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

Mayor Lee Kyriacou
Councilmember George Mansfield, At Large
Councilmember Paloma Wake, At Large
Councilmember Molly Rhodes, Ward 1
Councilmember Justice McCray, Ward 2
Councilmember Wren Longno, Ward 3
Councilmember Dan Aymar-Blair, Ward 4
City Administrator Chris White

September 26, 2022
7:00 PM
City Council Agenda

Roll Call

Workshop Agenda Items

1. Presentation on Open Space Planning
2. Presentation on the Hudson Highlands Fjord Trail
3. Proposed Local Law to Amend Chapter 223 of the Code of the City of Beacon Regarding Off-Street Parking Adjacent to Non-Residential Districts
4. Beacon-Hopewell Rail Trail
5. SEQRA finding for Highway Garage Solar Project
6. City-Wide Speed Limit Reduction
7. Adjusted Base Proportions for Homestead and Non-Homestead Taxes for the 2022 Assessment Roll

Executive Session Items

1. Executive Session

City of Beacon City Council Agenda
09/26/2022

Title:

Presentation on Open Space Planning

ATTACHMENTS

Presentation on Open Space Planning

2020 City of Beacon Natural Resources Inventory

NEW YORK STATE | Hudson River Estuary Program

A Program of the New York State Department of Environmental Conservation

Open Space Inventories and Plans

City of Beacon Common Council Meeting
September 26, 2022

Ingrid Haeckel

Hudson River Estuary Program/
Cornell University

Cornell University

Hudson River Estuary Program

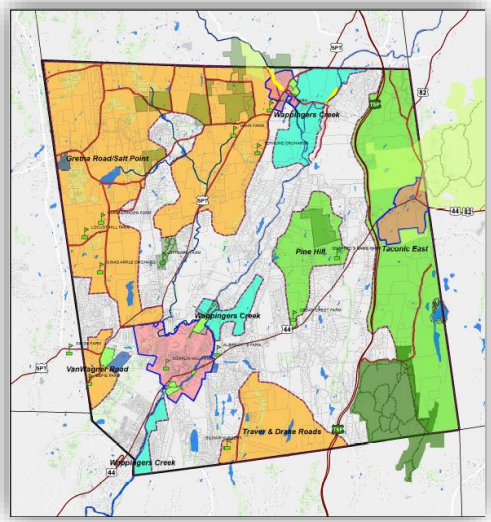
Working to achieve key benefits:

- vital estuary ecosystem
- clean water
- healthy tributaries
- climate-adaptive communities
- conserved natural areas
- an informed & engaged public
- access for all to the Hudson

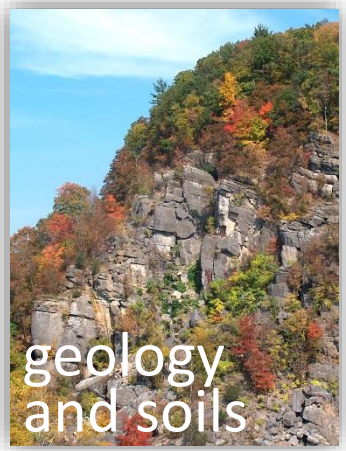
https://www.dec.ny.gov/lands/4920.html

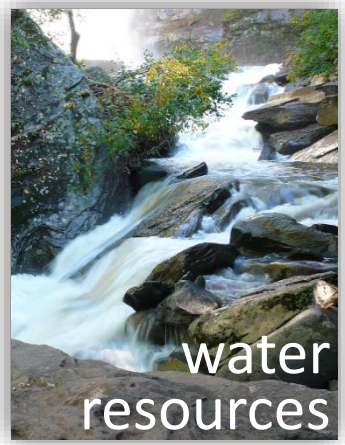
identify what you have → prioritize → plan, protect, manage

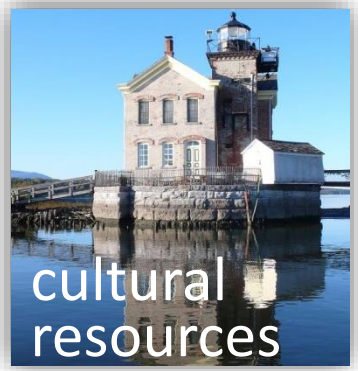
Photo by Laura Heady



What is a Natural Resources Inventory (NRI)?







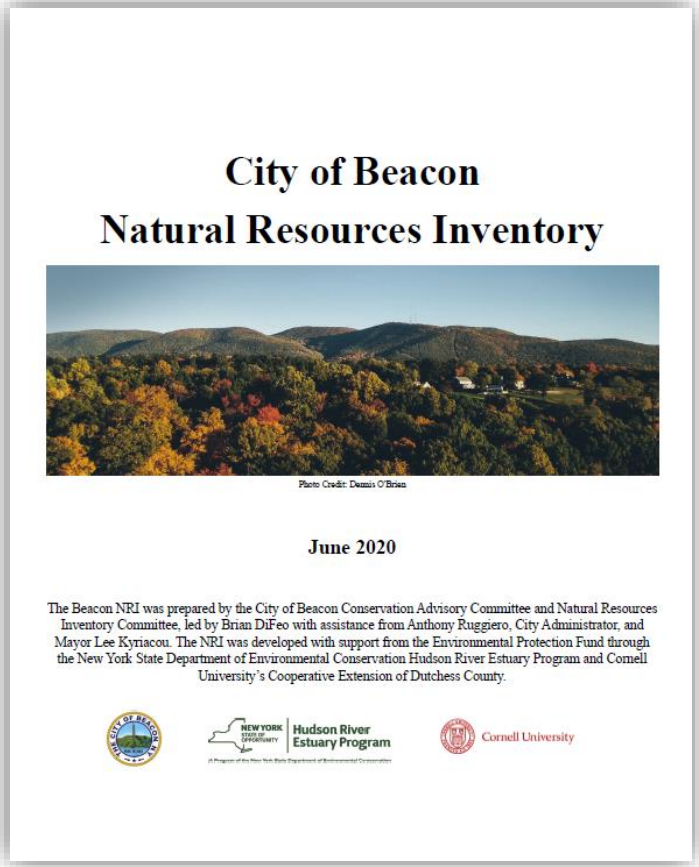
Photos by Laura Heady

Beacon NRI Goals

Photo by Laura Heady

- education tool to cultivate environmental stewardship
- unified reference for planning, designing, and reviewing new development
- foundation for land use policy, climate adaptation, and open space planning

Beacon NRI Contents


City of Beacon

Natural Resources Inventory

Photo Credit: Dennis O'Brien

June 2020

The Beacon NRI was prepared by the City of Beacon Conservation Advisory Committee and Natural Resources Inventory Committee, led by Brian DiFeo with assistance from Anthony Ruggiero, City Administrator, and Mayor Lee Kyriacou. The NRI was developed with support from the Environmental Protection Fund through the New York State Department of Environmental Conservation Hudson River Estuary Program and Cornell University's Cooperative Extension of Dutchess County.

Hudson River Estuary Program

Cornell University

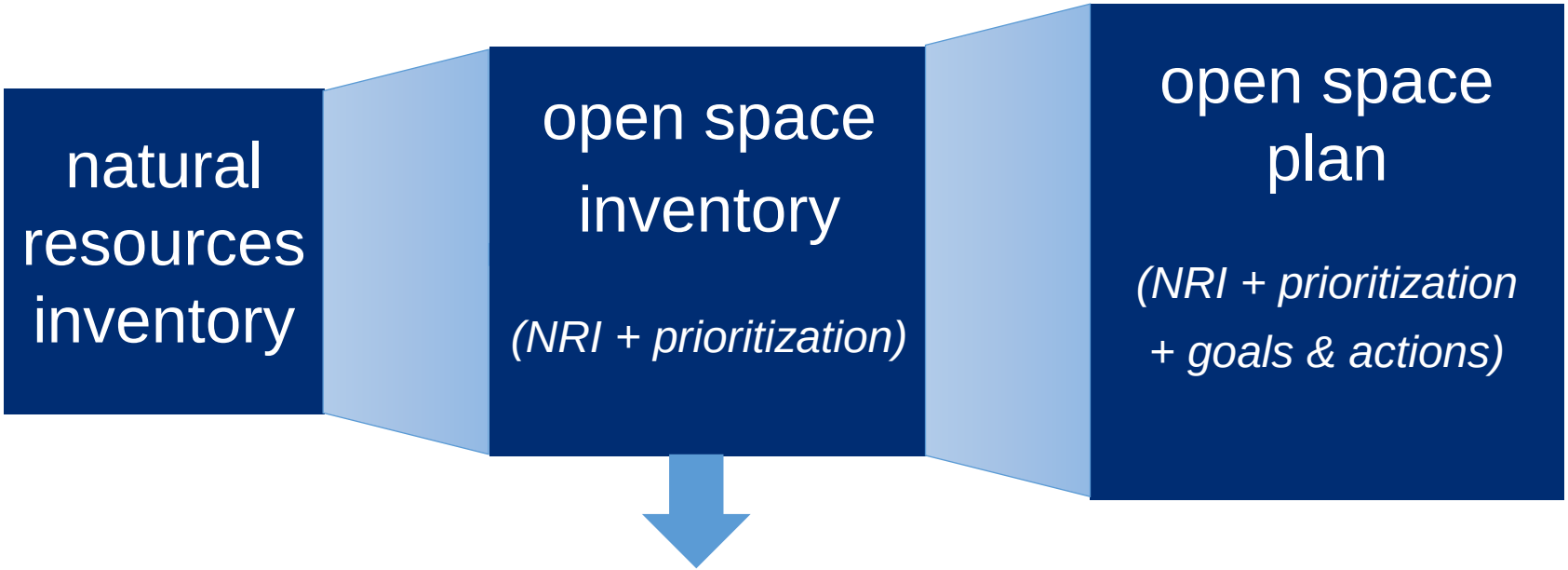
21 maps + ~30-page report

Report sections include:

- Why relevant to Beacon
- What the map shows
- Considerations for decision-making

Integrates info from the Comp Plan, LWRP, State & County sources.

So, what's next?



Described in General Municipal Law Article 12-F for designation of council as conservation board

What is open space?

“Land that is not intensively developed for residential, commercial, industrial or institutional use.”

-NYS Dept. of State

Open Space Inventory

"An inventory of open areas within the municipality with each such area identified, described and listed according to priority of acquisition or preservation."

→ *Open Space Index after acceptance/approval*

- General Municipal Law §239-y

Example: Philipstown Open Space Index

Open Areas Inventory and Map

CONSERVATION OPEN AREAS INVENTORY (Updated Summaries)

1. **Lake Valhalla**
   Over 1,100 acres along Scofield Ridge and contiguous with Hudson Highlands State Park, this Index Area lies within a nearly 10,000 acre "regionally significant[1]" matrix forest[2] block of the Fishkill-Scofield Ridge, representing a largely intact forest community. This area contains known areas of importance for rare animals in the Town of Philipstown and several significant natural community types, which have been identified by the New York Natural Heritage Program, and an Audubon Important Bird Area. Additionally, it is visible from many vantage points including the Hudson River and recreational trails, contains a known wetland and ridgeline that provide vital habitat to a range of species, and is within the watershed for Fishkill Creek.

2. **Reeve's Fa**
   Located on Indian Brook Rd, [illegible] forest and meadow habitat within the "globally significant[3]" matrix forest block is boarded entirely by conserved land and serves as an important biotic corridor. Recently disturbed sites, such as this area, provide important habitat for species that require younger forests, and the meadow habitat can support a variety of life, in addition to providing scenic values. A fifty-acre wetland complex within this Index Area serves as the headwaters for Indian Brook.

3. **Graymoor**
   The Appalachian National Scenic Trail traverses this 450-acre site of woodland habitat with ridgelines and perennial streams that are part of the Peekskill Hollow Creek watershed. The property is visible from public parklands and lies above a 150-acre unconfined aquifer.

