



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 Molly Rhodes, Ward 1
Councilmember Jeff Domanski, Ward 2
Councilmember Pam Wetherbee, Ward 3
Councilmember Dan Aymar-Blair, Ward 4
City Administrator Chris White

January 29, 2024
7:00 PM
City Council Agenda

Roll Call

Workshop Agenda Items

1. Presentation by Mid-Hudson Energy Transition
2. Proposed Local No. 1 of 2024 Concerning Minimum Parking Requirements
3. Proposed Local Law No. 2 of 2024 Concerning Grievance Day for Complaints in Relation to Real Property Taxation Assessments
4. Appointment of Jeffrey Crawford to the Conservation Advisory Committee
5. 30 Beekman LLC 2023 Tax Certiorari Settlement

**City of Beacon City Council Agenda
01/29/2024**

Title:

Presentation by Mid-Hudson Energy Transition

ATTACHMENTS

**City of Beacon City Council Agenda
01/29/2024**

Title:

Proposed Local No. 1 of 2024 Concerning Minimum Parking Requirements

ATTACHMENTS

[Keane & Beane, P.C. Memorandum Regarding Supplemental Amendments to Proposed Local Law No. 1 of 2024 \(Jan. 26, 2024\)](#)

[Keane & Beane, P.C. Memorandum Regarding Minimum Parking Requirements \(Jan. 12, 2024\)](#)

[Proposed Local Law No. 1 of 2024 Concerning Minimum Parking Requirements](#)

[Proposed Local Law No. 1 of 2024 - Short EAF Part 1: Narrative](#)

[Proposed Local Law No. 1 of 2024 - Short EAF Part 1](#)

[City of Beacon Planning Board Memorandum Regarding Proposed Local Law No. 1 of 2024](#)

[Dutchess County Department of Planning and Development Response Regarding Proposed Local Law No. 1 of 2024](#)

MEMORANDUM

TO: Lee Kyriacou, Mayor
Beacon City Council

FROM: Keane & Beane, P.C. *NMW*

RE: Supplemental Amendments to Proposed Local Law No. 1 of 2024
Concerning Minimum Parking Requirements

DATE: January 26, 2024

■ **Main Office**
445 Hamilton Avenue
White Plains, NY 10601
Phone 914.946.4777
Fax 914.946.6868

■ **Mid-Hudson Office**
200 Westage Business Center
Fishkill, NY 12524
Phone 845.896.0120

■ **New York City Office**
60 East 42nd Street
New York, NY 10165
Phone 646.794.5747

This memorandum provides a synopsis of the edits made to the proposed local law in response to comments from the Beacon Planning Board (“Planning Board”), Dutchess County Department of Planning & Development (“DCPD”) as well as certain comments from the City Council and public which arose from the Council’s January 22, 2024 meeting. Note there were comments that are policy decisions and require discussion by the Council, so the attached draft revised Local Law is not offered as a final draft in response to all comments.

Planning Board Comments

The draft proposed local law has been revised to address the Planning Board’s comments. We refer the Council to the Planning Board’s letter, dated December 19, 2023, for the full text of its comments and suggested revisions. Where the comment suggested revision to a specific section of the local law, please see that section for the new edits (reflected in blue font).

Dutchess County Department of Planning & Development Comments

Below is a list addressing the DCPD comments. The numbers set forth below correspond to the number listed in the DCPD December 27, 2023 letter. We refer the Council to the DCPD’s letter for the full text of its comments and suggested revisions.

1. The draft proposed local law has been revised to incorporate corresponding edits to additional City Code Sections impacted by the “new” Section 223-26. These supplemental amendments begin at Section 2, page 11, of the proposed local law.
2. This comment is a policy suggestion for the City Council’s consideration.
3. This comment is a policy suggestion for the City Council’s consideration.

4. The draft proposed local law has been revised to incorporate these suggested edits, except for DCPD's suggestion of "requiring maintenance plans and inspection to ensure continued functionality" for green stormwater infrastructure. That comment is addressed by Chapter 190 which addresses maintenance, inspection and repair of stormwater facilities which includes installation of impervious surfaces, as such is installed for the purpose of controlling stormwater. We have added a reference to Section 190-9.
5. This comment has been forwarded to the relevant City departments and professional consultants for further consideration and guidance.
6. This comment has been forwarded to the relevant City departments and professional consultants for further consideration and guidance.
7. This comment has been forwarded to the relevant City departments and professional consultants for further consideration and guidance.

City Council and Public Comments

There were a number of public comments which the Council should discuss. We have responded to two comments below.

1. Whether the proposed local law would change the parking requirements for one-and-two family dwellings as well as accessory apartment units ("ADU").

- a. Regarding one-and-two family and ADU dwellings, see chart below:

	Current Minimum per Dwelling Unit	Proposed Minimum per Dwelling Unit	Proposed Guidance for Maximum per Dwelling Unit
One Family	2 total spaces	1 total space	3 total spaces
Two Family	4 total spaces	2 total spaces	6 total spaces
ADUs	1 total space	1 total space	1 total space

2. Questions regarding parking compliance with the Americans with Disabilities Act ("ADA"). This question has been forwarded to the relevant City departments and professional consultants for further consideration and guidance. However, we note that the ADA addresses how many ADA spaces must be provided when one is constructing parking spaces. For 4-25 spaces, one (1) ADA space is required (although if the lot is less than 5 spaces, an ADA space is required, but it is not required to be restricted or signed as ADA parking only). It should also be noted that there exist on-street ADA spaces as well as in the municipal parking lots.

The City of Kingston recently adopted a Form Based Code which provides as regards ADA as follows:

Accessibility. All vehicle parking lots and parking structures must conform with the Federal Americans with Disabilities Act (ADA), and should conform to the Public Right-of-Way Accessibility Guidelines (PROWAG). At least one accessible space shall be provided for all development with 4 or more units. If no on-site parking area is provided, required accessible parking may be located nearby on-street or in a common parking lot, as approved by the planning administrator (for minor site plans) or Planning Board.

We are further discussing with staff and will update the Council on this issue on Monday.

In summary, the revised proposed local law incorporates supplemental amendments to various sections of the Beacon Zoning Code concerning parking requirements to conform with the “new” Section 223-26. The revised proposed local law also incorporates comments and suggestions from the Planning Board and DCPD to the extent such are not policy questions or under internal review by City staff. Please do not hesitate to contact our office with any questions. Thank you.

cc: Chris White, City Administrator

MEMORANDUM

TO: Beacon City Council
FROM: Keane & Beane, P.C. *SKB*
RE: Parking Amendments Local Law
DATE: January 12, 2024

The City Council of the City of Beacon (the “City”) introduced a local law to amend the text of Section 223-26 of the Beacon City Code (the “Zoning Code”) concerning parking requirements. Presently, the Zoning Code mandates minimum parking requirements for all new developments within the City. However, at times such minimum parking requirements conflict with the City’s planning goals to encourage the efficient use of diverse land uses, including multistory buildings and walkable areas. Thus, this proposed local law would eliminate minimum parking requirements within the City, except for one-family and two-family dwellings as well as accessory apartments which shall require at least one parking space per dwelling unit. Instead of there being a required minimum number of parking spaces, the Planning Board will have the ability to determine the appropriate number of parking spaces for mixed-use, commercial, and multifamily dwellings on a case-by-case basis.

Current thinking of planning professionals is that municipalities are “over parked.” In essence, more parking is required than is necessary and communities become autocentric because construction of parking spaces is mandatory. It has been noted there are negative impacts to the environment from encouraging car trips and having impervious surfaces. This is a current trend especially among smaller cities and the City of Kingston adopted zoning amendments in August 2023 that removed minimum parking requirements.

Pursuant to the proposed local law, in addition to gathering input from the public during any public hearing on a particular application, the Planning Board will be charged with determining the appropriate number of parking spaces for each new mixed-use, commercial, or multifamily dwelling based upon an evaluation of the context of the property, the size of the parcel, proposed uses, existing buildings on the parcel, availability of public and street parking in the vicinity, walkability and access to public transit, parking studies prepared by the applicant, shared parking arrangements, land-banking waivers, and compliance with the Americans with Disabilities Act. Moreover, this proposed local law would not alter permitted uses, setbacks, lot coverages, lot sizes, building heights, or any other use or dimensional requirements provided under the City’s Zoning Code.

KEANE & BEANE, P.C.
ATTORNEYS AT LAW

Procedurally, the City Council introduced the local law at its November 27th meeting, scheduling a public hearing for December 18, 2023 and referring the matter to the Dutchess County Planning Board and the City of Beacon Planning Board. Dutchess County Planning Board issued a comment letter on December 27, 2023 finding the matter to be a matter of local concern, but providing seven comments as reflected in its letter. The City of Beacon Planning Board considered the matter at its December 12, 2023 meeting for approximately ninety minutes and issued the attached comment memorandum.

The December 18, 2023 public hearing was adjourned without discussion by the Council or the public, to January 22, 2024 as comments from the City Planning Board have just been received and comments from the County had not been received. Additionally, in the meantime our office made further amendments (which I would characterize as non-substantive) continuing the intent of the proposed amendments, but making sure there was consistency throughout the City Code to apply the new parking scheme to other Sections of the Code to amend parking requirements for specific uses.

The next step is for the City Council to consider the comments from the County and City Planning Boards and determine if any further edits to the local law are necessary. The City can also further discuss the matter after the January 22nd public hearing and it receives comments from the public.

