenance (2) In any residence district, no designated off-street parking area or structure shall be developed in any front yard forward of the principal building, except as approved by the Building Inspector or Planning Board for an unusual lot configuration. Nor shall any off-street parking area or structure be developed in a residence district in any minimum side or rear yard setback adjacent to a street line or in any other side or rear yard within five feet of the lot line. However, off-street parking spaces shall be permitted in residential districts as indicated in Section 223 17C. The proposed driveway would require a variance for parking in the front yard forward of the principal building.

To the ZBA Chairman Haug and members Judith Smith, Montos Vakirtzis, Stowe Boyd, and Gary Barrack

Regarding tonight's Public Hearing. The findings in the applicant's proposal do not set a new precedent. If the ZBA and the neighboring residents support it, along with the building department, I see no reason to object.

Theresa

--
Theresa Kraft
Beacon NY 12508
[redacted]