4. **St. Basil's**
   Located along Route 9D, this Index Area includes St. Basil's Academy and Dick's Castle. Previously known as "Eagle's Rest" and the former estate of Jacob Ruppert, St. Basil's Academy is located along the Hudson River. The property is within an area of known importance for rare animals and an Audubon Important Bird Area, providing critical wintering and breeding bald eagle habitat. Dick's Castle, inspired by an eighth

CONSERVATION OPEN AREAS INVENTORY
TAX PARCEL LIST

1. **Lake Valhalla**

16.-1-11	16.-1-19	16.15-1-12	16.15-1-38
16.11-1-11	16.-1-20	16.15-1-13	16.-1-55
16.11-1-12	16.-1-23.15	16.15-1-14	16.-1-7
16.-1-12	16.15-1-1	16.15-1-2	16.19-1-5
16.-1-18	16.15-1-11	16.15-1-37	16.19-1-8

2. **Reeve's Fa**

50.-2-19	50.-2-25

3. **Graymoor**

82.-2-10	82.8-1-40	82.-2-41.-5	82.-2-48.1
82.-2-11	82.-2-41.-2	82.8-1-43	82.-2-48.2
82.-2-19	82.-2-41.-3	82.8-1-45	
82.-2-20	82.-2-41.-4	82.8-1-46	

4. **St Basil's**

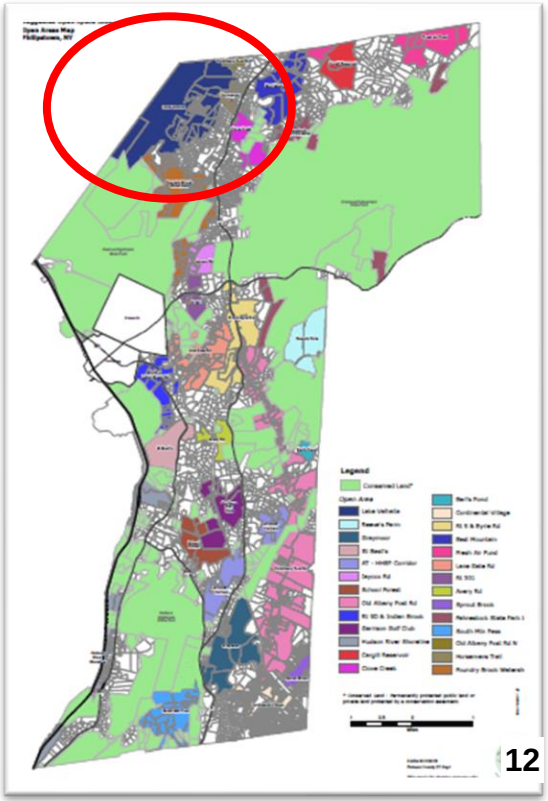
49.-1-75.-101	49.-1-75.-103	49.-1-75.-106	60.-1-9
49.-1-75.-102	49.-1-75.-105	49.-1-75.-107	

5. **AT and Hudson Highlands State Park**

61.-3-11	61.-3-16	72.-2-34.11	72.-2-35
61.-3-12.1	71.-2-60	72.-2-34.2	

6. **Jaycox Rd**

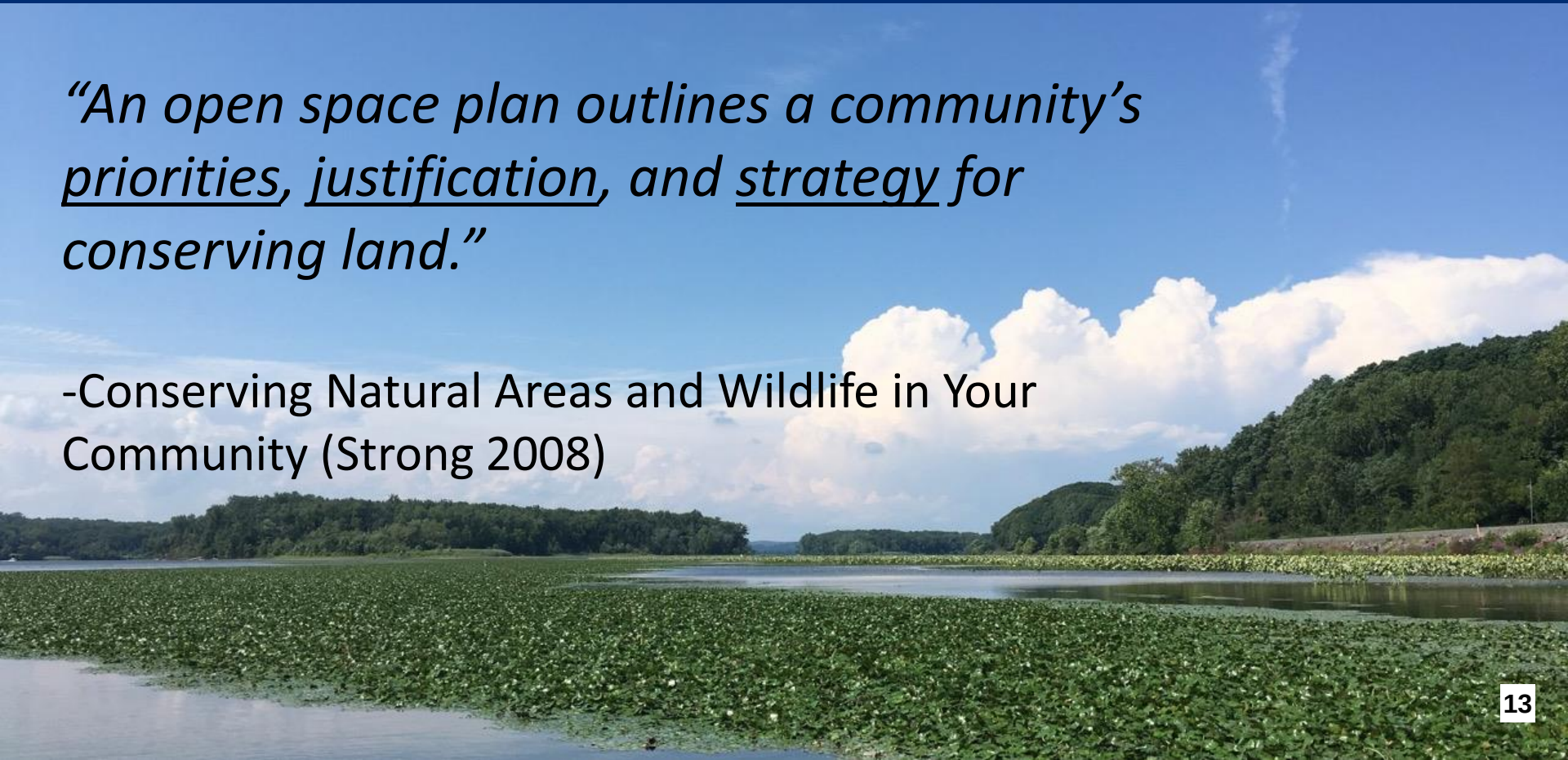
27.-1-40.11	38.-2-20	38.-2-25	38.-2-29
27.-1-40.12	38.-2-21	38.-2-26	38.-2-30
27.19-1-1	38.-2-22	38.-2-27.1	38.-2-31
27.19-1-2	38.-2-24	38.-2-28	



Open Space Plan

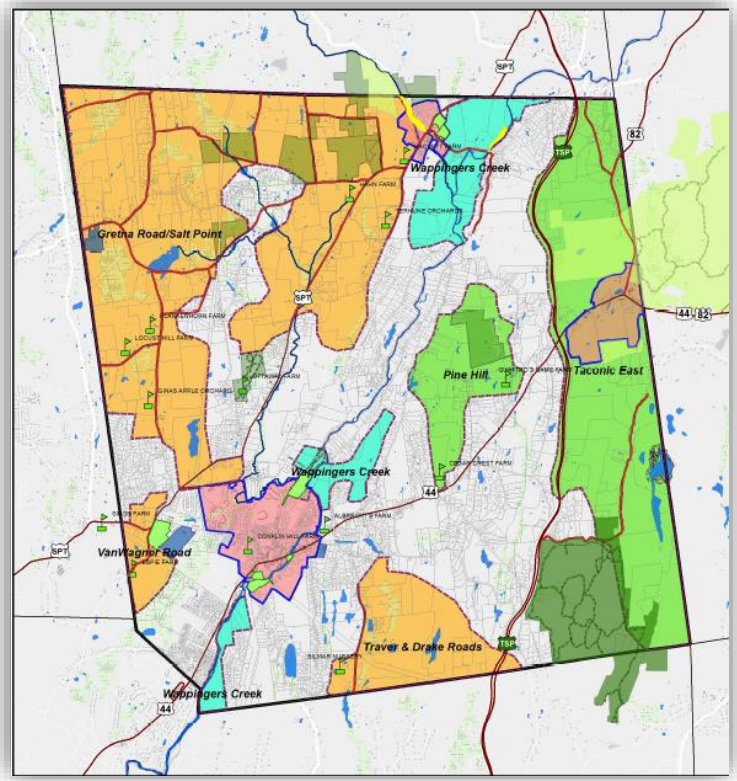
"An open space plan outlines a community's priorities, justification, and strategy for conserving land."

-Conserving Natural Areas and Wildlife in Your Community (Strong 2008)



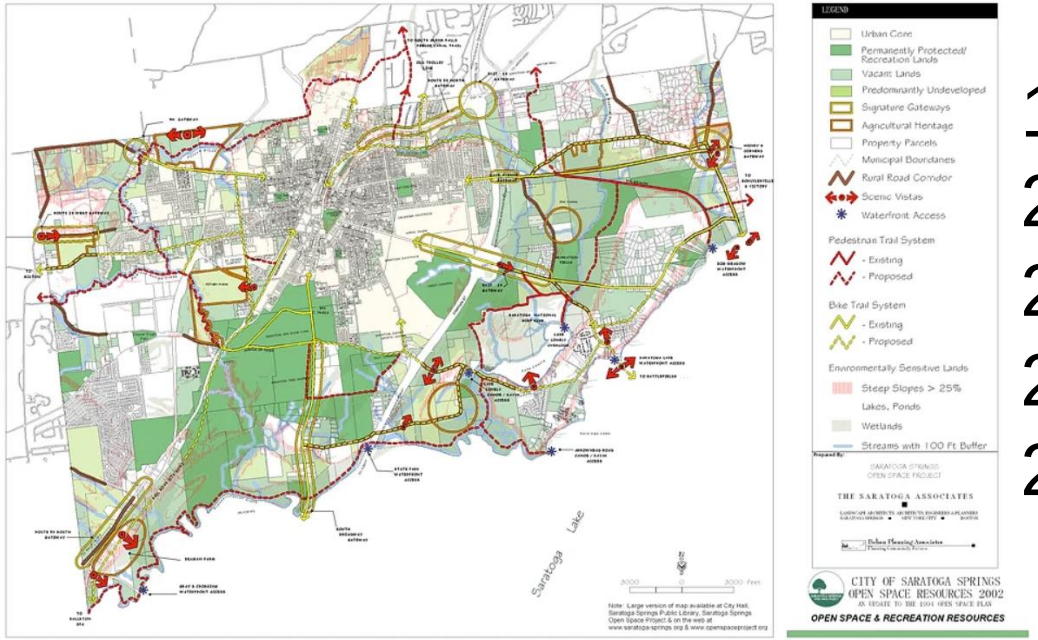
Open Space Plan Components

- Inventory + Analysis
- Community Input
- Vision + Mapped priorities
- Conservation strategies
- Recommendations for action



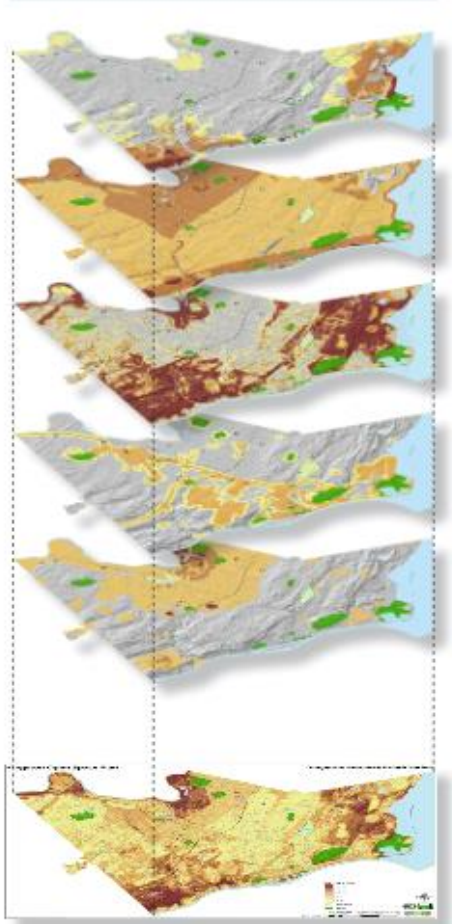
Example: City of Saratoga Springs Open Space Program

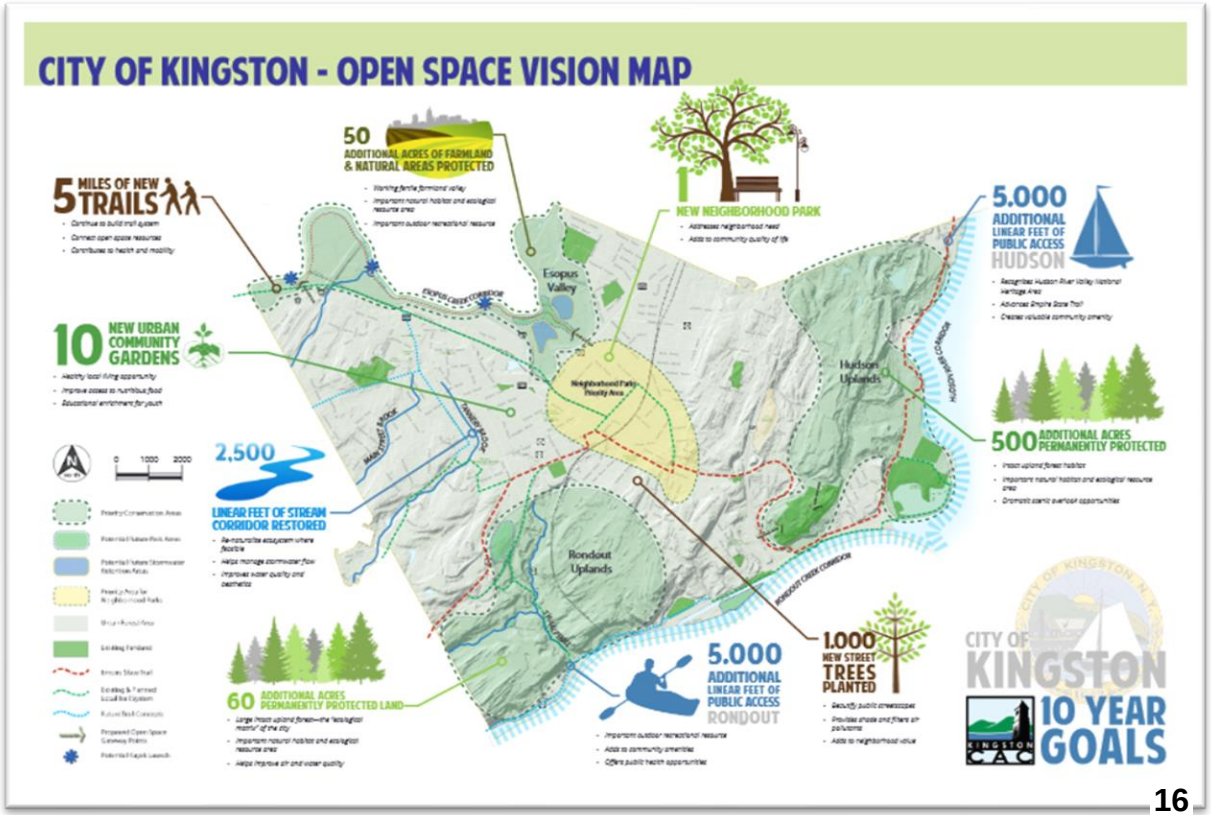
Vision: “City in the Country”