PROPOSED LOCAL LAW NO. 1 OF 2024

CITY COUNCIL CITY OF BEACON

A LOCAL LAW TO AMEND PARKING REQUIREMENTS IN THE CITY OF BEACON

A LOCAL LAW to amend
the Zoning Code concerning
parking requirements.

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

Section 1. Chapter 223 of the City Code of the City of Beacon, Article III, General Regulations, Section 223-26, entitled "Off-street parking, loading and vehicular access" is hereby amended as follows:

§ 223-26 Off-street parking, loading and vehicular access.

A. General.

(1) ~~All structures and land uses hereafter erected, enlarged, created or extended shall be provided with the amount of off-street automobile parking space and loading and unloading space required by the terms of this section to meet the needs of persons making use of such structures or land.~~ A permit for the erection, replacement, reconstruction, extension or substantial alteration of a structure or the development of a land use shall not be issued unless off-street automobile parking facilities areas or structures and, where required appropriate loading and unloading spaces shall have been laid out in plan in accordance are consistent with the appropriate requirements for structures and uses as set forth provisions in this section, and such required parking and loading facilities shall be completed before a certificate of occupancy shall be issued. As used herein, "parking facilities" shall be construed to include loading and unloading spaces required by this section.

(2) ~~In case of exceptional difficulty or unusual hardship to such properties arising out of the requirements of this section, the Board of Appeals may reduce the parking requirements but shall require such degree of compliance as it may deem reasonable for that part of the structure or use that is legally nonconforming and shall not waive any part of the requirement for that part of the structure or use that constitutes an enlargement or expansion and shall not permit reduction or elimination of whatever quantity of parking may already exist, unless it is in excess of requirements.~~

~~(3) Required off street parking facilities which, after development, are later dedicated to and accepted by the City shall be deemed to continue to serve the uses or structures for which they were originally provided.~~

B. Effect on existing uses.

~~(1) Structures and land uses in existence on April 20, 1964, or structures and uses for which building permits had been approved on or before said date, shall not be subject to the requirements set forth in this section, unless there shall occur an increased intensity of use, provided that any parking facilities now existing to serve such structures or uses shall not in the future be reduced, except where they exceed such requirement, in which case they may not be reduced below such requirement.~~

~~(2) Whenever a building or structure erected prior to or after April 20, 1964, or any land use shall undergo any increase in intensity of use in the number of dwelling units, floor area, seating capacity, number of employees or other unit of measurement specified hereinafter for required parking facilities, or from other causes, and further when said increase would result in a requirement for additional parking facilities through application of the Schedule of Off Street Parking Requirements (Subsection F), additional parking facilities shall be provided accordingly, except that no building or structure erected prior to said date shall be required to provide parking facilities unless the aforesaid additional required facilities amount to a cumulative total increase of at least 25% over the existing use as of said date, in which case parking spaces shall be provided on the basis of the total units of measurements of the new use or of the alteration or expansion of the existing use.~~

C.B. Location, use, design, construction and maintenance.

(1) Location. ~~The Except as required elsewhere under the City Code, any approved~~ off-street parking ~~facilities area or structure~~ which are required by this section shall be provided on the same lot or premises with such structure or land use; ~~except unless that such~~ off-street parking spaces ~~required~~ for structures or land uses on two or more adjoining lots may be provided in a single common facility on one or more of said lots, provided that an easement or deed restriction(s) binding agreement, in a form approved by the Corporation Counsel, assuring the continued operation of said parking facility during the life of the structure or the land use the parking is designed to serve, is filed on the land records prior to approval of the plans for said parking facility.

(1)(2) In any residence district, no designated off-street parking ~~facility area or structure~~ shall be developed in any ~~required~~ 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 residence district off-street parking area or structure be developed or in any required 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 § 223-17C.

(2)(3) Parking specifications.

- (a) Each parking space provided in an unenclosed area shall be at least nine feet wide and at least 18 feet long, except that the Planning Board, in approving a plan under § 223-25, may permit that portion of the total ~~required~~ parking which is specifically set aside for and limited to employee parking to have a width of at least 8 1/2 feet and a depth of at least 18 feet. This possible exception shall not be permitted in the CMS District.
- (b) Each parking space which is bordered by walls or columns on two or more sides shall be not less than 10 feet wide nor less than 18 feet long. Enclosed or garaged parking areas shall not contain any columns, walls or other obstacles which would prevent or obstruct the use of any parking space.
- (c) ~~Except for one-family and two-family dwellings, The the~~ maneuvering area needed to permit parked vehicles to enter and exit off-street parking spaces shall have a width of at least 24 feet, ~~except unless where~~ the Planning Board approves a lesser distance as adequate for areas with parallel or angled parking spaces.

(4) Landscaping. Except for parking spaces accessory to a one-family ~~and two-family dwellings and accessory apartment dwelling units subject to approval by the Building Inspector~~, all off-street parking areas shall be landscaped with appropriate trees, shrubs and other plant materials and ground cover, as approved by the Planning Board based upon consideration of the adequacy of the proposed landscaping to assure the establishment of a safe, convenient and attractive parking facility with a minimum amount of maintenance, including plant care, snowplowing and the removal of leaves and other debris.

- (3)(a) At least one tree with a minimum caliper of three inches at a height of four feet above ground level shall be provided within such parking area for each ~~40-8~~ parking spaces.

- (a)(b) Wherever possible, planting islands, at least eight feet in width, shall be provided to guide vehicle movement and to separate opposing rows of parking spaces so as to provide adequate space for plant growth, pedestrian circulation and vehicle overhang. Such planting islands and the landscaping within them shall be designed and arranged in such a way as to provide vertical definition to major traffic circulation aisles, entrances and exits, to channel internal traffic flow and prevent indiscriminate

diagonal movement of vehicles and to provide relief from the visual monotony and shadeless expanse of a large parking area.

(b)(c) The Planning Board may require curbing to facilitate surface drainage and prevent vehicles from overlapping sidewalks and damaging landscaping materials.

(d) No obstruction to driver vision shall be erected or maintained on any lot within the triangle formed by the street line of such lot, the outer edge of the access driveway to the parking area and a line drawn between points along such street line and access drive ~~30-25~~ feet distant from their point of intersection.

(e) ~~Such property owner shall have an obligation to maintain and replace any landscaping which dies or becomes unsightly.~~

(4)(5) Grades, drainage, paving and marking. All proposed and ~~required~~approved parking ~~facilities~~areas and structures, regardless of size, shall be graded, surfaced, drained and maintained throughout the duration of their use so as to comply with the New York State Stormwater Management Design Manual, as amended from time to time, and/or Chapter 190, Stormwater Management and Erosion and Sediment Control, of this Code, or other acceptable stormwater management practice(s), as deemed suitable to the City Engineer to the extent necessary to avoid nuisances of dust, erosion or excessive water flow across public ways or adjacent lands. The drainage analysis for said parking ~~facilities~~areas or structures shall include pre- and post-development conditions as well as remediation and/or mitigation of stormwater runoff. The maximum slope within a parking area shall not exceed 5%. In RD Districts and in any multifamily or nonresidential developments, the Planning Board shall require the provision of suitable markings to indicate individual parking spaces, maneuvering area, entrances and exits. Except for one-family or two-family dwellings, the Planning Board shall require green stormwater infrastructure for the development of parking spaces, unless the Applicant establishes to the Planning Board's satisfaction that the underlying soils do not allow natural drainage. Such green stormwater infrastructure is subject to § 190-9.

(5)(6) Traffic circulation. In order to encourage safe and convenient traffic circulation, the Planning Board may require the interconnection of parking areas via access drives within and between adjacent lots. The Board shall require ~~written assurance and/or deed restriction easements~~, satisfactory to the Corporation Counsel, binding the owner and his heirs and assignees to permit and maintain such internal access and circulation and inter-use of parking ~~facilities~~areas or structures.

(6)(7) Two or more uses on same lot. Where two or more different uses occur on a single lot, ~~the total amount of parking facilities to be provided shall be the sum of~~

~~the requirements of each individual use on the lot, except that~~ the Planning Board may approve the joint use of parking space by two or more establishments on the same lot or on contiguous lots, the total capacity of which is less than the sum of the spaces ~~required needed~~ for each, provided that said Board finds that the capacity to be provided will substantially meet the intent of this article by reason of variation in the probable time of maximum use by patrons or employees at such establishments and provided that such approval of such joint use shall be automatically terminated upon a change of use at any such establishment.

(7)(8) Designed residence and multifamily residence districts.

- (a) In RD Districts, in order that some of the ~~required~~ parking spaces may be convenient for use by visitors as well as by occupants, 2/3 of the ~~required~~ car spaces for a residential building shall, whenever possible, be directly accessible to a main entrance to that building and within 100 feet of that entrance.
- (b) In RD Districts, off-street parking lots shall be located behind, underneath, or to the side of the building, whenever possible. Any parking to the side of the building shall be screened from street views by a low wall, hedge, fence, and/or other landscaping and, whenever possible, it shall be located at least 40 feet from any property line that fronts on a street.

(8)(9) Off-street parking for private passenger vehicles may be allowed by a special permit from the Planning Board on a vacant lot in a residential district which has a shared parcel line for at least 20 feet with a commercial or industrial district, provided that the off-street parking shall be on a portion of the lot within 200 feet of the commercial or industrial district and that the use shall not include fee-based parking for railroad commuters.

D.C. Alternatives to providing parking spaces.

(1) Conveyance of land. Where, because of limitations of size, dimensions or topography of a lot, an applicant for a building permit in a business district finds it impractical to provide all or a portion of the off-street parking spaces required by ~~Subsection F herein~~the Planning Board, in connection with a proposed building or addition, ~~he~~the applicant may grant and convey to the City of Beacon, and the City Council, at its discretion, may accept, appropriately located and developed land for commercial parking as a permitted use equivalent, provided that said land is permanently dedicated to the City.