1994: Open Space Plan
2002: OSP update
2002: $5 million bond
2020: NRI
2021: OSP update

Example: City of Kingston Open Space Plan





Example: City of Rensselaer Open Space Plan

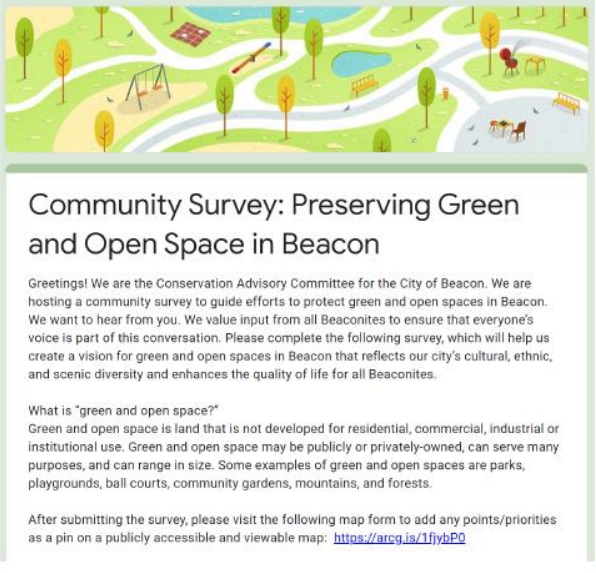
- educate/engage residents on the current and future state of natural spaces and public parks
- identify local priorities
- consider strategies to green developed areas

CITY OF RENSSELAER
OPEN SPACE & RECREATION PLAN

2021 Beacon Green/Open Space Survey

City of Beacon Open Space Inventory Public Survey Results Report

Report by: Sean Carroll, Cornell Cooperative Extension Dutchess County – November 2021



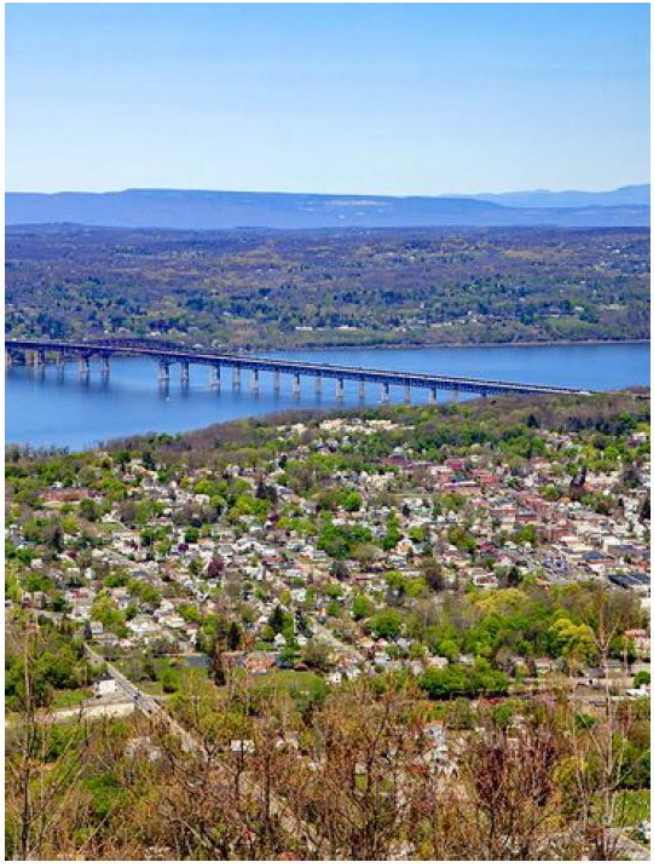
Community Survey: Preserving Green and Open Space in Beacon

Greetings! We are the Conservation Advisory Committee for the City of Beacon. We are hosting a community survey to guide efforts to protect green and open spaces in Beacon. We want to hear from you. We value input from all Beaconites to ensure that everyone's voice is part of this conversation. Please complete the following survey, which will help us create a vision for green and open spaces in Beacon that reflects our city's cultural, ethnic, and scenic diversity and enhances the quality of life for all Beaconites.

What is "green and open space?"
Green and open space is land that is not developed for residential, commercial, industrial or institutional use. Green and open space may be publicly or privately-owned, can serve many purposes, and can range in size. Some examples of green and open spaces are parks, playgrounds, ball courts, community gardens, mountains, and forests.

After submitting the survey, please visit the following map form to add any points/priorities as a pin on a publicly accessible and viewable map: https://arcg.is/1fjybP0

2021 Beacon Green/Open Space Survey



1 Green/Open Space Priority

1. Conservation of natural areas (39.3%)
2. Walking & biking trails/paths (30.5%)
3. Updating & maintaining existing space (14.1%)
4. River access (4.7%)
5. Water protection (4.7%)
6. New parks (1.7%)
7. More athletic areas & playgrounds (0.7%)
8. Other (4.3%)

Funding Sources

- Hudson River Estuary Grants ($10-50k, 15% match)
- Hudson River Valley Greenway (<=$10k, 50% match)
- Climate Smart Communities Grants (<=$100k, 50% match)
- Community foundations, local banks

Other potential sources of assistance:

- Colleges and universities, internship programs
- County Planning, Cornell Cooperative Extension, Land trusts, other nonprofits

Thank you! Questions?

Link to view/download NRI:

https://www.beaconny.gov/wp-content/uploads/2020/07/Beacon-NRI-FINAL-7-2.pdf

City of Beacon Conservation Advisory Council meets 1st Tuesdays, 7pm
Contact: Sergei Krasikov, Chair, beaconcac@beacony.gov
Open Space Planning Contact: Esther Jackson, ejackson@beaconny.gov

Ingrid Haeckel

Conservation & Land Use Specialist

Hudson River Estuary Program/ Cornell Univ.

ingrid.haeckel@dec.ny.gov

NEW YORK STATE | Hudson River Estuary Program

A Program of the New York State Department of Environmental Conservation

Cornell University

City of Beacon
Natural Resources Inventory

Photo Credit: Dennis O'Brien

June 2020

The Beacon NRI was prepared by the City of Beacon Conservation Advisory Committee and Natural Resources Inventory Committee, led by Brian DiFeo with assistance from Anthony Ruggiero, City Administrator, and Mayor Lee Kyriacou. The NRI was developed with support from the Environmental Protection Fund through the New York State Department of Environmental Conservation Hudson River Estuary Program and Cornell University's Cooperative Extension of Dutchess County.

NEW YORK STATE OF OPPORTUNITY | Hudson River Estuary Program
A Program of the New York State Department of Environmental Conservation

Cornell University

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1.0 Introduction

This Natural Resources Inventory (NRI) is an inventory and assessment of the current state of nature in Beacon, New York, a small city on the Hudson River. The NRI covers a wide range of resources, from soil types to endangered species to recreational features. It is based on existing data and did not involve new studies.

What the NRI Shows

Each section of the NRI focuses on a different natural element in Beacon (e.g., water resources or habitat/biodiversity). To help this be a useful tool, the term "natural resources" is interpreted broadly, including the living things and naturally occurring materials in the environment, as well as scenic and cultural resources, the history of human impacts, and current and future challenges.

The NRI is divided into sections that represent a natural resource. Each section consists of: a map accompanied by text that interprets the map; provides additional information on that element of our environment; and explains why the natural resource is relevant to Beacon with considerations for decision-making.

Beacon is a city rich with natural beauty and resources that have fostered a strong sense of place in its residents and enabled its community to prosper. Beacon is situated in a unique environment of urban human development with pockets of open, green spaces packed between the slopes of Mount Beacon and the Hudson River, with Fishkill Creek flowing through the heart of the city. While geographically small, Beacon is environmentally complex, with many distinct areas, habitats, features, and considerations.

Historically, Beacon's natural bounty helped the native Wappinger tribe to thrive by hunting and fishing these lands. Dutch and English colonists utilized the Fishkill Creek's power for milling their grain and lumber harvests. Decades of heavy industry, now mostly gone, left its architectural mark on the city with brick factory buildings and workers' homes.

Today, tourists flock to enjoy the views of the mountain, quiet sunsets from the riverbank, and Beacon's rich cultural offerings. Diverse bird and fish populations still migrate through each year, and mammals as large as bears make use of the southeastern edge of the city – one of the few remaining greenways connecting the Hudson Highland mountains to the Hudson River.

How to Use the NRI for Decision-Making

The NRI can be used by Beacon municipal officials, the planning board, zoning board of appeals, the conservation advisory committee, community groups, non-profit organizations, recreational groups, residents, and others to help assess the environmental impacts of proposed activities and development plans; to assist in completing environmental assessment forms; to provide natural resource data for the development of city policies and ordinances; to provide natural resource data for future comprehensive and land use plans; and to identify areas for natural resource conservation, management, and stewardship.

The NRI can be useful for those in Beacon's community who are interested in local nature or whose work intersects with environmental needs. The NRI can be a resource and conversation-starter for decision-makers for protecting and enjoying the natural elements of Beacon. A better understanding of Beacon's natural resources will enable the community to protect and conserve them for current and future generations.

The maps and data in the NRI should not substitute for site-specific studies. Municipal-level or parcel-level issues may need to be examined on a site-specific basis.

Considerations for Decision-Making

The City may wish to consider these high-level recommendations from the NRI:

- Incorporating climate change mitigation and adaptation in decision-making;
- Engaging Beacon residents in the stewardship of its natural resources; and
- Incorporating impacts on Beacon's natural resources in development decision-making.

More Information & Sources

Please see the References section at the end of the document, which includes sources used to create each map and text, as well as useful documents, data sets, websites, and organizations.

1.1 Base Map

Map 1.1 is an aerial image from 2016 that depicts the context of the natural resources of Beacon, New York.

Why This Is Relevant to Beacon

Beacon covers approximately 4.7 square miles, and includes approximately 4.3 miles of Hudson River shoreline. The land slopes from east to west, down from the mountainous Fishkill Ridge to the Hudson River. After the Hudson, Fishkill Creek is the most significant water feature in the city, flowing toward the southwest through the center of the city over many waterfalls and dams, and entering the Hudson River via a natural bay south of Dennings Point.

Beacon has a variety of habitats, including forests and wetlands, and residential neighborhoods and yards, the riverfront, fields, and more all thrive within the city of Beacon. Some areas are maintained (e.g., mowed parks) while others are left in their more natural state.

Beacon is most densely developed along Main Street. The thoroughfare runs from the bluff over the river's harbor and the Metro-North Train Station southeast across Fishkill Creek to the foot of the mountains. Main Street is more than a mile long and features dozens of shops, restaurants, and other services. Development density generally decreases the further you get from Main Street, and the municipalities surrounding Beacon are not as densely populated as the city itself.

Beacon's built environment and population has remained fairly unchanged since 1950, with the population decreasing slightly between 1960 and 1990. According to the 2012 revision to the 2010 United States Census, the population of Beacon was 14,599 with a population density of 3,106 people per square mile. Recent and proposed residential development suggest there will soon be an uptick in population.

Other visible features are the Fishkill Correctional Facility, a New York State Prison with approximately 1,650 inmates, located in the northeast; and the shoreline of the Hudson River, which is largely undeveloped but includes the railroad tracks used by Metro-North and Amtrak.

What This Map Shows

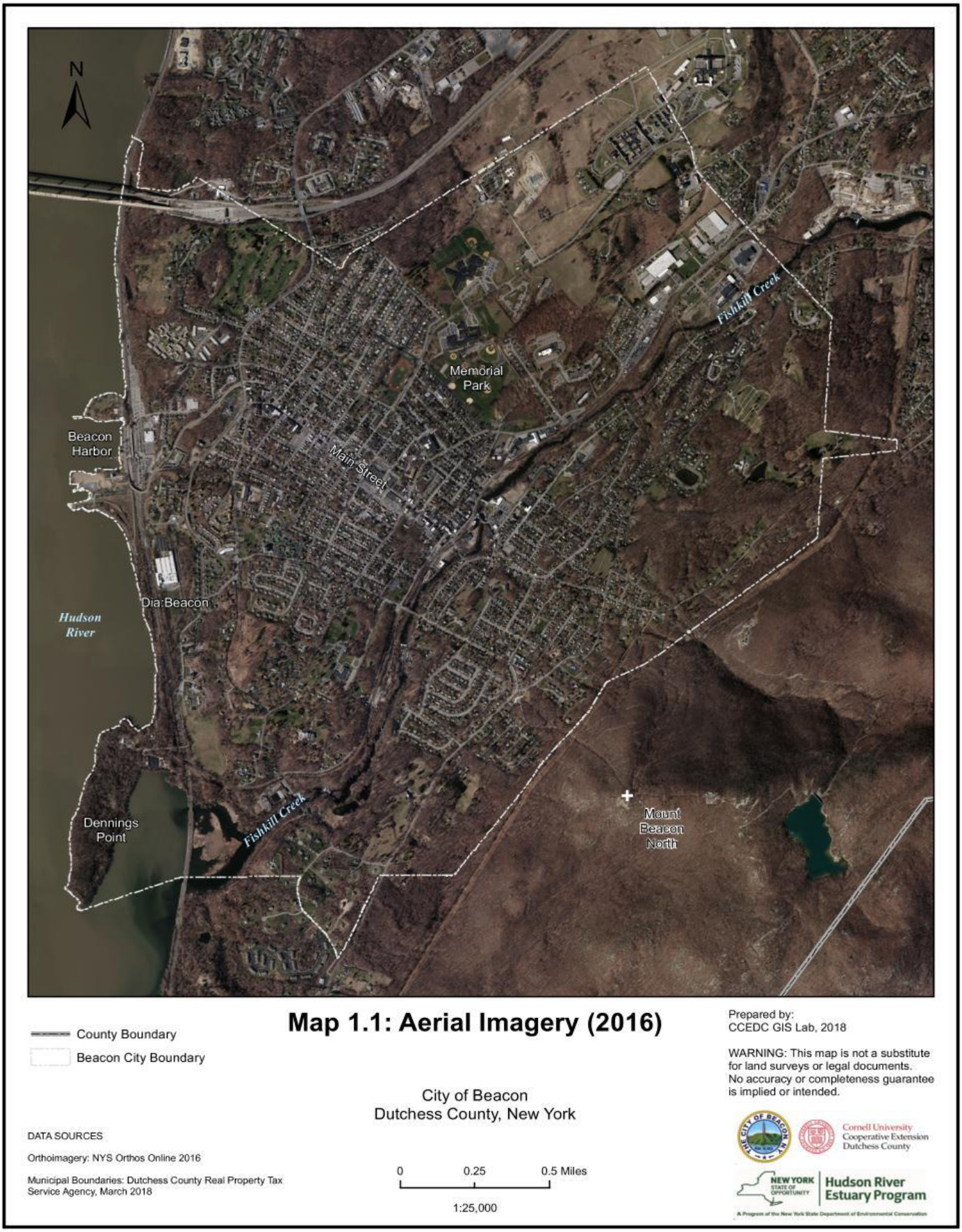
The Base Map and similar aerial images serves as the basis for all maps in the NRI. It highlights the following unique natural and cultural landmarks, which can be used for orientation on subsequent maps:

- Beacon Harbor*
- The Hudson River*
- Dennings Point
- Dia: Beacon
- Memorial Park
- Fishkill Creek
- Mount Beacon*

*these locations are largely or entirely in the Town of Fishkill

Main Street and surrounding neighborhoods, looking west to the Hudson River. Photo by Scott Harrison.

Map 1.1 Base Map



1.2 Regional Context

Map 1.2 is a map of the Beacon area showing the city in relation to the Hudson River and local roads.

What This Map Shows and Why This Is Relevant to Beacon

Beacon is located in New York's Hudson Valley. Other than Dutchess Junction, the small portion of the Town of Fishkill that wraps around the southern city limit, Beacon is the southernmost municipality in Dutchess County. The nearest point of the Putnam County line is just south of Beacon at the Breakneck Ridge trail of the Hudson Highland mountain range.

To the west, Beacon is bordered by the Hudson River Estuary, which is fully a mile wide at Beacon's shores and extends 153 miles from New York Harbor to Troy, New York. The river is a tidal estuary at Beacon, bringing salt water north and fresh water south, with two high and two low tides every 24 hours. The Hudson River and Hudson Valley have environmental, historical, and economic significance, both regionally and nationally.

The City of Newburgh in Orange County is across the river and is Beacon's sister city, connected by bridge, ferry, vistas, community, and a shared sense of responsibility for the river that flows between. Beacon is bordered by the Town of Fishkill in all other directions, including most of the Hudson River facing Beacon to the west.

Beacon is bordered to the east by the Hudson Highlands mountain range, which includes Mount Beacon North (1,531 feet) and Mount Beacon South (1,610 feet). These rocky, forested mountains rise steeply from Beacon; they are virtually undeveloped in their upper elevations and are now state parkland.

To the north of Beacon is Interstate 84, which connects Beacon to communities and cities to the east and west. Twenty-five million vehicles drive through Beacon on I-84 across the Beacon-Newburgh Bridge each year, as it is a major artery for regional commerce between Pennsylvania and the Northeast of the United States. Seven miles to the west is the New York State Thruway. Just five miles beyond is Stewart International Airport, which offers flights on major airlines. Route 9D is the primary road connecting Beacon to communities to the north and south. The Metro-North Train Station connects Beacon to New York City, 60 miles to the south, and Poughkeepsie, the county seat of Dutchess County, 15 miles to the north. Beacon is nestled in a narrow lowland between the mountains and the Hudson River. A person could walk the 1.8 miles from the train station at the river's edge to the foot of the mountain, or the 2.9 miles along Fishkill Creek through the length of the city. There are multiple trail heads within the city that provide access to Mount Beacon and Fishkill Ridge.

Considerations for Decision-Making

Beacon's location within the Hudson Valley, proximity to New York City, connection via major roads and train, and small size make it easily accessible and invaluable to residents, commuters, businesses, and tourists alike.

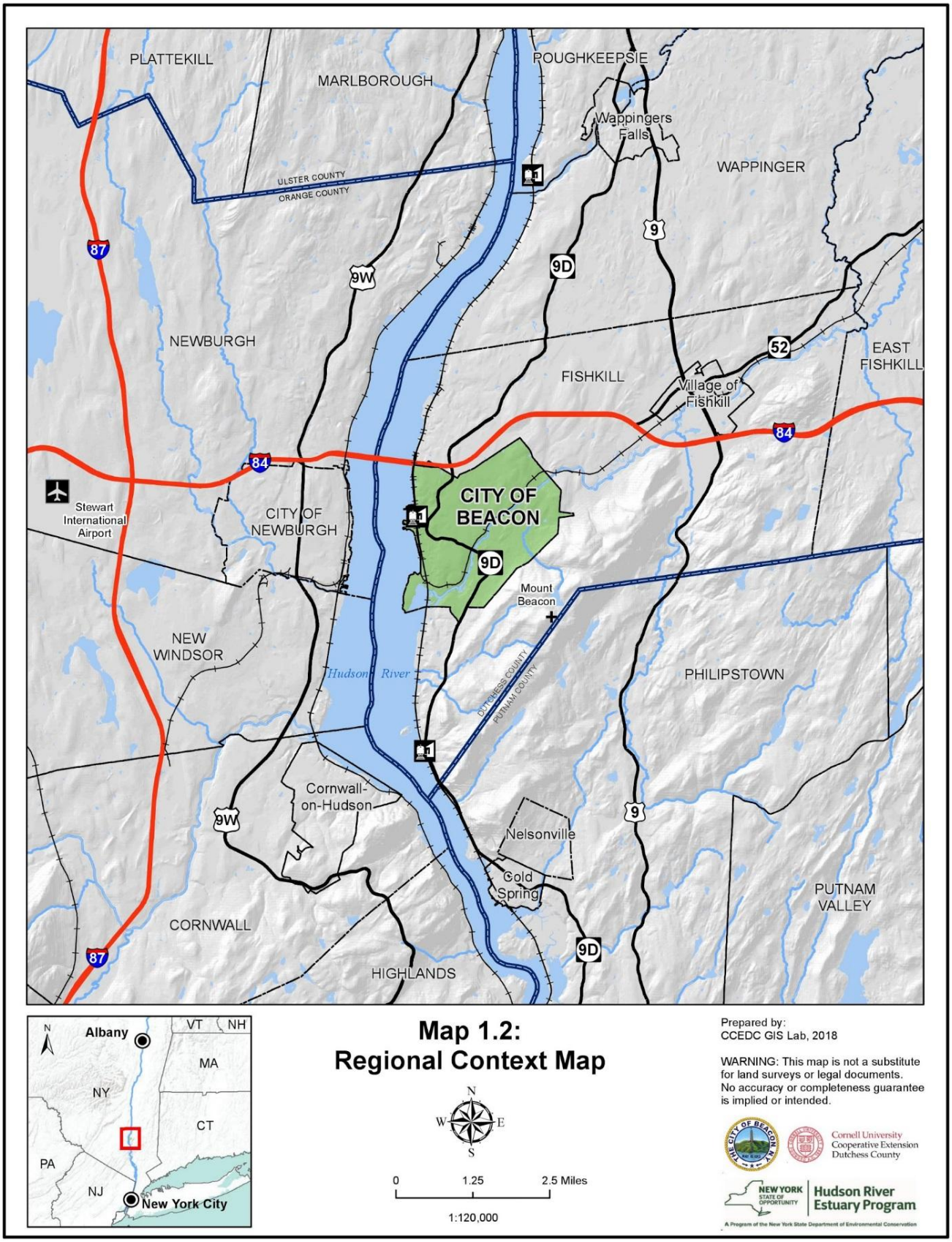
To protect Beacon's regional significance, the City may wish to consider:

- Continuing to refine proactive development policies that accommodate sustainable growth while protecting the natural and cultural character of the city. Beacon is physically and politically bounded, so any population growth will have to be by infill development and increased density, not sprawl;
- Celebrating and expanding upon Beacon's accessibility by all modes of transportation including train, vehicular, public transit, ferry, bike, and pedestrian; and
- Maintaining good working relationships with neighboring municipalities for planning and operational coordination.

This information largely comes from New York State Department of Environmental Conservation and New York Bridge Authority. For more information on these topics, see the References section.

View of Beacon, Fishkill, the Hudson River, and Orange County, looking north-northwest from Mount Beacon.

Map 1.2 Regional Context



2.0 Geology

Why This Is Relevant to Beacon

Geology is the study of naturally-occurring earth materials. This document considers Beacon's geology in two sections:

(1) Surficial geology refers to the soils and rocks that loosely cover the ground. This affects which plants grow, what wildlife thrives, and how water drains. Protecting Beacon's surficial geology can prevent erosion, keep streams clean, and help maintain biodiversity.

(2) Bedrock geology refers to the solid rocks that lie beneath the loose surface rocks and soils. This determines topography and appropriate siting of development and drinking water wells. Applying in-depth knowledge of bedrock geology can prevent hazards like residential flooding, erosion, and groundwater contamination.

Bedrock geology also contributes to Beacon's success as a tourist destination, since Mount Beacon would not exist without the elevational differences in the underlying bedrock geology.

Bedrock geology plays a major role in determining where wells are most successful, as well as which areas are amenable for retention of drinking water. The Beacon Reservoir (located in Fishkill) is pictured here.

A bedrock outcrop, where bedrock protrudes to the surface, is pictured here south of the train station.

Stream sediments and glacial outwash materials surround the southern portion of Fishkill Creek, a tributary of which is seen here.

2.1 Surficial Geology

Map 2.1 displays Beacon's surface geology.

Why This Is Relevant to Beacon

The soils and rocks that loosely cover the ground affect plant community composition and biodiversity, as well as water flows. They also affect decomposition rates and determine whether land is good for infrastructure and farming – or, in Beacon's case, smaller-scale gardening.

The sediments in Beacon today were deposited here 14,000 years ago when the previous ice age ended and the Laurentide Ice Sheet and Wisconsin glacier retreated. This major geologic event helped shaped the city's boundaries. The southeastern boundary of Beacon traces the bedrock-till divide.

What This Map Shows

Beacon's surface geology consists primarily of glacial till (rocks and soils of various sizes and types that were carried here by the last glacier). Bedrock outcrops, where soils are extremely shallow or nonexistent, occur under the Beacon train station and in small portions on its north and east borders.

Lake sediments exist along the western border of Beacon, to the south of the train station. These sediments were left by Lake Albany, a massive glacial melt lake, which existed 13,000 years ago. They contributed to Beacon's long and rich brick manufacturing industry.

Small areas of stream sediments and glacial outwash materials surround the southern portion of Fishkill Creek. Glacial outwash materials, which were carried by the last glacier and deposited here by ice melt streams, and stream sediments both include small, fast-draining particulates like sand and gravel.

Considerations for Decision-Making

Soil types are a determining factor in infrastructure development. Hardy, faster-draining soils can withstand compaction from roads, large buildings, basements, and septic systems. More sensitive soils, like those near waterways, are less desirable sites for construction. If disturbed, sensitive soils will erode rapidly, causing nutrient leaching, stream sedimentation, and damage of aquatic life. A variety of soils supports a variety of flora and fauna.