(4)(2) Waiver of improvement. Except within the Central Main Street District, and notwithstanding any other provision of this chapter, the City Council or Planning Board, in reviewing plans submitted in accordance with the provisions of this

section or § 223-18 or 223-25, may waive the initial improvement of up to 50% of the ~~required~~ off-street parking spaces, provided that all of the ~~required~~ spaces are shown on the proposed plan and further provided that suitable agreements, satisfactory to the City Council or Planning Board, are obtained assuring the City that the property owner(s) will be responsible for the construction of such waived spaces, or any portion thereof, within six months of the date such spaces may be deemed necessary by the City Council or Planning Board.

D. Schedule of Off-Street Parking RequirementsStandards. ~~Off street parking spaces shall be provided as follows, except that the Board of Appeals may modify these provisions as a condition of the issuance of a special permit according to the provisions of § 223-19.~~

- (1) In order to promote walkability and other transportation alternatives and to avoid excessive automobile traffic and unnecessarily large paved parking lots, no minimum number of off-street parking spaces are required, except for one-family and two-family dwellings as well as accessory apartment dwelling units which shall require a minimum of one off-street parking space per dwelling unit.
- (2) The Planning Board shall determine the appropriate number of on-site parking spaces as part of application review and based on the context of the property, including but not limited to, as applicable, the size of the parcel, proposed uses, existing buildings on the parcel, especially if they are designated as historic, availability of public and street parking in the area, walkable access to public transit, a parking study submitted by the applicant, shared parking arrangements, land-banking authorized under § 223-26C(2), compliance with the Americans with Disabilities Act (ADA) and any state requirements for accessible parking, and input from any public hearing.
- (3) Any professional parking study requested by the Planning Board and reviewed by the City's consultant shall be based primarily on specific site-related information, a comparable analysis of similar uses and properties in the area or region, and an examination of demand reduction strategies, including such elements as promotion of walking, bicycle parking or storage facilities, alternative mobility options, transit access opportunities, car-share rentals, and ride-sharing or carpooling services.
- (4) The following table gives guidance to the Planning Board on the maximum parking allowed, notwithstanding, the Planning Board may approve fewer spaces:

Use

1- and 2-family dwelling

Multifamily dwelling and/or apartment or artist live/work space

Professional home office or home occupation permitted in a residential district

Bed-and-breakfast establishment

Hotel or inn

Place of worship, theater, auditorium, athletic field or other place of assembly

Nursery school or day-care center

Primary or secondary school

Dance, art, tutorial, martial arts or similar instructional school

Hospital, nursing home, convalescent home or home for the aged

Golf and country club

Minimum Maximum Off-Street Parking

~~2-spaces 3 spaces~~ for each dwelling unit

1 space for each dwelling unit, plus 1/4 space for each bedroom, plus 1/2 space for each live/work space containing retail area

2 spaces in addition to spaces ~~required~~ for the residential use, except that there shall be a maximum 4 spaces for each medical or dental practitioner in addition to spaces ~~required~~ for the residential use

1 space for each guest sleeping room, plus 2 spaces for the dwelling unit, plus 1 space for each nonresident employee

~~Subject to § 223-14.1C-1 for each hotel guest room, plus 1 for each employee on site at any one time~~

1 space for each 4 seats or pew spaces or, ~~in places or,~~ in places without seats, 1 space for each 100 square feet of floor space used for public assembly

1 per employee plus 1 per classroom

1 per employee plus 1 per 5 students in the 11th grade or above, ~~or 1 per 4 assembly seats, whichever is greater~~

1 space for each 150 square feet of gross floor space

1 space for each 3 resident persons, plus space for each employee, ~~including medical, nursing and service staff employed at the same time~~ when the building is operating at full capacity

1 space for each 2 memberships

Use	<u>Minimum</u> <u>Maximum</u> Off-Street Parking
Bowling alley or other place of indoor commercial recreation or public amusement	5 spaces for each bowling lane; all others, 1 space for each 4 persons of maximum occupancy or 1 space for each 200 square feet of gross floor area, whichever is greater
Retail or service business, including auction gallery	1 space for each 200 <u>250</u> square feet of gross floor area, excluding utility areas
Restaurant or coffee house	1 space for each 3 patron seats or 1 space for each 150 <u>200</u> square feet of gross floor area, excluding kitchen and storage areas, whichever is greater
Office for business or professional use (other than accessory to residential use)	1 space for each 200 <u>300</u> square feet of gross floor area, excluding utility areas
Banking office	1 space for each 200 <u>300</u> square feet of gross floor area, excluding utility areas
Funeral home or undertaking establishment	10 spaces per establishment, plus 1 space per employee
Motor vehicle sales and service	1 space per employee, plus 1 space per 150 square feet of gross floor space
Animal care facility	1 space per employee, plus 1 space per 300 square feet of gross floor space
Car washing establishment	Subject to § 223-21F-1 space per each two persons working at the same time at full capacity or 1 space for each 400 square feet of gross floor area, whichever is greater
Research or development laboratory	1 space per employee, but not less than <u>or</u> 1 space per 600 square feet of gross floor space

Use

Minimum Maximum Off-Street Parking

Manufacturing or industrial use

1 space per 2 employees ~~but not less than or~~ 1 space per 400 square feet of gross floor space

Wholesale, warehouse storage, utility or other similar commercial use

1 space per employee ~~but not less than or~~ 1 space per 1,000 square feet of gross floor space

Self-storage facility

1 space per 10,000 square feet of gross floor space, plus one space per employee

Senior housing

2 spaces for each 3 dwelling units

Museums located within walking distance (3,000 feet) of entrance to train station

1 parking space per 3,000 feet of gross floor space

Artist studio

1 space for each 500 square feet of gross floor space

Art gallery/exhibit space

1 space for each 250 square feet of gross floor area

Bar or brew pub

1 space for each 3 patron seats or 1 space for each ~~250~~ square feet of gross floor area, excluding kitchen and storage areas, ~~whichever is greater~~

Microbrewery or microdistillery

1 space for each employee on the largest shift, plus 1 space for each 3-patron sitting or standing spaces in any tasting room or other visitor facility open to the general public

Museum

1 space for each ~~300~~ 500 square feet of gross floor area

Other uses not listed

Off-street parking requirements for types of uses which do not fall within the categories listed above shall be determined by the Planning Board or the Building Inspector, as the case may be, upon consideration of relevant factors entering into the parking needs of each such use

~~(1) Notwithstanding § 223-26F above, with respect to lots which, on the effective date of this section, are located wholly or partially within 2,500 feet of the train station platform, the City Council shall have the authority to limit the amount of parking to be provided for multifamily and nonresidential development projects on said lots having a parking requirement in accordance with § 223-26F of 25 spaces or more, in the interest of appropriately and reasonably minimizing the environmental impact of the project's vehicular traffic accessing the train station. In such cases, the City Council shall ensure that convenient pedestrian access is provided by the project, or is otherwise available between the project and the train station. Where a substantial change in elevation exists between the project and the train station, the City Council may require the project to provide, if deemed feasible by the Council, an elevator, escalator, stairs and/or other similar pedestrian conveyance or access for such purpose.~~

- E. Operation and maintenance of off-street parking ~~facilities areas and structures~~. ~~Required Approved~~ off-street parking ~~facilities areas or structures~~ shall be maintained as long as the use of the structure exists which the ~~facilities parking areas or structures~~ are designed to serve. ~~Required Designated~~ parking areas developed for specific structures and uses shall be reserved at all times to those persons who are employed at or make use of such structures and land uses, except when dedicated to and accepted by the City as public parking areas.
- F. Off-street loading requirements. Off-street loading and unloading facilities ~~shall be located on the same site with the use to be served, except as provided in Subsection C(1), and~~ shall be provided as follows:

...

- (2) ~~Required number~~ Number of spaces. ~~The Planning Board shall determine the location (on-site or off-site) and appropriate number of on-site loading spaces as part of site plan approval and based on the context of the property, including but not limited to the size of the parcel, proposed uses, existing buildings on the parcel, a professional study prepared by the applicant, and input from any public hearing.~~
 - (a) ~~For retail and/or service business establishments: a minimum of one space for the first 7,500 square feet or major portion thereof, plus one space for each additional 10,000 square feet of gross floor area or major portion thereof, except that no berths shall be required for buildings with a gross floor area of less than 5,000 square feet.~~
 - (b) ~~For office establishments: a minimum of one space for the first 20,000 square feet of gross floor area or major portion thereof, plus one space for each additional 40,000 square feet of gross floor area or major portion thereof, except that no berths are required for buildings of less than 10,000 square feet of gross floor area.~~

- (c) For research establishments: a minimum of one space for the first 12,000 square feet of gross floor area of building or major portion thereof, plus one space for each additional 20,000 square feet of gross floor area or major portion thereof.
- (d) For wholesale business, industry, storage, warehouses and other commercial establishments: a minimum of one space for each establishment, plus one space for each 10,000 square feet of gross floor area or major portion thereof.
- (e) For nursing homes: a minimum of one space for each establishment.
- (f) For museums, a minimum of one space for each establishment.
- (g) Other uses which do not fall within the categories listed above shall be determined by the City Council and adopted as an amendment to this section.