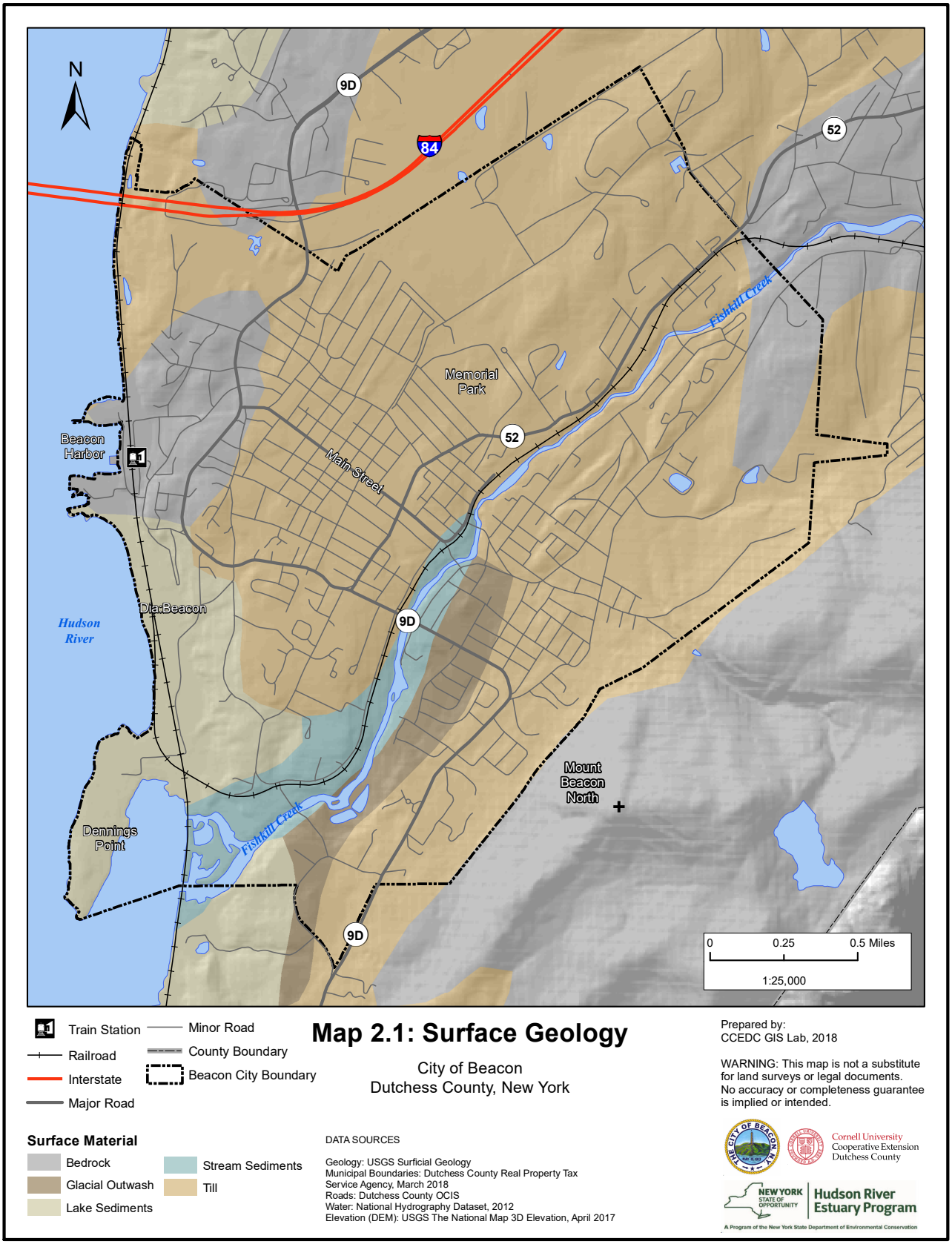
To protect Beacon's soil quality, the City may wish to consider:

- Managing development within stream sediment and glacial outwash zones;
- Reducing impervious surfaces in developments to lower soil erosion that can result from increased storm water flowing off-site;
- Encouraging use of green infrastructure to increase infiltration, including permeable pavement, enhanced tree pits, and green roofs;
- Testing soil for pollutants in previous industrial zones and remediating if necessary; and
- Preserving areas of each soil type, which will in turn help protect Beacon's array of plant and animal biodiversity.

This information largely comes from USGS, USDA, the Hudson River Estuary Program, and the Dutchess County NRI. For more information on these topics, see the References section.

Glacial outwash and stream sediments are visible along the stream banks in Beacon.

Map 2.1 Surficial Geology



2.2–2.3 Bedrock Geology and Topography

Map 2.2 displays Beacon's bedrock types, while Map 2.3 shows elevations in the City.

Why This Is Relevant to Beacon

Topography related to bedrock geology helped shape settlement patterns in Beacon, with the city's population concentrated along a relatively flat plain. The high terrain of nearby Mount Beacon and Fishkill Ridge to the east provide scenery and recreation opportunity for residents, as well as visitors who bring the economic benefits of tourism.

Bedrock geology also determines the best locations for high-production wells, as noted in Section 5 of the City of Beacon Comprehensive Plan. At present, Beacon's water sources are: (1) two wells dug into bedrock aquifers to the north of Beacon, (2) a subsurface soil and gravel aquifer in the Village of Fishkill, and (3) three surface water reservoirs. An area of Taconic Sequence bedrock in the northeast portion of the City is being explored for a potential new drinking water well. Surficial and bedrock geology together help retain water in these areas.

What This Map Shows

Beacon's bedrock is primarily Austin Glen Formation (a type of sandstone) and Taconic Sequence (a coarse-grained shale that can be easily split into irregular pieces). Areas of Precambrian Granite and Gneiss exist along Beacon's eastern boundary. These are some of the oldest, hardest rocks in the region. They were formed over one billion years ago, and are highly resistant to erosion. They are the Hudson Highlands bedrock. A zone of Autochthonous ("formed-in-place") Shale is sandwiched between Precambrian Granite and Gneiss. Shale is a mix of fine-grained minerals that were formed through accumulation and low pressure, and it easily breaks into slabs.

Considerations for Decision-Making:

Bedrock is a determining factor in infrastructure development. Development of roads and structures on areas where bedrock is close to the surface may be costly and cause intensive erosion of thin, fragile surface soils. As mentioned, it is also a major factor in water flow, filtration, and storage.

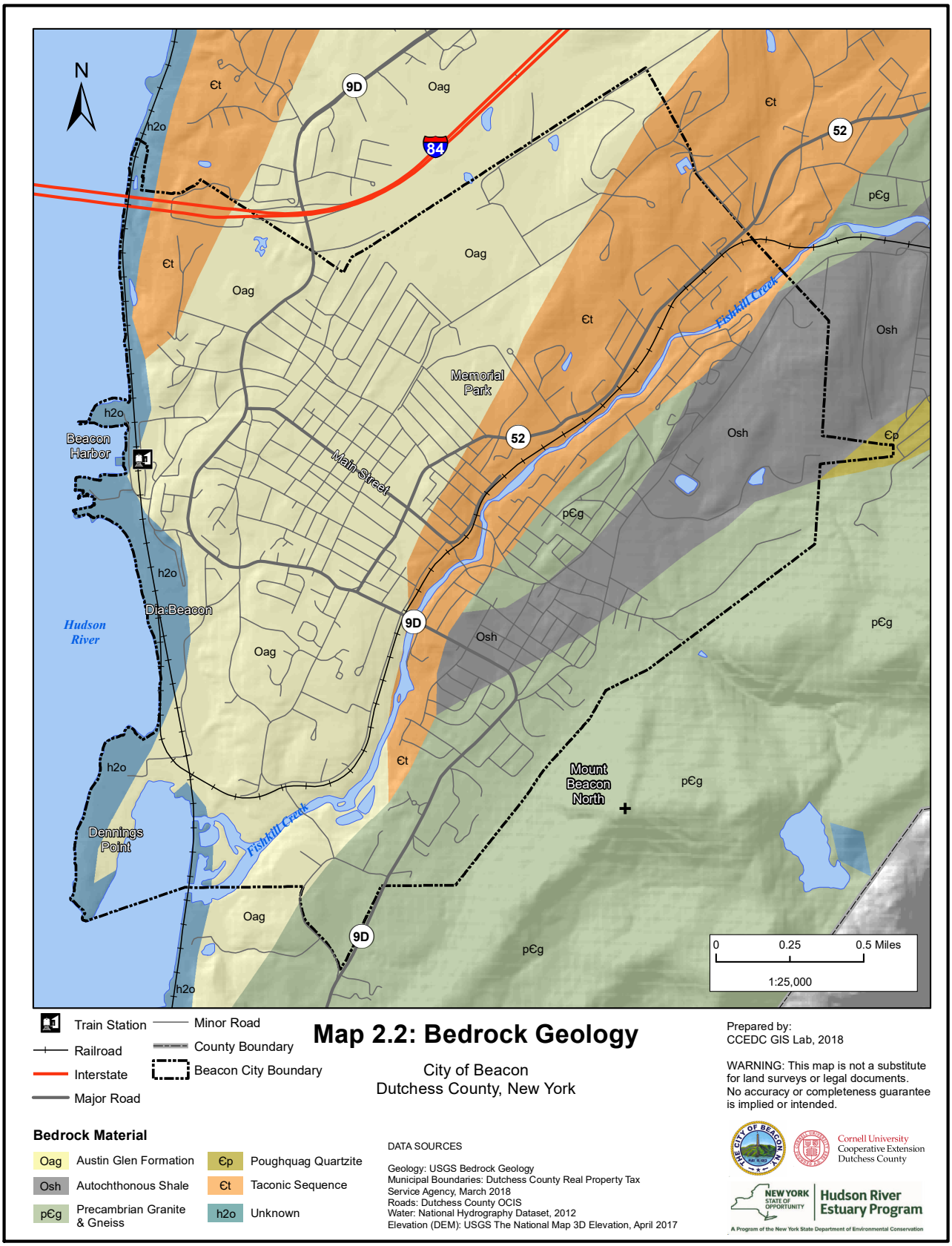
To make effective use of Beacon's bedrock resources, the City may wish to consider:

- Limiting development on steep slopes to avoid erosion and stormwater runoff (the City recently did so);
- Preserving areas of land overlying each bedrock type, which will in turn help protect Beacon's array of plant and animal diversity;
- Consider protecting interesting geologic features, such as glacial erratics; and
- Properly capping and sealing wells that are not in use, as well as exploratory well cuts, to avoid potential contamination of subsurface bedrock waterways.

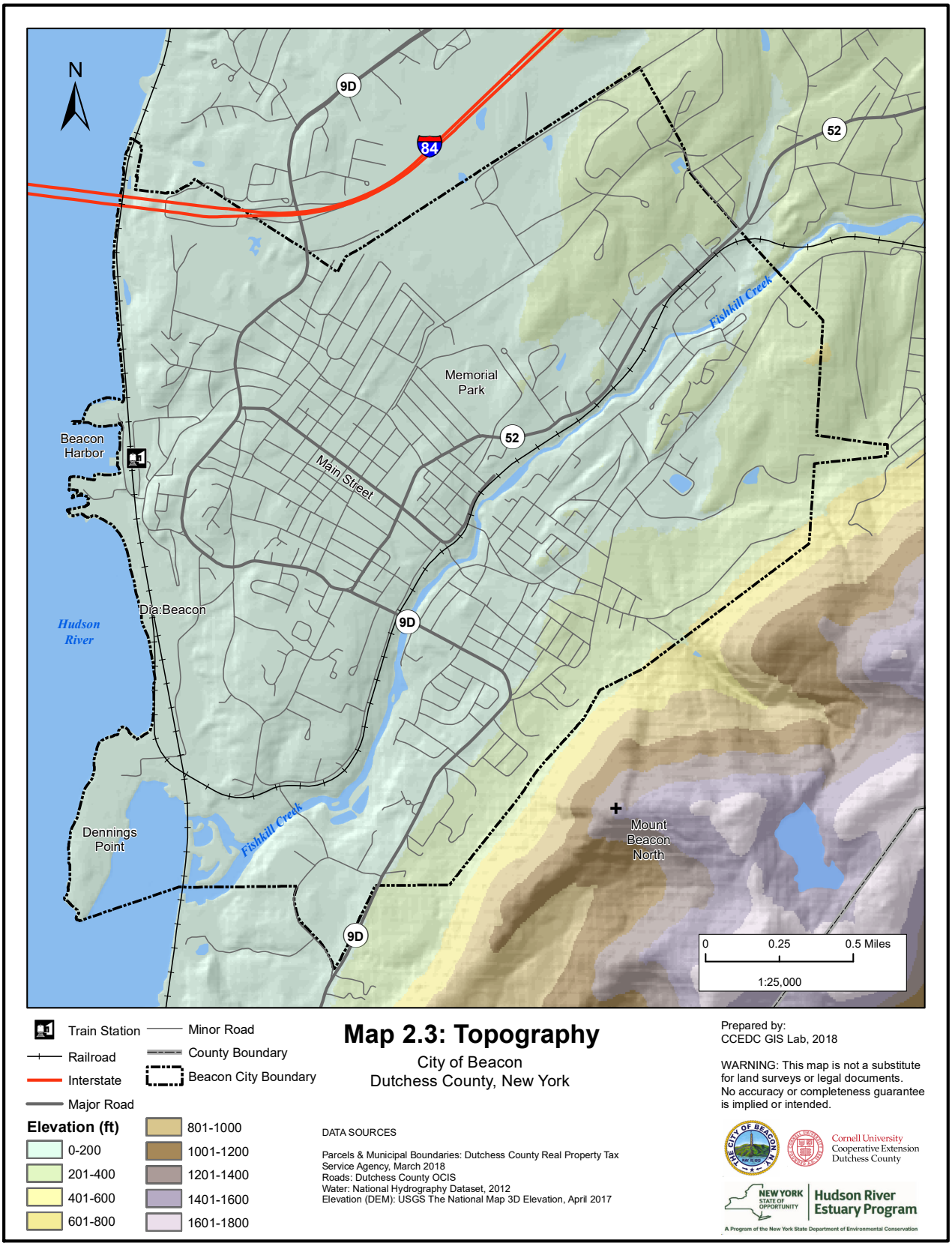
This information largely comes from USGS, USDA, the Hudson River Estuary Program, and the Dutchess County NRI. For more information on these topics, see the References section.

Striations typical of gneiss – a common bedrock along Beacon's eastern boundary – are visible on the rock in this photo

Map 2.2 Bedrock Geology



Map 2.3 Topography



3.0 Water Resources

Why This Is Relevant to Beacon

Beacon is situated along a historic and nationally important waterway: the Hudson River. The Hudson and other waterways in Beacon, along with their adjacent riparian zones, provide many ecosystem functions and services for nature and people. For example, Fishkill Creek is an important spawning area for migratory fish, and the Hudson River provides scenic and recreational opportunities.

Stormwater and its management are also important to consider. Beacon's wetlands help to naturally regulate stormwater runoff flows, moderate flooding, and protect surface water quality. Engineered green infrastructure such as rain gardens can also help slow runoff, reducing the impacts of development on water quality and quantity.

Beacon relies on clean water to support biodiversity, recreation, and its drinking water supplies. Beacon's water comes from both groundwater and surface water sources, and water quality monitoring data can be used to confirm whether existing pollution controls are succeeding at achieving the desired water quality.

Kayakers on the Hudson River at Long Dock Park.

Fishkill Creek.

Beacon Reservoir.

3.1 Streams, Waterbodies and Watersheds

Map 3.1 displays water courses, bodies of water, and watersheds in Beacon.

Why This Is Relevant to Beacon

Streams, rivers and their adjacent riparian zones provide many ecosystem functions and services, such as clean water, recreational opportunities, scenery and wildlife habitat. In addition, tributary streams deliver water, nutrients, sediment and organisms to larger waterways.

The economic and social value of water in Beacon are demonstrated by businesses such as the Roundhouse, which benefits from views of the waterfall on Fishkill Creek, and by the tourism draw of the Hudson River waterfront at Long Dock Park and Pete and Toshi Seeger Riverfront Park. The Newburgh-Beacon ferry that crosses the Hudson provides additional economic benefits to Beacon.

What This Map Shows

Beacon has two principal waterbodies: the Hudson River and Fishkill Creek. The lighter area of the map on the west side of Beacon drains directly to the Hudson. The darker area is a local sub-watershed where rainfall fills Beacon Reservoir, feeds surface flows of Dry Brook and Fishkill Creek, and helps recharge large groundwater aquifers at the foot of Mount Beacon.

Fishkill Creek and the Hudson River are identified as "rare assets" in the Beacon Comprehensive Plan. The Hudson River is an iconic and nationally recognized waterway, designated by Congress in 1996 as the Hudson River Valley National Heritage Area. It is a tidal estuary where salt and freshwater mix, resulting in high biodiversity. The Hudson's tides extend to the Capital Region, so Beacon's waterfront is influenced by tidal fluctuations.

Fishkill Creek begins in the Town of Union Vale, flowing southwest through the towns of Beekman, East Fishkill, and Fishkill before reaching Beacon. The Hudson's tides also reach into Fishkill Creek as far as the first road bridge crossing. The lower section of Fishkill Creek, from the mouth to the first dam, is an important spawning area for migratory fish that travel from the ocean, up the Hudson River Estuary, and into its tributaries to spawn. Stream barriers, such as dams and poorly designed and installed bridges and culverts, can have serious effects on stream habitat, local flooding, and water quality. Fishkill Creek is an approved drinking water source for the city.

Considerations for Decision-Making

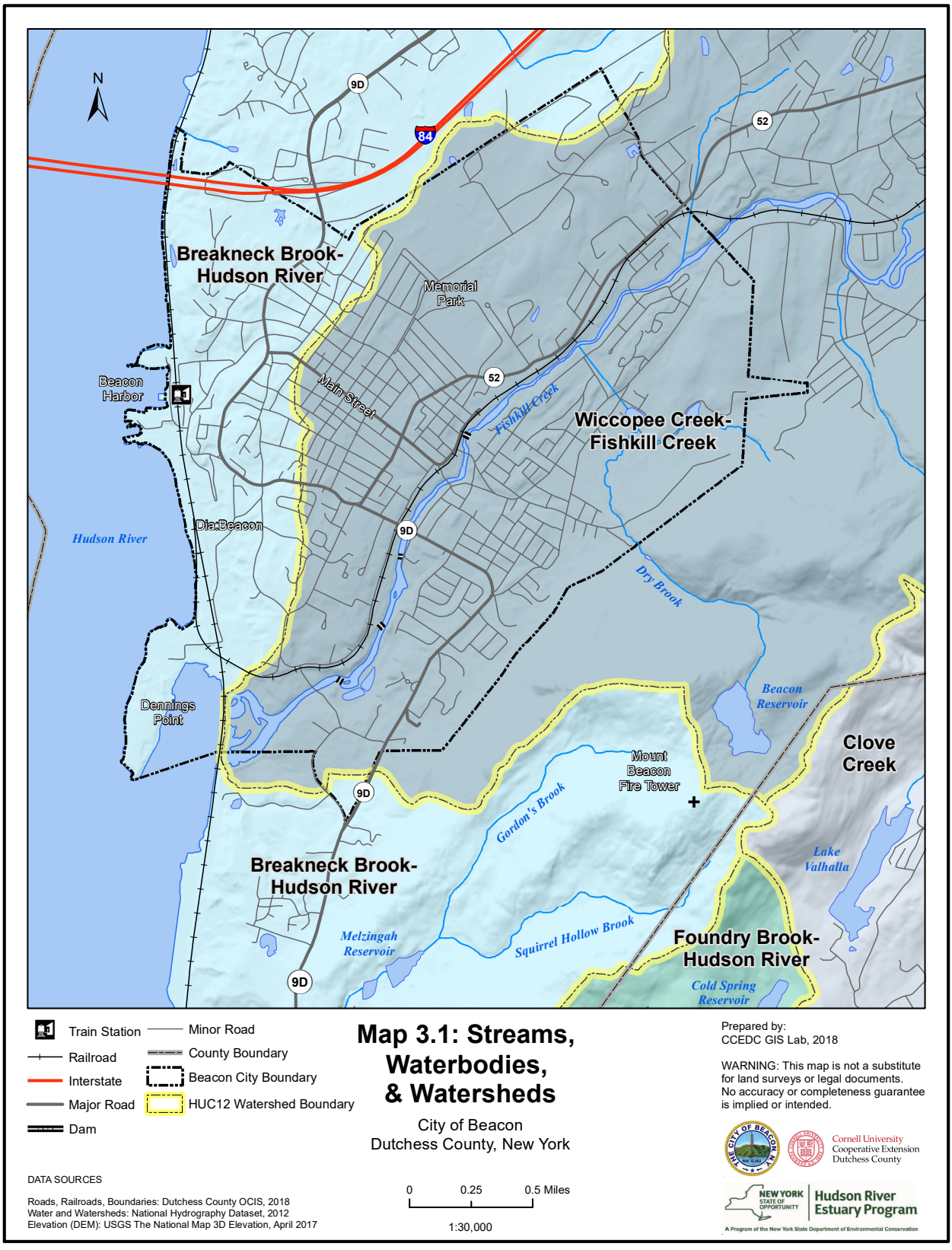
To protect Beacon's streams and waterbodies, the City may wish to consider:

- Utilizing a watershed management approach, which can comprehensively address a wide range of water quality and quantity issues;
- Preserving wetlands, stream corridors, and floodplains in their undeveloped states;
- Replacing poorly designed or undersized culverts with bridges, open-bottom culverts and similar structures that completely span the waterway and associated riparian area and floodplain;
- Requiring a building buffer from the mean high tide mark of the Hudson River and along stream courses;
- Protecting and restoring naturally vegetated areas along streams and rivers; and
- Controlling shoreline and streambank erosion using living shorelines or ecological materials.

This information largely comes from Dutchess County NRI, Hudson River Estuary Program NRI Guide, Hudsonia Habitat Fact Sheet, *Conserving Natural Areas and Wildlife in Your Community: Smart Growth Strategies for protecting the Biological Diversity of New York's Hudson River Valley*, Beacon Drinking water report, LHCCD/Emily Svenson, City of Beacon Local Waterfront Revitalization Plan, and *Watershed Design Guide: Best Practices for the Hudson Valley*.

For more information on these topics, see the References section.

Map 3.1 Streams, Waterbodies, and Watersheds



3.2 Wetlands

Map 3.2 depicts wetlands of various types as mapped by the U.S. Fish and Wildlife Service (USFWS) and New York State Department of Environmental Conservation (NYSDEC). It also includes poorly and very poorly drained soils, which can be indicative of where wetlands are likely to occur ("probable wetlands") and somewhat poorly drained soils, which indicate "possible wetland" locations.

Why This Is Relevant to Beacon

Wetlands are areas with saturated soils. Certain plants and animals are specifically adapted to wetland conditions, or the resources they provide. Some spend their entire lives in wetlands, while others require wetlands for part of their life cycles.

Wetlands provide multiple benefits to humans, such as regulating stormwater runoff flows, controlling shoreline erosion, protecting surface water quality, protecting groundwater quality, and attracting recreational users.

Tidal wetland habitats play a critical role as nursery grounds for fish and shellfish species, as well as providing nesting sites and migration stops for birds and sources of nutrients for the estuary food web. They can also serve as buffers to storm surge in the estuary and help to mitigate shoreline damage.

What This Map Shows

The map notes four categories of wetlands mapped by USFWS in the National Wetland Inventory (NWI) in Beacon:

- Estuarine and Marine Deepwater: Open water estuary, bay, sound or open ocean
- Estuarine and Marine Wetland: Vegetated and non-vegetated brackish and saltwater marsh, shrubs, beach, bar, shoal or flat
- Freshwater Emergent Wetland: Herbaceous marsh, fen, swale or wet meadow
- Freshwater Forested/Shrub Wetland: Woody wetlands; forested swamp or shrub bog

The map shows that many of Beacon's wetlands are concentrated along the Fishkill Creek stream corridor and the Hudson River shoreline. It also shows that outside of these areas, most of the mapped wetlands have adjacent to them larger patches of poorly drained or very poorly drained soils, that may be probable or potential wetlands.

Considerations for Decision-Making

The need to protect wetlands has been recognized widely. However, many of the wetlands on this map are not protected, and it is likely that not all existing wetlands are mapped.

Land use in adjacent upland areas and hydrologically connected areas can impact wetlands, so it is important to closely examine relationships between wetlands and surrounding areas when making land use decisions. Similar management strategies can often be applied to wetlands and stream corridors.

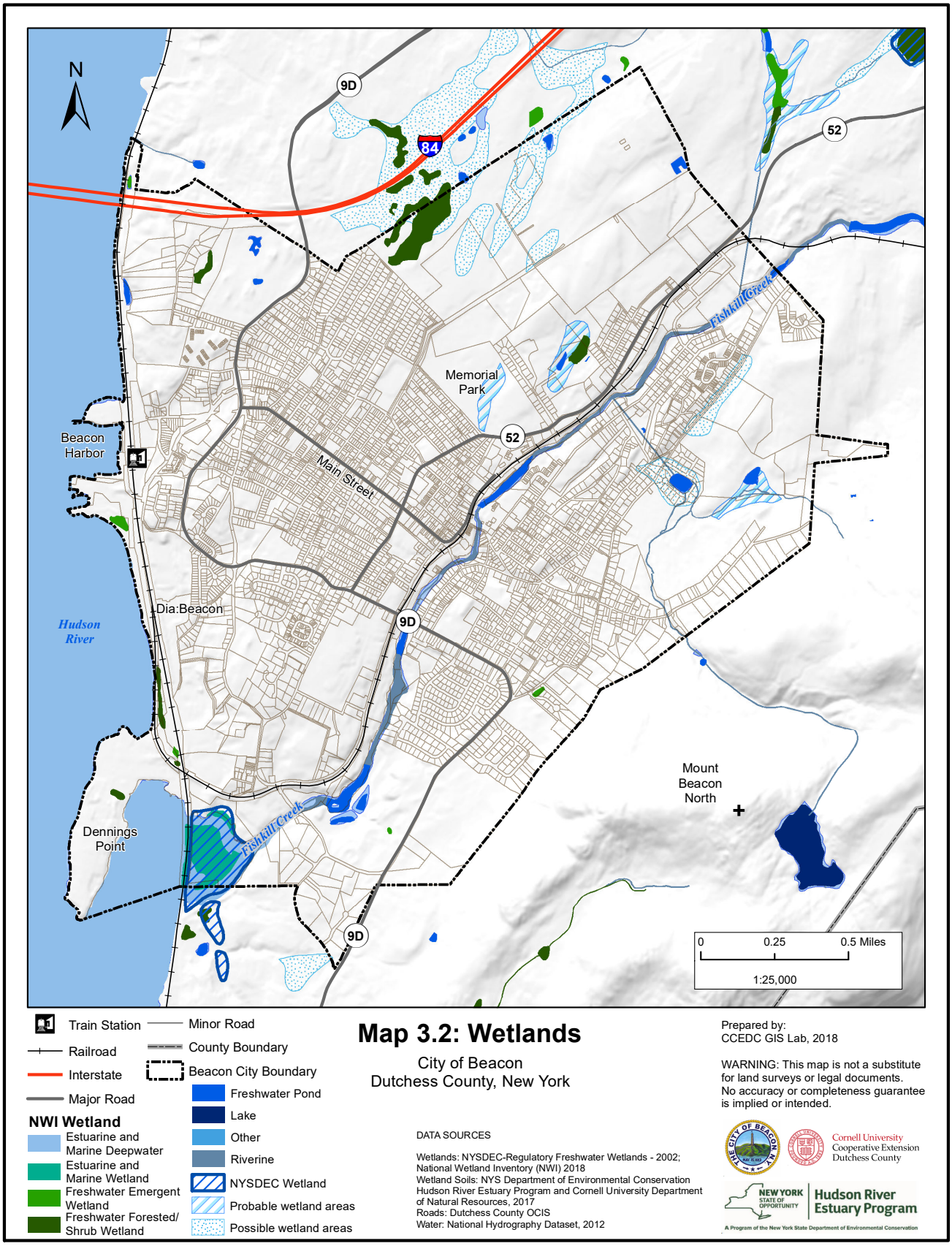
Small pockets of wetlands in the city, or locations of possible wetlands (based on soil drainage characteristics), can serve as "green infrastructure" that naturally helps to store run-off during storm events.