G. Driveways. For reasons of traffic and pedestrian safety, both on and off street, as well as to provide for possible future road widening or other improvements, all new driveways and sidewalk crossings entering onto any street shall comply with all requirements of Chapter 100, Driveways, and shall be subject to the approval of the Highway Superintendent, except where such are part of a use subject to special permit or site development plan approval, in accordance with §§ 223-18 and 223-25, in which case they shall be subject to approval by the Planning Board and/or City Council.

Section 2. Chapter 223 of the City Code of the City of Beacon, Article III, General Regulations, Section 223-14.1, entitled "Hotels," Subsection C is hereby amended as follows:

§ 223-14.1 Hotels.

...

C. Minimum off-street parking shall be in accordance with § 223-26.

- (1) For hotel rooms: One parking space shall be provided for each hotel guest room.
- (2) For restaurants, bars and other public rooms, and for recreation facilities and other permitted uses, other than lobbies: The number of parking spaces required in accordance with § 223-26 of this chapter shall be provided.
- (3) For employees: One parking space shall be provided for each employee for the maximum number of employees working at the hotel at any one time.

...

Section 3. Chapter 223 of the City Code of the City of Beacon, Article III, General Regulations, Section 223-21, entitled “Car washes,” Subsection F(1) is hereby amended as follows:

§ 223-21 Car washes.

...

F. Off-street parking ~~requirements~~ shall be provided as follows:

(1) ~~One space per each two persons employed at the same time when the building is operating at full capacity or one space for each 400 square feet of gross floor area, whichever is greater. Off-street parking shall be in accordance with § 223-26.~~

...

Section 4. Chapter 223 of the City Code of the City of Beacon, Article III, General Regulations, Section 223-21, entitled “Nursing homes,” Subsection D(1) is hereby amended as follows:

§ 223-21 Nursing homes.

...

D. Off-street parking.

(1) ~~One off street parking space shall be required for each three resident persons and one for each person employed at the same time when the building is operating at full capacity, including staff doctors. Off-street parking shall be in accordance with § 223-26.~~

...

Section 5. Chapter 223 of the City Code of the City of Beacon, Article III, General Regulations, Section 223-25, entitled “Site development plan approval,” Subsection A, is hereby amended as follows:

§ 223-25 Site development plan approval.

A. Approval required. No building permit shall be issued, other than for interior alterations, and no change in type of use, as categorized in § 223-26~~DF~~ hereof, shall be permitted, other than one-family dwellings, except in conformity with an approved site development plan, and no certificate of occupancy for such structure or use shall be issued until all the requirements for such approval and any conditions attached thereto have been met. The continued validity of any certificate of occupancy shall be subject

to continued conformance with such approved plan and conditions. Revisions of such plans shall be subject to the same approval procedure.

Section 6. Chapter 223 of the City Code of the City of Beacon, Article IVA, Waterfront Zones, Section 223-41.3, entitled “Waterfront Park (WP) Zone,” Subsection J(11) is hereby amended as follows:

§ 223-41.3 Waterfront Park (WP) Zone.

...

J. Waterfront ~~park~~Park standards. Because the Waterfront Park area is a central element in the City's waterfront, it is essential that any proposed site plans meet the following standards:

...

(11) Off-street parking and loading:

...

(b) Parking ~~requirements~~shall be in accordance with § 223-26.

[1] ~~Marina: 1/2 space per slip or dry rack storage unit.~~

[2] ~~Museums, educational facilities, auditorium, athletic field or other place of assembly: One space for each four seats or pew spaces or, in places without seats, one space for each 100 square feet of floor space used for public assembly.~~

(c) ~~With respect to any building, structure or use for which the required number of parking spaces is not specifically set forth in the above schedule, the Planning Board in the course of site plan review shall determine the number of off street parking spaces required, which number shall bear a reasonable relation to the minimum off street parking requirements for specified uses as set forth in the above schedule.~~

(d)(c) Up to 30% of the required parking may be designated for compact automobiles at the discretion of and in accordance with standards as determined by the Planning Board.

(e) ~~Alternative methods of meeting off street parking requirements.~~

[1] ~~General~~

[a] ~~The waterfront area will include a mix of land uses on the waterfront, wherein the cumulative parking demand is less than~~

~~the sum of the peak demand values for each individual land use. This makes it possible to share parking without conflict and to avoid a large surplus of parking spaces in the waterfront area.~~

[b] ~~Also, because of the special nature and value of land along the waterfront, and because of the anticipated mix of land uses, alternative parking solutions, such as valet parking, off-site parking, etc., may, in certain situations, also be appropriate.~~

[2] ~~Planning Board authority. The Planning Board shall be authorized to find that any portion of the off-street parking requirements of a Waterfront Park project have been satisfied when the applicant establishes to the Board's satisfaction that alternative parking solutions are appropriate and will provide adequate parking for the project. If an applicant wishes to use alternative parking methods, he must submit a complete analysis to the Board for review. This analysis must include estimates of peak parking demands for different land uses for different hours of the day and days of the week. It should also define strategies intended to incorporate alternative parking methods and the advantages of such strategies.~~

[3] ~~Alternative parking methods. Alternative parking methods include the following, and such other methods as the Planning Board deems appropriate, or any combination thereof:~~

[a] ~~Parking shared among various use elements within a Waterfront Park project.~~

[b] ~~Parking shared among various use elements within a Waterfront Park project.~~

[c] ~~Valet parking.~~

[f] ~~Off street loading. Off street loading shall be provided as the Planning Board may find appropriate.~~

Section 7. Chapter 223 of the City Code of the City of Beacon, Article IVA, Waterfront Zones, Section 223-41.4, entitled "Waterfront Development (WD) Zone," Subsection J(11) is hereby amended as follows:

§ 223-41.4 Waterfront Development (WD) Zone.

...

J. Development standards for Waterfront Development District. It is essential that development in this district meet the following development standards:

...

(11) Off-street parking and loading.

...

(b) Parking ~~requirementsshall be in accordance with § 223-26, except that the maximum parking standards for the following uses in the WD Zone are:~~

- [1] Multifamily dwelling: one space per unit.
- [2] Retail or service business: one space for each 333 square feet of gross floor, excluding basement storage utility areas.
- [3] Restaurant: one space for each three patron seats or one space for each 300 square feet of gross floor area, excluding kitchen and storage areas, whichever is greater.
- [4] Office for business or professional use: one space for each 400 square feet of gross floor area.
- [5] Hotel: 0.75 space for each hotel guest room.

~~(c) With respect to any building, structure or use for which the required number of parking spaces is not specifically set forth in the above schedule, the Planning Board, in the course of site plan review, shall determine the number of off-street parking spaces required, which number shall bear a reasonable relation to the minimum off street parking requirements for specified uses as set forth in the above schedule.~~

~~(d)(c) Up to 30% of the required parking may be designated for compact automobiles at the discretion of and in accordance with standards as determined by the Planning Board.~~

~~(e) Alternative methods of meeting off-street parking requirements.~~

~~[1] General.~~

~~[a] The WD Zone encourages a mix of land uses on the waterfront wherein the cumulative parking demand is less than the sum of the peak demand values for each individual land use. This makes it possible to share parking without conflict and to avoid a large surplus of parking spaces in the waterfront area.~~

[b] Also, because of the special nature and value of land along the waterfront, and because of the anticipated mix of land uses, alternative parking solutions, such as valet parking, off site parking, etc., may, in certain situations, also be appropriate.

[2] Planning Board authority. The Planning Board shall be authorized to reduce parking requirements for a given use, based upon a finding that any portion of the off street parking requirements of a waterfront development have been satisfied when the applicant establishes to the Board's satisfaction that alternative parking solutions are appropriate and will provide adequate parking for the WD site. If an applicant wishes to use alternative parking methods, he must submit a complete analysis to the Board for review. This analysis must include estimates of peak parking demands for different land uses for different hours of the day and days of the week. It should also define strategies intended to incorporate alternative parking methods and the advantages of such strategies.

[3] Alternative parking methods. Alternative parking methods include the following, and such other methods as the Planning Board deems appropriate, or any combination thereof:

- [a] Parking shared among various use elements within the waterfront development. The Planning Board's acceptance of such an alternative parking method shall be based on a professional parking study of the proposed use and the surrounding area that demonstrates that a different amount of parking would be appropriate for the use in its particular location and/or that existing and/or proposed off site parking is sufficient.
- [b] Provision of parking off site, in private or municipal lots, where appropriate arrangements for such parking can be made.
- [c] Valet parking.
- [f] Off street loading. Off street loading shall be provided as the Planning Board may find appropriate.

Section 8. Chapter 223 of the City Code of the City of Beacon, Article IVC, Fishkill Creek Development (FCD) Zone, Section 223-41.13, entitled "Uses; plan review; design standards," Subsection I(11) is hereby amended as follows:

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

...

I. Fishkill Creek development design standards.

...

(11) Off-street parking and loading.

...

(b) ~~Parking requirements.~~ The FCD District parking ~~requirements~~ shall be in accordance with § 223-26 of this chapter, ~~except that the requirements in § 223-26F shall be both the minimum and maximum requirements for a FCD project.~~

(c) ~~With respect to any building, structure or use for which the required number of parking spaces is not specifically set forth in § 223-26F of this chapter, the Planning Board, in the course of site plan review, shall determine the number of off street parking spaces required, which number shall bear a reasonable relation to the minimum off street parking requirements for specified uses as set forth in the above schedule.~~

(d) ~~(c)~~ Up to 20% of the required parking may be designated for compact automobiles at the discretion of and in accordance with standards as determined by the Planning Board.