To protect Beacon's wetlands, the City may wish to consider:

- Setting a minimum acreage lower than the State DEC minimum for required wetland mapping;
- Establishing wetland protection ordinances for significant wetlands that are not currently regulated by State or Federal law;
- Preserving additional wetlands in their undeveloped states; and
- Avoiding filling shallows and small wetlands.

This information largely comes from Local Strategies for Wetland and Watercourse Protection and the US Fish and Wildlife Service National Wetland Inventory. For more information on these topics, see the References section.

Map 3.2 Wetlands



3.3 Stormwater

(Map Not Available)

Why This Is Relevant to Beacon

A sewershed is an area of land where any water running off the street surface drains via the storm sewer system to a single pipe that discharges into surface waters, such as the Hudson River or Fishkill Creek. Sewersheds are man-made, the product of human development patterns and stormwater system design.

Impervious surfaces, such as roads, rooftops and parking lots are a central feature of human development. In undeveloped areas, precipitation infiltrates soils and moves gradually into surface and ground waters, which helps maintain more stable stream flow over time. Impervious surfaces prevent rainwater from infiltrating into the ground, instead directing it into underground piping systems that are designed to convey stormwater runoff quickly to surface waters. In this way, impervious surfaces drastically alter the timing and quantity of stream flow. Stormwater discharge pipes may also erode or scour stream banks and beds.

Impervious surfaces also have water quality impacts. As water flows over pavement, it picks up pollutants such as salt, oil, and sediment, and carries them into surface waters. The effects of impervious surfaces on surface waters are detectable even at low levels of development.

Green infrastructure is a category of stormwater management practices in which pervious surfaces, vegetation and topography are used to slow the movement of runoff and promote infiltration, thereby reducing the impacts of development on water quality and quantity. Green infrastructure practices often produce multiple benefits, such as creating wildlife habitat and increasing greenery in urban spaces.

Runoff carries nutrients, sediment and pollutants in forms and concentrations that are atypical of undisturbed systems, and changes the timing and magnitude of flow. Development within floodplains removes their ability to store and infiltrate water. Direct alterations to the stream channel, such as road crossings, culverts, and dams, also alter flow and affect habitat quality for fish and wildlife.

Stormwater runoff from certain municipal areas is regulated under the New York State Municipal Separate Storm Sewer System Permit, or “MS4” program. Beacon is a subject to this permit program, which requires six “minimum control measures” to protect nearby surface waters:

1. Public education and outreach;
2. Public participation;
3. Illicit discharge detection and elimination;
4. Management of construction site runoff;
5. Management of post construction site runoff; and
6. Good housekeeping in municipal operations.

Considerations for Decision-Making

With an understanding of surface water drainage patterns, we can assess which land areas within Beacon have more potential to generate pollutants that wind up in streams and rivers. We can also begin to identify areas where green infrastructure practices may have the greatest impact.

To manage stormwater in Beacon, the City may wish to consider:

- Continuing to limit impervious surfaces;
- Continuing to require new developments to retain all stormwater on site, or to treat stormwater runoff before it leaves the site;
- Upgrading old systems with green infrastructure or modern treatment practices;
- Installing enhanced tree pits, which store water for plant uptake or groundwater infiltration;
- Ensuring that downspouts and sump pumps are directed toward permeable areas instead of storm sewers; and
- Encouraging construction of rain gardens and green roofs.

This information largely comes from Fishkill Creek Watershed Management Plan, US Environmental Protection Agency, and Orange County Watershed Design Guide. For more information on these topics, see the References section.

3.4 Water Quality

Map 3.4 displays water quality of local streams as determined by the State DEC.

Why This Is Relevant to Beacon

Clean water is necessary for the plants and animals that use Beacon's streams and rivers for habitat; for the people that fish and recreate in them; and for drinking water.

Groundwater resources include water located underground in the pore space of soil and rocks, and in aquifers. Surface water is water in a stream, lake or wetland. After heavy rains, streams act as natural stormwater management systems and wetlands naturally filter pollutants. Beacon's drinking water sources at present consist of three surface sources – Cargill, Mt. Beacon, and Melzingah reservoirs, and three groundwater sources – Beacon Wells 1 & 2 and Village of Fishkill Well 8. The City is currently exploring the development of Well 3. Water from these sources are blended depending on source condition and demand for water.

Pollution sources can be broadly classified into point sources, such as discharges from pipes, and nonpoint sources, such as stormwater runoff. Development causes runoff by creating paved surfaces, and poorly planned development can dramatically increase the amount of pollutants entering water bodies. On the other hand, municipalities can provide more comprehensive water quality protection than the county, state or federal level.

Water quality monitoring data can be used to confirm whether existing pollution controls are succeeding at achieving the desired water quality. Where water quality goals are not being met, data can help identify areas where nutrient management, riparian shading, stormwater controls or stream restoration are needed.

What This Map Shows

Under the federal Clean Water Act, all water bodies must be assigned a "best use" by the New York State Department of Environmental Conservation (DEC). This designation determines the water quality goals for the waterbody and has implications for what types of disturbance are allowed in the stream and along its banks. Water bodies that are not meeting their best uses are designated "Impaired." The best uses and corresponding classifications in New York State are:

Best Use	Classification	Waterbodies
Drinking	AA, A	Upper Dry Brook Cargill Reservoir* Melzingah Reservoir* Beacon Reservoir*
Swimming,	B	Hudson River*
Fishing	C	Fishkill Creek Lower Dry Brook

*Located outside of Beacon's municipal boundary

DEC regularly monitors surface waters to assess whether the water quality supports the designated uses. DEC's assessment for Fishkill Creek was last updated in 2008, based on sampling in 2002, and indicated slightly impacted conditions. It identified nutrients (phosphorus) as a known pollutant, and pathogens, metals, unknown toxic substances and silt/sediment as possible pollutants. Impacts are primarily from non-point sources and possibly from municipal and industrial toxic inputs. Beacon's drinking water reservoirs – Melzingah Reservoir, Beacon Reservoir, and Cargill Reservoir – were not assessed.

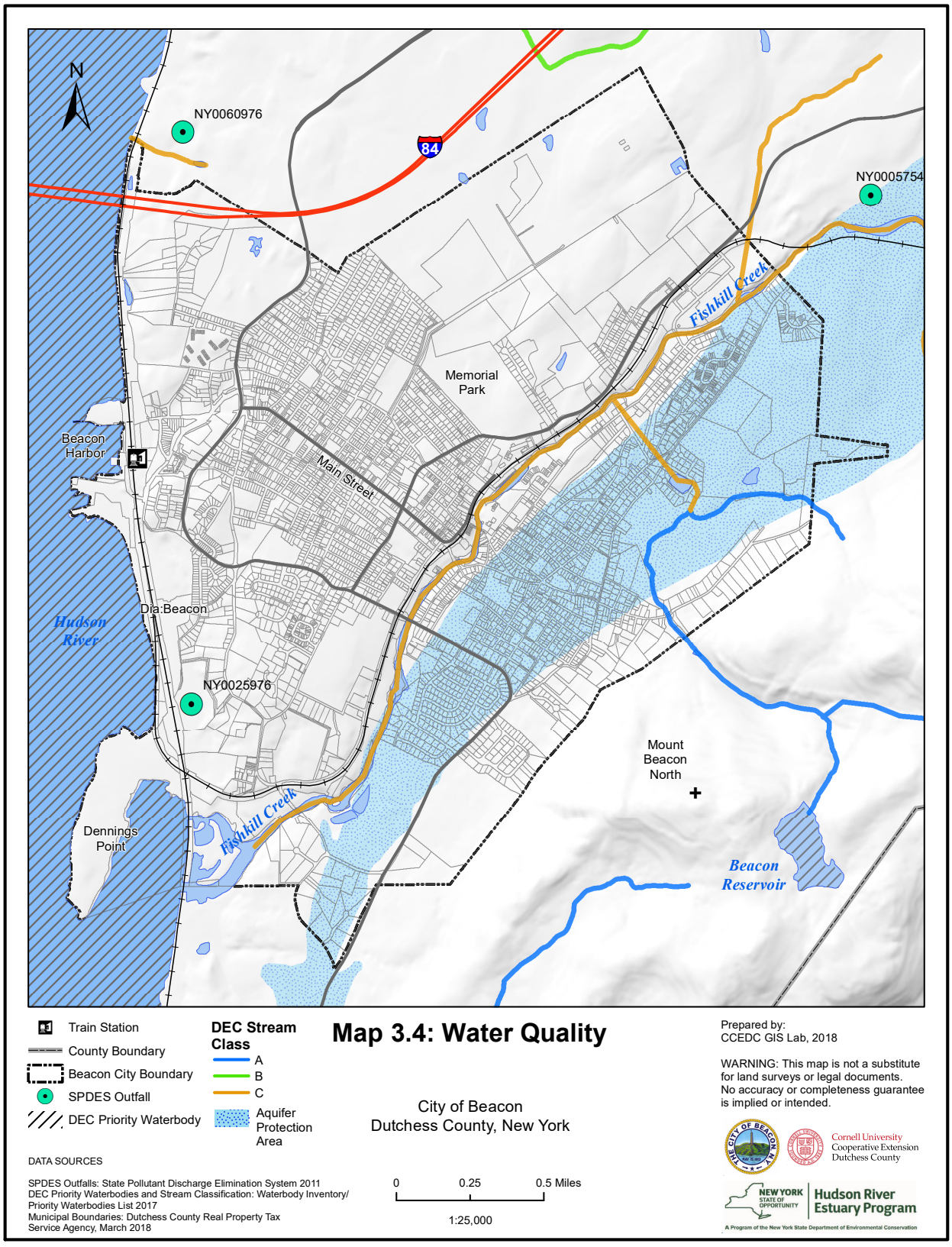
Considerations for Decision-Making

To protect water quality in Beacon, the City may wish to consider:

- Continuing to provide an annual water report;
- Monitoring water bodies regularly;
- Reviewing and adjusting use of de-icing substances to minimize undissolved salt residues in surface and groundwater;
- Restoring and maintaining broad buffer zones of natural vegetation along streams and shorelines;
- Limiting areas of impervious surfaces (roads, parking lots, driveways, etc.);
- Participating in the Fishkill Creek Watershed Committee;
- Encouraging onsite retention and infiltration of stormwater runoff; and
- Designing new development such that surface runoff during and after construction does not exceed pre-construction runoff volume.

This information largely comes from DEC Waterbody Inventory, Natural Resources Management Plan for the Fishkill Creek Watershed, The Natural Resource Inventory of Dutchess County, NY, and Creating a Natural Resources Inventory: A Guide for Communities in the Hudson River Estuary Watershed. For more information on these topics, see the References section.

Map 3.4 Water Quality



3.5 Water Supply

Map 3.5 displays Beacon's water supply sources.

Why This Is Relevant to Beacon

Beacon's current development projects are expected to increase the population by 13-15% between 2016 and 2022. By 2050, 32% of counties in the United States are projected to be at high or extreme risk of water shortages. Although the Hudson Valley is not heavily impacted in these national projections, unmitigated population increase and non-renewable power plant production could have negative impacts on the long-term security of clean water in Beacon and the Hudson Valley.

Beacon's Comprehensive Plan identifies that the water supply can meet the needs of more than a 10% residential population growth between 2010 and 2022. Additionally, the Comprehensive Water Supply Plan concluded that the city has adequate water capacity to meet the current projected needs and the even the full build-out estimates to 2035. Care must be taken now to ensure collaborative protections for the infrastructure and sources of drinking water in the region.

Altered groundwater recharge due to development, as well as an intensified demand on supply due to resident, commuter, and tourist population increases, will pose challenges for the maintenance of consistent, high-quality water supply.

What This Map Shows

Beacon's water supply wells and reservoirs are located in the neighboring towns of Fishkill and Philipstown. The inter-jurisdictional nature of Beacon's water sources limits the city's ability to sufficiently enact or enforce source water protection planning.

Considerations for Decision-Making

Climate change is making water supply less predictable due to droughts, floods, and pollution. Moratoriums on development in 2017 and 2020 allowed the City to quantify future water supply. An additional study to focus on water quality may be beneficial. According to the Comprehensive Water Supply Plan, infrastructure leaks accounted for a 22% loss on output.