(e) ~~Off street loading shall be provided as the Planning Board may find appropriate.~~

Section 9. Chapter 223 of the City Code of the City of Beacon, Article IVD, Central Main Street (CMS) District, Section 223-41.18, entitled “Regulations,” Subsections A and G are hereby amended as follows:

§ 223-41.18 Regulations.

A. Uses by right. The uses listed below are permitted by right in the CMS District, in the manner and under the conditions specified below. Unless otherwise indicated in this § 223-41.18, all such uses require site development plan review and approval. Site development plan review shall not be required for a change of use in an existing building where the new use is allowed by right, the building will not be expanded, and the ~~minimum maximum~~ number of off-street parking spaces required for the new use in § 223-41.18G(2) is not more than 25% greater than the ~~requirement maximum standard~~ for the existing use in § 223-26~~DF~~ herein.

...

G. Parking location and quantity.

...

(2) ~~The minimum quantity of required on-site parking spaces shall be as follows. Parking shall be in accordance with § 223-26, except that the maximum parking standards for the following uses in the CMS District are as follows:~~

- (a) Residential: one space per unit.
- (b) Office and nonretail commercial: two spaces per 1,000 square feet of floor area.
- (c) Retail commercial and personal services: two spaces per 1,000 square feet of floor area.
- (d) Other uses: as determined to be appropriate by the Planning Board in the course of site plan review, or in the case of a new use where site plan review is not required under § 223-41.18A, as determined by the Building Inspector in consultation with the City Planner.

(3) The ~~requirements maximum standards~~ in Subsection G(2) above ~~or § 223-26~~ may be modified by the Planning Board, in its discretion, based upon information submitted by the applicant or otherwise made available in the public record, demonstrating one or more of the following:

- (a) That the projected operational characteristics of the proposed use require a different amount of parking.
- (b) That adequate shared parking, contractually obligated for the duration of the proposed use, is available within 500 feet of the site and within the CMS or PB District.
- (c) That the applicant has provided sufficient bicycle parking to reduce anticipated vehicular travel demand.
- (d) That there is sufficient public parking available within 800 feet of the site and within the CMS or PB District to meet foreseeable parking needs of the proposed use and surrounding uses for the duration of the proposed use.
- (e) That the applicant will voluntarily dedicate land for public parking on site or will acquire land by purchase or long-term lease (for the duration of the proposed use) within 800 feet of the site and within the CMS or PB District and voluntarily dedicate such land to the City for public parking.
- (f) That a professional parking study of the proposed use and the surrounding area demonstrates that a different amount of parking would be appropriate for the use in its particular location and/or that existing and/or proposed off-site parking is sufficient.

(g) The application involves a designated historic property as defined in Chapter 134 of the City Code.

(4) ~~For lots of 8,000 square feet or less, where the provision of on site parking is infeasible, the Planning Board may waive all parking requirements, provided that the total floor area of the building is no greater than 5,000 square feet.~~

(5) ~~Section 223-26B of this chapter shall apply in the CMS District.~~

Section 10. Chapter 223 of the City Code of the City of Beacon, Article IVE, Linkage District (L), Section 223-41.21, entitled “Regulations,” Subsections A and F are hereby amended as follows:

§ 223-41.21 Regulations.

A. Uses by right. Uses listed below in this Subsection A are permitted by right subject to site plan review, except as otherwise noted in this § 223-41.21. Site plan review shall not be required for a change of use in an existing building where the new use is allowed by right, the building will not be expanded, and the ~~minimum maximum~~ number of off-street parking spaces ~~required~~ for the new use in § 223-41.21F(2) is not more than 25% greater than the ~~requirement maximum standard~~ for the existing use in § 223-26~~DF~~ herein. The following uses are allowed by right subject to a requirement that for any new construction of a principal building, an apartment use or attached, semidetached, or multifamily dwelling unit shall only be located on the upper stories or at least 50 feet behind the facade in the rear portion of the ground floor, if the building faces the north side of Beekman Street between Route 9D and West Main Street, faces the north side of West Main Street, or if the parcel is within 400 feet of the Route 9D-Beekman Street intersection, as identified on the Zoning Map:

...

F. Parking location and quantity.

...

(2) ~~The minimum quantity of required on site parking spaces shall be as follows. Parking shall be in accordance with § 223-26, except that the maximum parking standards for the following uses in the L District are as follows:~~

- (a) Residential: one space per unit.
- (b) Office and general commercial: 2.5 spaces per 1,000 square feet of floor area.
- (c) Retail commercial and personal services: three spaces per 1,000 square feet of floor area.

(d) Other uses: as determined to be appropriate by the Planning Board in the course of site plan review, or in the case of a new use where site plan review is not required under § 223-41.21A, as determined by the Building Inspector in consultation with the City Planner as listed in § 223-26 of this chapter.

(3) The quantity of required on-site parking maximum standards in Subsection F(2) above or § 223-26 may be modified by the Planning Board, in its discretion, based upon information submitted by the applicant or otherwise made available to the Planning Board in the public record, demonstrating one or more of the following:

- (e) That the projected operational characteristics of the proposed use and/or its proximity within walking distance of the train station and other services justify a reduction in the required amount of parking.
- (f) That adequate shared parking, contractually obligated for the duration of the proposed use, is available within 500 feet of the site and in the L District.
- (g) That the applicant has provided sufficient bicycle parking to reduce anticipated vehicular travel demand, as supported by a professional parking study.
- (h) That there is sufficient public parking available within 800 feet of the site and in the L District to meet foreseeable parking needs of the proposed use and surrounding uses for the duration of the proposed use.
- (i) That the applicant will voluntarily dedicate land for public parking on site or will acquire land by purchase or long-term lease (for the duration of the proposed use) within 800 feet of the site and in the L District and voluntarily dedicate such land to the City for public parking.
- (j) That a professional parking study of the proposed use and the surrounding area demonstrates that a different amount of parking would be appropriate for the use in its particular location and/or that existing and/or proposed off-site parking is sufficient.

(4) For small preexisting lots where the provision of on-site parking is infeasible, the Planning Board may waive up to 50% of the parking requirements, provided that the total floor area of the building is no greater than 3,000 square feet. The Planning Board may grant additional parking waivers, at its discretion, subject to an in-lieu payment of \$10,000 per parking space.

(5) Section 223-26B of this chapter shall not apply in the L District.

Section 11. Chapter 223 of the City Code of the City of Beacon, Article IVF, Senior Affordable Housing Overlay (SAHO) District, Section 223-41.22, entitled “Specific requirements and regulations,” Subsection E(1) is hereby amended as follows:

§ 223-41.22 Specific requirements and regulations.

...

E. Supplementary site regulations.

(1) Parking ~~ratio~~. ~~Unless modified by the City Council in its zoning designation or special permit, parking spaces shall be provided at the ratio of 1.2 spaces per dwelling unit. The 0.2 fractional space shall be accumulated for staff and visitors~~Off-street parking shall be in accordance with § 223-26.

...

Section 12. Chapter 223 of the City Code of the City of Beacon, Article VI, Definitions and Word Usage, Section 223-63, entitled "Definitions," is hereby amended as follows:

...

LOADING SPACE

Any off-street space available for the loading or unloading of goods and complying with the ~~requirements provisions~~ specified in § 223-26 of this chapter.

...

PARKING SPACE

An off-street space available for the parking of one motor vehicle on a transient basis and complying with the ~~requirements provisions~~ specified in § 223-26 of this chapter.

...

Section 13. Ratification, Readoption and Confirmation.

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

Section 14. 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 15. Severability.

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 16. Effective Date.

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

DRAFT

SEAF Part 1: Narrative

A Proposed Local Law Concerning Parking Requirements

The City Council of the City of Beacon (the “City”) introduced a local law to amend the text of Section 223-26 of the Beacon City Code (the “Zoning Code”) concerning parking requirements. Presently, the Zoning Code mandates minimum parking requirements for all new developments within the City. However, at times such minimum parking requirements conflict with the City’s planning goals to encourage the efficient use of diverse land uses, including multistory buildings and walkable areas. Thus, this proposed local law would eliminate minimum parking requirements within the City, except for one-family and two-family dwellings as well as accessory apartments which shall require at least one parking space per dwelling unit. Therefore, the Planning Board will have the ability to determine the appropriate number of parking spaces for mixed-use, commercial, and multifamily dwellings on a case-by-case basis.

In addition to gathering input from the public during any public hearing on a particular application, the Planning Board will be charged with determining the appropriate number of parking spaces for each new mixed-use, commercial, or multifamily dwelling based upon an evaluation of the context of the property, the size of the parcel, proposed uses, existing buildings on the parcel, availability of public and street parking in the vicinity, walkability and access to public transit, parking studies prepared by the applicant, shared parking arrangements, land-banking waivers, and compliance with the Americans with Disabilities Act. Moreover, this proposed local law would not alter permitted uses, setbacks, lot coverages, lot sizes, building heights, or any other use or dimensional requirements provided under the City’s Zoning Code.

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information																		
City of Beacon																		
Name of Action or Project:																		
Proposed Local Law Amending Chapter 223 of the Zoning Code of the City of Beacon Concerning Parking Requirements																		
Project Location (describe, and attach a location map):																		
City of Beacon																		
Brief Description of Proposed Action:																		
The City Council of the City of Beacon (the "City") has introduced a local law to amend Chapter 223 of the City Code (the "Zoning Code") concerning parking requirements. Under the existing Zoning Code, Section 223-26, new land developments must provide a minimum number of parking spaces which varies depending on the proposed use. However, such minimum parking requirements often conflict with the promotion of the efficient use of mixed-use establishments, multistory buildings and walkable areas due to the need to provide such minimum number of parking spaces. Therefore, under the proposed amendment, the Planning Board would have the authority to determine the parking needs of each new mixed-use, commercial, and multi-family development on a case-by-case basis, except for one-family and two-family residences as well as accessory apartments which shall require at least one parking space per dwelling unit.																		
Name of Applicant or Sponsor:		Telephone: 845-838-5000																
City of Beacon		E-Mail: cityofbeacon@beaconny.gov																
Address:																		
1 Municipal Plaza																		
City/PO: Beacon		State: New York	Zip Code: 12508															
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? <table border="1" style="float: right; border-collapse: collapse;"> <tr> <td style="width: 25px; height: 20px; text-align: center;"></td> <td style="width: 25px; height: 20px; text-align: center; vertical-align: middle;"><input checked="" type="checkbox"/></td> </tr> </table>					<input checked="" type="checkbox"/>													
	<input checked="" type="checkbox"/>																	
If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2. <table border="1" style="float: right; border-collapse: collapse;"> <tr> <td style="width: 25px; height: 20px; text-align: center;"></td> <td style="width: 25px; height: 20px; text-align: center; vertical-align: middle;"><input checked="" type="checkbox"/></td> </tr> </table>					<input checked="" type="checkbox"/>													
	<input checked="" type="checkbox"/>																	
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: <table border="1" style="float: right; border-collapse: collapse;"> <tr> <td style="width: 25px; height: 20px; text-align: center;"></td> <td style="width: 25px; height: 20px; text-align: center; vertical-align: middle;"><input checked="" type="checkbox"/></td> </tr> </table>					<input checked="" type="checkbox"/>													
	<input checked="" type="checkbox"/>																	
3. a. Total acreage of the site of the proposed action? _____ acres b. Total acreage to be physically disturbed? _____ acres c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres <table border="1" style="float: right; border-collapse: collapse;"> <tr> <td style="width: 25px; height: 20px; text-align: center;"></td> <td style="width: 25px; height: 20px; text-align: center; vertical-align: middle;"><input checked="" type="checkbox"/></td> </tr> </table>					<input checked="" type="checkbox"/>													
	<input checked="" type="checkbox"/>																	
4. Check all land uses that occur on, are adjoining or near the proposed action: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Urban</td> <td style="width: 25%; text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Rural (non-agriculture)</td> <td style="width: 25%; text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Industrial</td> <td style="width: 25%; text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Commercial</td> <td style="width: 25%; text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Residential (suburban)</td> </tr> <tr> <td style="text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Forest</td> <td style="text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Agriculture</td> <td style="text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Aquatic</td> <td style="text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Other(Specify):</td> <td></td> </tr> <tr> <td style="text-align: left; padding-bottom: 5px;"><input type="checkbox"/> Parkland</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				<input type="checkbox"/> Urban	<input type="checkbox"/> Rural (non-agriculture)	<input type="checkbox"/> Industrial	<input type="checkbox"/> Commercial	<input type="checkbox"/> Residential (suburban)	<input type="checkbox"/> Forest	<input type="checkbox"/> Agriculture	<input type="checkbox"/> Aquatic	<input type="checkbox"/> Other(Specify):		<input type="checkbox"/> Parkland				
<input type="checkbox"/> Urban	<input type="checkbox"/> Rural (non-agriculture)	<input type="checkbox"/> Industrial	<input type="checkbox"/> Commercial	<input type="checkbox"/> Residential (suburban)														
<input type="checkbox"/> Forest	<input type="checkbox"/> Agriculture	<input type="checkbox"/> Aquatic	<input type="checkbox"/> Other(Specify):															
<input type="checkbox"/> Parkland																		

5. Is the proposed action,	NO	YES	N/A
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>		
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?	NO	YES	
If Yes, identify: _____	<input type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>		
b. Are public transportation services available at or near the site of the proposed action?	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>		
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>		
9. Does the proposed action meet or exceed the state energy code requirements?	NO	YES	
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply?	NO	YES	
If No, describe method for providing potable water: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities?	NO	YES	
If No, describe method for providing wastewater treatment: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>		
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
<input type="checkbox"/>	<input type="checkbox"/>		
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	<input type="checkbox"/>	<input type="checkbox"/>	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____	<input type="checkbox"/>	<input type="checkbox"/>	

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:			
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?			
<input type="checkbox"/> NO <input type="checkbox"/> YES			
16. Is the project site located in the 100-year flood plan?			
<input type="checkbox"/> NO <input type="checkbox"/> YES			
17. Will the proposed action create storm water discharge, either from point or non-point sources?			
If Yes, <p>a. Will storm water discharges flow to adjacent properties?</p> <p>b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?</p> If Yes, briefly describe: <hr/> <hr/>			
<input type="checkbox"/> NO <input type="checkbox"/> YES			
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?			
If Yes, explain the purpose and size of the impoundment: <hr/> <hr/>			
<input type="checkbox"/> NO <input type="checkbox"/> YES			
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?			
If Yes, describe: <hr/> <hr/>			
<input type="checkbox"/> NO <input type="checkbox"/> YES			
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?			
If Yes, describe: <hr/> <hr/>			
<input type="checkbox"/> NO <input type="checkbox"/> YES			
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE			
Applicant/sponsor/name: <u>City of Beacon</u>		Date: <u>November 22, 2023</u>	
Signature: <u>David S. Goss, ESQ.</u>		Title: <u>City Attorney</u>	



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

John Gunn, Chair

December 19, 2023

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

Subject: City Council Referral of Local Law Amending
 Chapter 223 of the Zoning Code of the City of Beacon Re: Off-Street Parking

On referral from the City Council, the City of Beacon Planning Board reviewed the proposed Local Law amending Chapter 223-26 of the Zoning Code during the December 12, 2023 Planning Board meeting. City Planner, John Clarke, prepared a presentation for the board on proposed changes to the off-street parking requirements in the City of Beacon. The Board discussed changing minimum parking standards to maximum parking standards, the elimination of the 1964 parking exemption, increasing the landscaping requirement, requiring pervious surfaces, and amending language within the code.

Although the Planning Board did not reach a consensus on the proposed Local Law, with 3 members in favor and 2 against, the following recommendations were discussed:

- Section 223-26(B)(1) - Change the terminology to reference “easements and/or deed restrictions” as opposed to a “binding agreement.”
- Section 223-26(B)(5) – Change to “Except for one-family or two-family dwellings, the Planning Board shall require green infrastructure for the development of parking spaces, unless the Applicant....” The Planning Board discussed that the maintenance required for pervious surfaces is difficult and costly. As a result, most times it is not properly maintained and functionally reverts to impervious surfaces over time. Because of the cost, the Planning Board recommends exempting one-family and two-family homes from this requirement. Also, a requirement for pervious pavement, alone, is too narrow as many times there are other green infrastructure practices that serve the same function as pervious pavement but are better for the particular circumstances presented by the application. Therefore, the Planning Board recommends maintaining the concept, but broadening the language to give the Board more flexibility to utilize a variety of green practices – not just pervious pavement.
- Sections 223-26(D)(2) and (D)(3) – The Planning Board is generally in favor of using local data, as opposed to national ITE parking data, but it is important not to otherwise limit the scope of any professional parking study submitted to the Planning Board. To the



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

John Gunn, Chair

extent Section 223-26(D)(3) can be read as an exclusive list of items to be considered in the parking study, the Planning Board recommends broadening the language to allow greater flexibility.

- One of the current triggers for site plan review is a change in use with “change in use” defined as one which changes parking requirements. (See Section 223-25 of the Zoning Code). For example, if an office is changed to a restaurant there is a change in the off-street parking requirements pursuant to the standards listed in Section 223-26.F, so it is deemed a change of use that requires site plan review. If the Zoning Code no longer includes minimum off-street parking requirements, the Board questioned how these changes of use will be treated in terms of site plan review. One option is to retain the standard in Section 223-25 and reference the proposed off-street parking maximums. Therefore, if there is a change in the maximum number of parking spaces allowed from one use to another, that change of use would trigger site plan review. This option would require an amendment to Section 223-25 to change the reference from 223-26.F to 223-26.D.

Should you have any questions or require additional information, please feel free to contact me.

Sincerely,

John Gunn NP

John Gunn
 Planning Board Chair

JG/mp

Dutchess County Department of Planning and Development

Fax Info Only

To
Co./Dept.
Fax #

Date #pgs
From
Phone #

239 Planning/Zoning Referral - Exemption Communities

Municipality: **City of Beacon**

Referring Agency: **Municipal Board**

Tax Parcel Numbers(s):

Project Name: **COB Draft Local Law No. 8 2023 to Amend the Zoning Code Concerning Parking Requirements**

Applicant: **City of Beacon**

Address of Property:

Please Fill in this section

Exempt Actions:* 239 Review is NOT Required <ul style="list-style-type: none"> ● Administrative Amendments (fees, procedures, penalties, etc.) ● Special Permits for residential uses (accessory apts, home occupations, etc.) ● Use Variances for residential uses ● Area Variances for residential uses ● Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals No Authority to review these Actions <ul style="list-style-type: none"> ● Subdivisions / Lot Line Adjustments ● Interpretations <p><input type="checkbox"/> Exempt Action submitted for informal review</p>		Actions Requiring 239 Review <ul style="list-style-type: none"> <input type="checkbox"/> Comprehensive/Master Plans <input checked="" type="checkbox"/> Zoning Amendments (standards, uses, definitions, district regulations, etc.) <input type="checkbox"/> Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.) <input type="checkbox"/> Rezonings involving all map changes <input type="checkbox"/> Architectural Review <input type="checkbox"/> Site Plans (all) <input type="checkbox"/> Special Permits for all non-residential uses <input type="checkbox"/> Use Variances for all non-residential uses <input type="checkbox"/> Area Variances for all non-residential uses <input type="checkbox"/> Other (Describe): 	Parcels within 500 feet of: <ul style="list-style-type: none"> <input type="checkbox"/> State Road: <input type="checkbox"/> County Road: <input type="checkbox"/> State Property (with recreation area or public building) <input type="checkbox"/> County Property (with recreation area or public building) <input type="checkbox"/> Municipal Boundary <input type="checkbox"/> Farm operation in an Agricultural District
---	--	---	---

Date Response Requested:

Entered By: **Swanson, Benjamin**

These actions are only exempt in municipalities that signed an intermunicipal agreement with Dutchess County to that effect.

For County Office Use Only

Response From Dutchess County Department of Planning and Development

No Comments: <ul style="list-style-type: none"> <input type="checkbox"/> Matter of Local Concern <input type="checkbox"/> No Jurisdiction <input type="checkbox"/> No Authority <input type="checkbox"/> Withdrawn <input type="checkbox"/> Incomplete - municipality must resubmit to County <input type="checkbox"/> Exempt from 239 Review <input type="checkbox"/> None 		Comments Attached: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Local Concern with Comments <input type="checkbox"/> Conditional <input type="checkbox"/> Denial <input type="checkbox"/> Incomplete with Comments- municipality must resubmit to County <input type="checkbox"/> Informal Comments Only (Action Exempt from 239 Review)
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Date Submitted:	Notes:		<input type="checkbox"/> Major Project
Date Received: 11/28/2023			
Date Requested:			Referral #: ZR23-356
Date Required: 12/28/2023	<input type="checkbox"/> Also mailed hard copy	Reviewer:	
Date Transmitted: 12/27/2023			



COUNTY OF DUTCHESS

DEPARTMENT OF PLANNING & DEVELOPMENT

December 27, 2023

To: City Council, City of Beacon
Re: **ZR23-356, LL #8 Parking Regulations**

The Dutchess County Department of Planning and Development has reviewed the subject referral within the framework of General Municipal Law (Article 12B, Sections 239-l and 239-m).

ACTION

The Council is considering amending §223-26 of the code to eliminate parking minimums, provide parking maximums, and make other small adjustments to parking regulations.

COMMENT

We commend the Council for considering this legislation, which prioritizes people over cars and is likely to contribute to a more vibrant and affordable Beacon. We offer the following minor comments on the law:

1. Minimum parking requirements for specific uses are referenced elsewhere in the code (ex. §223-14.1C, §223-21F, §223-22D, the §223-63 definition of "home office," etc.). These should be amended to align with the new §223-26.
2. At B.(3)(a), it is unclear why the exception to allow some smaller spaces for employees would not be permitted in the CMS district. Some smaller spaces, signed as "compact car parking only," could be provided in any parking area or structure at the Planning Board's discretion.
3. At B.(4)(a), the Planning Board could be given the discretion to adjust this tree requirement based on considerations like topographic challenges or a set-aside of equivalent green space elsewhere on the lot.
4. At B.(5), echoing a comment from the Planning Board, we also suggest that the permeable surface requirement be expanded to include additional green infrastructure techniques. For projects with permeable surfaces, we suggest requiring maintenance plans and inspection to ensure continued functionality. The requirement for lined parking spaces could also be expanded to include any multifamily developments outside of the RD districts
5. In the schedule of off-street parking, the two options provided for car washing establishment maximums could be quite different. A recent single-bay car wash reviewed by our department was 5,400 square feet, which would allow for 14 parking spaces, while their maximum staffing of 2-3 people would allow only two spaces. Many car washes also now include vacuum stations, each of which necessitates a parking space. We suggest that such vacuum stations be addressed in the code, and that parking maximums not be tied to area, since there is often little relationship between car wash size and parking needs.

6. Also in the schedule of off-street spaces, the maximum for primary and secondary schools may be too prescriptive, particularly for lower grades, where no visitor parking would be permitted. Some allowance could be made to accommodate assemblies, parent/teacher conference days, etc.
7. The Council could consider including some numerical guidance for the Planning Board for on-site loading spaces, providing a few examples of the number of spaces generally needed for given uses.

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.

Eoin Wrafter, AICP
Commissioner
By



Dylan Tuttle, Senior Planner

**City of Beacon City Council Agenda
01/29/2024**

Title:

Proposed Local Law No. 2 of 2024 Concerning Grievance Day for Complaints in Relation to Real Property Taxation Assessments

ATTACHMENTS

Keane & Beane, P.C. Memorandum Regarding Proposed Local Law No. 2 of 2024

Proposed Local Law No. 2 of 2024 Concerning Grievance Day for Complaints in Relation to Real Property Taxation Assessments

MEMORANDUM

TO: Lee Kyriacou, Mayor
Beacon City Council

FROM: Keane & Beane, P.C.

RE: Proposed Local Law No. 2 Concerning Grievance Day

DATE: January 26, 2024

■ **Main Office**
445 Hamilton Avenue
White Plains, NY 10601
Phone 914.946.4777
Fax 914.946.6868

■ **Mid-Hudson Office**
200 Westage Business Center
Fishkill, NY 12524
Phone 845.896.0120

■ **New York City Office**
60 East 42nd Street
New York, NY 10165
Phone 646.794.5747

Please find enclosed a proposed local law to amend Beacon City Code § 199-55 to provide that the City of Beacon “Grievance Day” always follows the fourth Tuesday of May each year as required under New York State Real Property Tax Law (“RPTL”).

The RPTL provides owners of real property with the right to challenge their real property taxation assessment before the local assessor and the Board of Assessment Review, this is known as “Grievance Day.” RPTL § 512(1) provides that municipalities shall hold Grievance Day on the fourth Tuesday of May. However, RPTL § 512(1-a) authorizes a municipality to adopt a local law establishing a different date for Grievance Day when the local assessor is also engaged as the assessor in another assessing unit. Specifically, RPTL § 512(1-a) provides in part:

The governing body of an assessing unit which employs an assessor who is at the same time employed by another assessing unit may adopt a local law establishing a date for the meetings of the board of assessment review other than that provided in subdivision one of this section. The date or first date so established may be no earlier than the fourth Tuesday in May and no later than the second Tuesday of June.

As such, a municipality is preempted under State law from establishing a date for Grievance Day before the fourth Tuesday of May. On April 3, 2017, the City Council adopted Local Law No. 3 of 2017 which amended Beacon’s Grievance Day to be the fourth Wednesday of May as the Beacon City Assessor was (and still is) engaged as the assessor in the Town of East Fishkill. However, in 2024 the fourth Wednesday of May comes before the fourth Tuesday because there are five Wednesdays in the month of May. Thus, § 199-55 of the Beacon City Code requires amendment to conform with RPTL § 512(1-a) as the Gregorian calendar utilized in the United States repeats itself every so many years.

Please do not hesitate to contact our office with any questions or concerns. Thank you.

cc: Chris White, City Administrator

PROPOSED LOCAL LAW NO. 2 OF 2024

CITY COUNCIL CITY OF BEACON

A LOCAL LAW TO AMEND CHAPTER 199 OF THE BEACON CODE CONCERNING GRIEVANCE DAY

A LOCAL LAW to amend Chapter 199, Section 199-55, of the Beacon City Code concerning Grievance Day for complaints in relation to real property taxation assessments.

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

Section 1. Chapter 199, Article XI of the Code of the City of Beacon, Section 199-55 entitled “Grievance Day” is hereby amended as follows:

§ 199-55 Grievance day for complaints in relation to assessments.

The ~~fourth~~ Wednesday immediately following the fourth Tuesday of May shall be the date for the annual meeting of the Board of Assessment Review to hear complaints in relation to assessments, pursuant to New York Real Property Tax Law § 512.

Section 2. Ratification, Readoption and Confirmation.

Except as specifically modified by the amendments contained herein, Chapter 199 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 City 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 Charter affected thereby.

Section 4. Severability.

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 5. Effective Date.

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

**City of Beacon City Council Agenda
01/29/2024**

Title:

Appointment of Jeffrey Crawford to the Conservation Advisory Committee

ATTACHMENTS

[Jeffrey Crawford Committee Application](#)

[Jeffrey Crawford Resume](#)



CITY OF BEACON

COMMITTEE APPLICATION

Name

Jeffrey Crawford

Address

[REDACTED]

Phone Number

[REDACTED]

Email

[REDACTED]

Committee(s) Of Interest

Conservation Advisory Commission

Education Experience

I hold a Bachelor of Business Administration (B.B.A.) in Marketing and a Master of Arts (M.A.) in International Relations with a focus in governance and economics. Since completing my graduate studies, I have completed a wide range of continuing education classes and trainings in the areas of climate change, greenhouse gas accounting, sustainability/ESG reporting, resilient infrastructure, human rights, project management and proposal development.

Interests & Skills

I have dedicated over 15 years of my career to advancing sustainable development, with a particular focus on designing and implementing sustainability strategies, policies and projects that integrate the complexities and interdependencies of climate change, nature and human rights. Working for numerous United Nations agencies (e.g., UNDESA, UNESCAP, UNEP, UNOPS) and government organizations (e.g., British High Commission) I supported a wide range of national and local governments to design sustainable development and climate change targets, policies, and programs. Having advised Fortune 500 companies and major financial institutions on climate and ESG (Environment, Social, and Governance) issues, I offer a unique perspective on how public and private sector can partner to build resilience, protect natural capital and drive inclusive sustainable development.

Areas of Expertise (business, civic, and certifications)

Conservation, Climate Change and Sustainable Development: Greenhouse gas inventory management (GHG Protocol Corporate Standard and Scope 3 (value chain emissions) certified), netzero target setting, climate action plan/roadmap and transition plan design, resilient infrastructure planning (FEMA), environmental fiscal reform, sustainable development (climate, water, waste, transport, poverty reduction) policy design and evaluation, ESG/sustainability reporting/disclosure, and sustainable procurement and supply chain management.

Project Design, Program Management and Fundraising: grant proposal writing (former Association of Proposal Management Professionals member), public-private fundraising (USAID and European Commission DGECHO training certifications), project design (UNOPS infrastructure project design), program and project management (PRINCE2 Practitioner certified)



CITY OF BEACON

COMMITTEE APPLICATION

Reference Name

[REDACTED]

Reference Address

[REDACTED]

Reference Email

[REDACTED]

Reference Phone Number

[REDACTED]

Reference Relationship

[REDACTED]

Digital Signature

Jeffrey Crawford



CONTACT



AREAS OF EXPERTISE

Climate Change
Corporate Sustainability
ESG Reporting
Scenario Analysis
Strategy & Risk Mgt.
Corporate Philanthropy
Sustainable Development
Circularity
Stakeholder Engagement

CERTIFICATIONS & TRAININGS

GHG Protocol
• Corporate standard
• Value chain (scope 3)
SASB FSA Preparation
TCFD
CDP Climate
GRI Standards
Sustainability Strategy
SDGs
PRINCE2 Practitioner
(Project Management)

JEFFREY CRAWFORD

SUMMARY

ESG and climate expert with over 15 years of international experience leading sustainability internally and advising Fortune 500 companies, financial institutions, governments, and the UN. Deep expertise in ESG and climate strategy design, target setting & reporting (GRI, ISSB SASB, TCFD, TNFD, CDP, UNGC, EcoVadis, SBT, SBTN), scenario analysis, supply chain mgt., and stakeholder engagement. Strong familiarity with ESG public policies (CSRD, CBAM, supply chain DD, CA/SEC climate).

PROFESSIONAL EXPERIENCE

Vice President of Sustainability

Sustana (Blackstone portfolio company) | Jan. 2022 - July 2023

- Responsible for leading sustainability, ESG, and ERM for Sustana (pulp & paper) and its affiliated brands/companies
- Led materiality assessment; sustainability strategy; ESG data management and disclosure; climate and nature scenario analysis and transition plans; policies and systems design; sustainable supply chain program; ESG governance
- Achieved 27% absolute GHG emissions reduction

Climate Change & Sustainability Services

Ernst & Young (EY) | April 2021 - January 2022

- Developed and executed ESG and climate consulting projects for clients across various sectors (e.g., insurers, banks, asset mgmt.) on responsible investment, materiality assessments, net-zero transition plans, ESG/climate roadmaps, reporting (TCFD, SASB, PRI, CDP, GRI), risk management, strategy, governance, and target setting.

SASB Standards Advisory Group Member

Sustainability Accounting Standards Board | Mar 2020 - Feb 2021

- Advised SASB on emerging issues (e.g. investor risks and opportunities around circular transition, materials, plastics, waste, recycling, climate) to further develop and improve topics, metrics, and technical protocols

Executive Director

Eunomia Research & Consulting | Feb 2020 - June 2020

- Led North American corporate sustainability consulting
- Advised clients and developed projects on sustainability, ESG, and circular economy consulting services
- Developed internal corporate sustainability strategy, ESG commitments and developed ESG governance proposal.

PROFESSIONAL EXPERIENCE

Director and Executive Leadership Team Member BSR (sustainability consulting firm) | Mar 2017 - April 2019

- Advised clients on sustainability strategy, corporate philanthropy, climate scenario analysis, ESG reporting, materiality assessments, supply chain sustainability, SDGs and climate change
- Led the Government & Foundation Global Practice & cross-functional change initiatives
- Managed 8-person global team and a \$8 million portfolio of 30 sustainability/climate projects

Sustainable Development Officer & Programme Officer

UNDESA (United Nations Department of Economic and Social Affairs) | Oct 2014 - Mar 2016 Division for Sustainable Development | New York, U.S.A.

- Advised national governments on the SDGs and sustainable development planning, public policy design, strategy and roadmap formulation; managed international portfolio of projects
- Technically backstopped inter-governmental negotiations on the 2030 Agenda (SDGs)

Sustainable Development Advisor, Regional Programme Development Officer for Asia-Pacific, Thailand Country Office Manager, Business Development (BD) Specialist

UNOPS (United Nations Office for Project Services) | Jul 2010 - June 2014 | Thailand & Asia-Pacific

- Managed Thailand country office, portfolio of sustainability projects and 5-person team;
- Advised governments and companies on climate change, sustainable procurement and supply chain management, resilient infrastructure investment, and disaster risk reduction
- Led the design of over \$100 million in sustainable development and climate projects

Independent Consultancies for Various United Nations Agencies, International Organizations and National Governments

UNESCAP, UNEP, UNIDO, UNDP, Collaborating Centre on Sustainable Consumption and Production, British High Commission | 2008 - 2010 | Thailand, Malaysia, China, Germany, Asia-Pacific

- Advised and trained government and UN officials, corporate executives and investors; conducted and published research; designed capacity building programs; led and supported national sustainability/climate risk assessments and strategy/plan/policy development
- Topic areas: climate-smart investment and scenario analysis, green growth, low-carbon development, climate change, border carbon adjustment/carbon tax, SCP, RE, and transport

EDUCATION

M.A. in International Relations

International University of Japan | 2006 - 2008 | Japan

- Focus in economics (environmental) & governance
- Yoneyama Rotary Fellow

B.B.A in Marketing

Georgia State University | 1998 - 2003 | Atlanta, U.S.A.

- Focus in international business
- 4.0 Major GPA

PUBLICATIONS

- Climate-smart Trade & Investment
- Green Business & Green Growth
- UN Global Sustainable Development Report 2015 (SDGs)
- Green & Inclusive Prosperity
- Environmental Fiscal Reform
- Sustainable Consumption & Production

**City of Beacon City Council Agenda
01/29/2024**

Title:

30 Beekman LLC 2023 Tax Certiorari Settlement

ATTACHMENTS

[**Draft Resolution Authorizing Settlement of 30 Beekman LLC 2023 Tax Certiorari**](#)



**CITY OF BEACON
CITY COUNCIL**

RESOLUTION NO. __ OF 2024

**APPROVING MTR. OF 30 BEEKMAN STREET, LLC v. BOARD OF ASSESSMENT
REVIEW OF THE CITY OF BEACON, ET ANO. (SUP. CT. DUTCHESS CO. INDEX
NOS. 53224/23, ET SEQ.) - SETTLEMENT OF 2023 TAX CERTIORARI
PROCEEDINGS**

WHEREAS, tax certiorari proceedings, titled *Mtr. of 30 Beekman Street, LLC v. Board of Assessment Review of the City of Beacon, et al.* (Sup. Ct. Dutchess Co. Index Nos. 53224/23, et seq.), are pending before the Supreme Court, Dutchess County (Hon. James V. Brands, J.S.C., presiding); and

WHEREAS, these proceedings challenge the 2023 assessments of property identified as Parcel Nos. 5954-26-666931, 5954-26-666932, 5954-26-666933, 5954-26-666934, 5954-26-666936, 5954-26-666937 and 5954-26-666938 on the City of Beacon 2023 Assessment Roll; and

WHEREAS, a proposed settlement of these proceedings has been reached by and between 30 Beekman Street, LLC and the City of Beacon; and

WHEREAS, the City of Beacon has obtained the advice and assistance of its counsel, Keane & Beane, P.C., with respect to the proposed settlement terms and has duly considered same; and

WHEREAS, under the settlement terms, the City will be liable for a City tax refund in the amount of Fifteen Thousand Five Hundred Eighty Seven and 10/100 (\$15,587.10) Dollars.

<u>Tax Parcel</u>	<u>Assessment</u>	<u>Revised Assessment</u>	<u>Reduction</u>
5954-26-666931	\$990,000	\$612,500	\$377,500
5954-26-666932	\$990,000	\$612,500	\$377,500
5954-26-666933	\$990,000	\$612,500	\$377,500
5954-26-666934	\$990,000	\$612,500	\$377,500
5954-26-666936	\$990,000	\$612,500	\$377,500
5954-26-666937	\$990,000	\$612,500	\$377,500
5954-26-666938	\$1,045,000	\$800,000	\$245,000

NOW, THEREFORE, BE IT RESOLVED that the City Council accepts the settlement of this proceeding so that the following adjustment is made to the real property tax assessment of the above-described tax parcels.

BE IT FURTHER RESOLVED, that counsel for the City of Beacon, Keane & Beane, P.C., together with the City Administration, is hereby authorized to undertake such actions as are necessary to confirm and effectuate this settlement, including execution of the Consent Order and Judgment incorporating the settlement terms.

Resolution No. <u> </u> of 2024				Date: <u>February 5, 2024</u>			
				<input type="checkbox"/> <u>2/3 Required</u> <input type="checkbox"/> <u>3/4 Required</u>			
Motion	Second	Council Member		Yes	No	Abstain	Reason
		Paloma Wake					
		Amber Grant					
		Molly Rhodes					
		Jeffrey Domanski					
		Pam Wetherbee					
		Dan Aymar-Blair					
		Mayor Lee Kyriacou					
		Motion Carried					