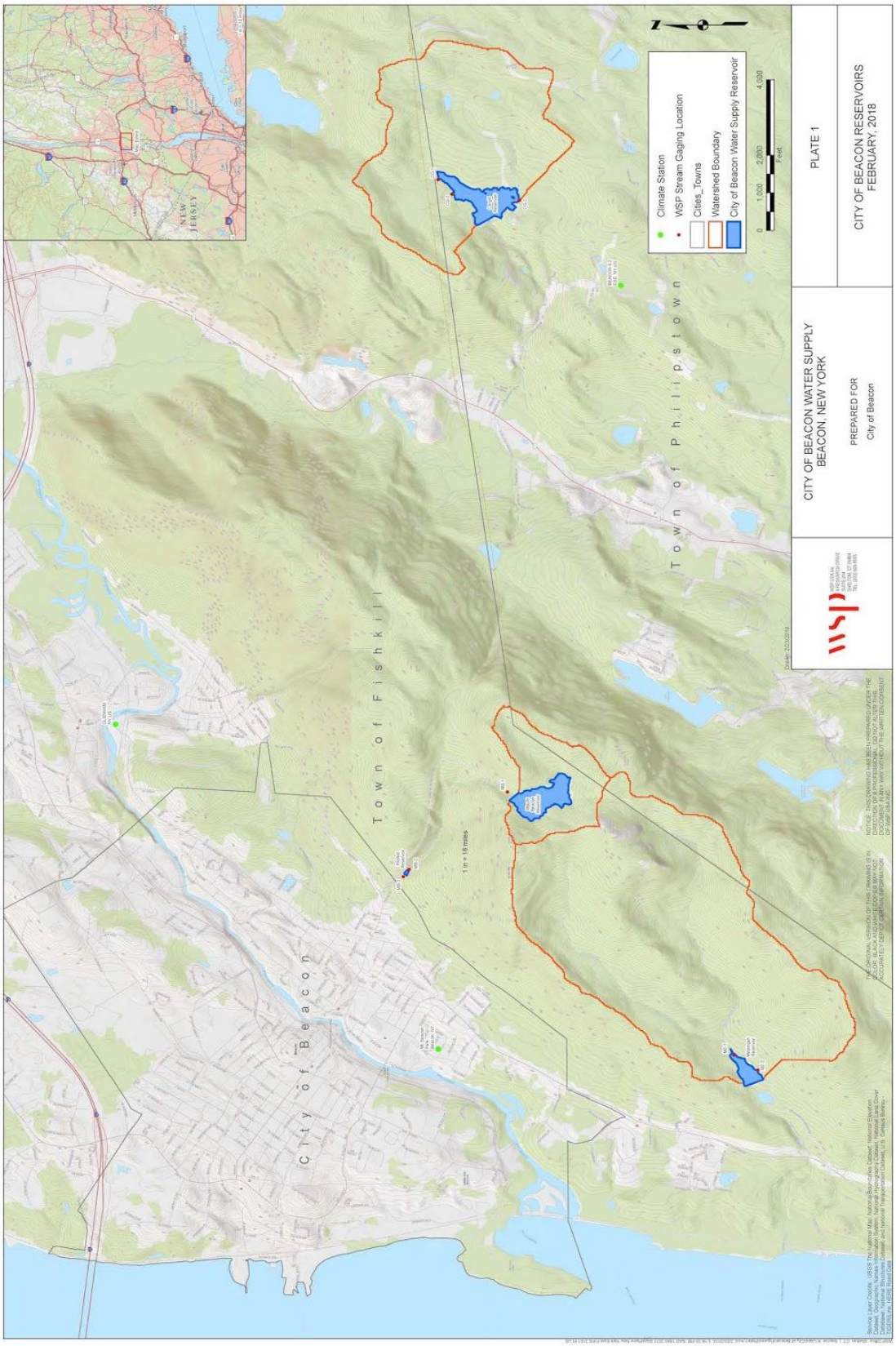
Greenhouse gas emissions and water supply pollution from neighboring municipality power-plants and brownfields should be considered in securing Beacon's water supply for the long term.

The City may wish to consider:

- Continuing to monitor aging infrastructure in Beacon to ensure proper flow;
- Continuing to repair infrastructure leaks. At the current rate of development, in order to supply enough water, the leaks will need to be fully repaired by the time the build-out is complete;
- Creating requirements to ensure that new developers and infrastructure projects establish water-source preservation plans in their designs to help further protect water quantity and quality; and
- Supporting residential installation of low-flow showers and toilets; rooftop gardens; rainwater / greywater catchment systems; and stormwater gardens and swales.

This information comes from Beacon's Comprehensive Water Supply Plan of 2018 and Beacon's Comprehensive Plan updated in 2017.

Map 3.5 Water Supply



3.6 Flooding and Climate Change

Map 3.6 shows the areas in Beacon in danger of increased flooding due to climate change.

Why This Is Relevant to Beacon

Climate change, describing significant changes in climate over long periods of time, is the paramount environmental issue now and in the coming decades. Climate change effects, such as increased precipitation, extreme weather events and sea level rise, will directly affect Beacon. Climate change will impact food security, efforts toward disease prevention, and the economy at large.

According to Cornell University, "New York's Climate is changing faster than national and global averages." Their study charts describe exponential increases in climate related extreme weather events.

What This Map Shows

A "100-year flood" is a high-intensity flood with a 1% likelihood of occurring any year; or, one that typically occurs only once every 100 years. These events are becoming increasingly common due to climate change. Areas within 100-year flood zones may now be in danger of frequent flooding.

Hudson River: At the upper range, some forecasts estimate that water levels will rise as much 6 feet within 100 years. Beacon's waterfront will be severely impacted by these changes, with Long Dock Park, Metro North, the Pete and Toshi Seeger Riverfront Park, and Dennings Point lying within the AE 100-year Flood Zone. Flooding in these areas will significantly impact tourism, recreation, and commuting.

Fishkill Creek: A floodway area surrounds Fishkill Creek through Beacon. Several small sites in the city, including The Lofts at Beacon, lay in the AE 100-year Flood Zone. Additional areas noncontiguous to the creek lay within the A 100-year Flood Zone.

In general, flooding and sea level rise threaten infrastructure in various locations throughout Beacon.

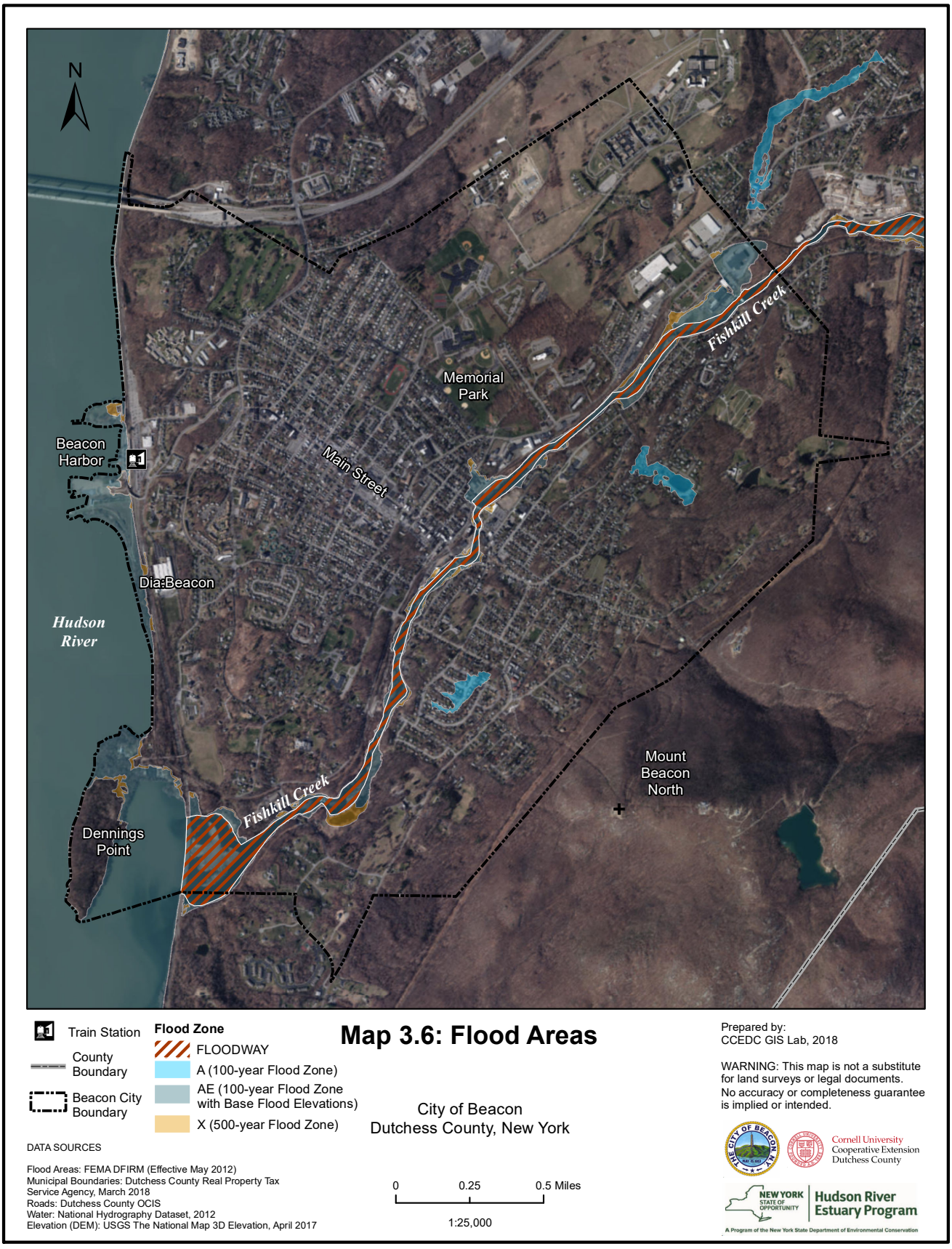
Considerations for Decision-Making

Every community has the opportunity to develop solutions appropriate to its unique circumstances. Green infrastructure should be considered in all development to help mitigate environmental events. Resiliency plans are crucial to future survival rates and successful communities. Creating a plan to conserve wetlands and forests to manage stormwater, recharge groundwater, and mitigate flooding would be highly beneficial. The City may wish to consider:

- conserving, revegetating and reconnecting floodplains and buffers in riparian areas;
- Prohibiting new construction in flood-prone areas;
- protecting further bluffs and eroding cliffs from disturbance or development; and
- Increasing tree canopy to reduce heat impacts.

Long Dock Park flooded by the Hudson River in 2018

Map 3.6 Flood Areas



4.0 Biodiversity and Habitats

Why This Is Relevant to Beacon

Biodiversity encompasses the variety of life in all its forms, and the interactions between living organisms and their environment.

The health of the environment, including the people that inhabit it, depends on the health of each of its component parts. A biodiverse ecosystem tends to be more sustainable and adaptable over the long run. Each part – the forests, waterways, and individual species and plants – contribute to the health of the full system.

While some urban areas contain relatively low levels of biodiversity, this is not the case in Beacon. The Hudson River Estuary to the west combined with the large forest blocks on Mt. Beacon to the east, and the interspersed greenspaces, make for various high-quality wildlife habitats and relatively high biodiversity.

This section breaks down Beacon's biodiversity and habitats into six sections:

- Habitat Types;
- Forests and Street Trees;
- Important Areas for Rare Plants and Animals;
- Coastal and Shoreline Habitat;
- Wildlife Habitat Index; and
- Greenspaces

A Monarch butterfly caterpillar is seen here on milkweed, its host plant.

The Hudson River Estuary, seen here south of Dennings Point, contains a high level of biodiversity.

4.1 Wildlife Habitat Index

Map 4.1 displays an index of habitat values for Beacon.

Why This Is Relevant to Beacon

Unfragmented habitat blocks are natural areas of the landscape that are undivided by roads or development. These intact natural areas can include forest, wetlands, meadows, open water and farmland – often encompassing many habitat types – supporting a diverse array of plants and animals. Large, connected habitat blocks allow for the maintenance of ecological processes and disturbances that help sustain natural communities. They provide habitat for far-ranging species and those that are sensitive to human disturbance.

For example, certain migratory songbirds will not nest in forests of less than 500 acres. They require deep interior forest habitat to find essential microhabitats. The effects of development at habitat edges can cause disturbance for hundreds of feet into the interior of a habitat block, measurably altering light and temperature. Such disturbance creates favorable conditions for the establishment of invasive species and pests. Siting new development near existing roads and developed areas can help to avoid or minimize fragmentation of natural areas at the landscape scale and its negative consequences.

What This Map Shows

Habitat index values represent the sum of key habitat attributes: amount of forest cover, wetlands, stream corridors, and seasonal water resources. Dark areas (red-brown) represent areas of high value habitats, while lighter areas (yellow) show lower value habitat. High value habitat may be referred to as habitat "cores," while mid-value habitat may be referred to as habitat "edges."

Red-brown high-value areas on the map have high usefulness to a range of species. Yellow areas on the map can also be valuable to wildlife, however these areas support a more limited range and number of animals and plants as they often have higher levels of disturbance. Note the large, intact cores of habitat, as well as the connected blocks of darker shading, especially at the borders of the city. Hunting, spawning, nesting and migrating species may use such core areas all year long, throughout their life cycles. In contrast, manicured lawns are the most popular form of residential landscaping, but have a lower habitat value than almost any other type of vegetation.

Considerations for Decision-Making

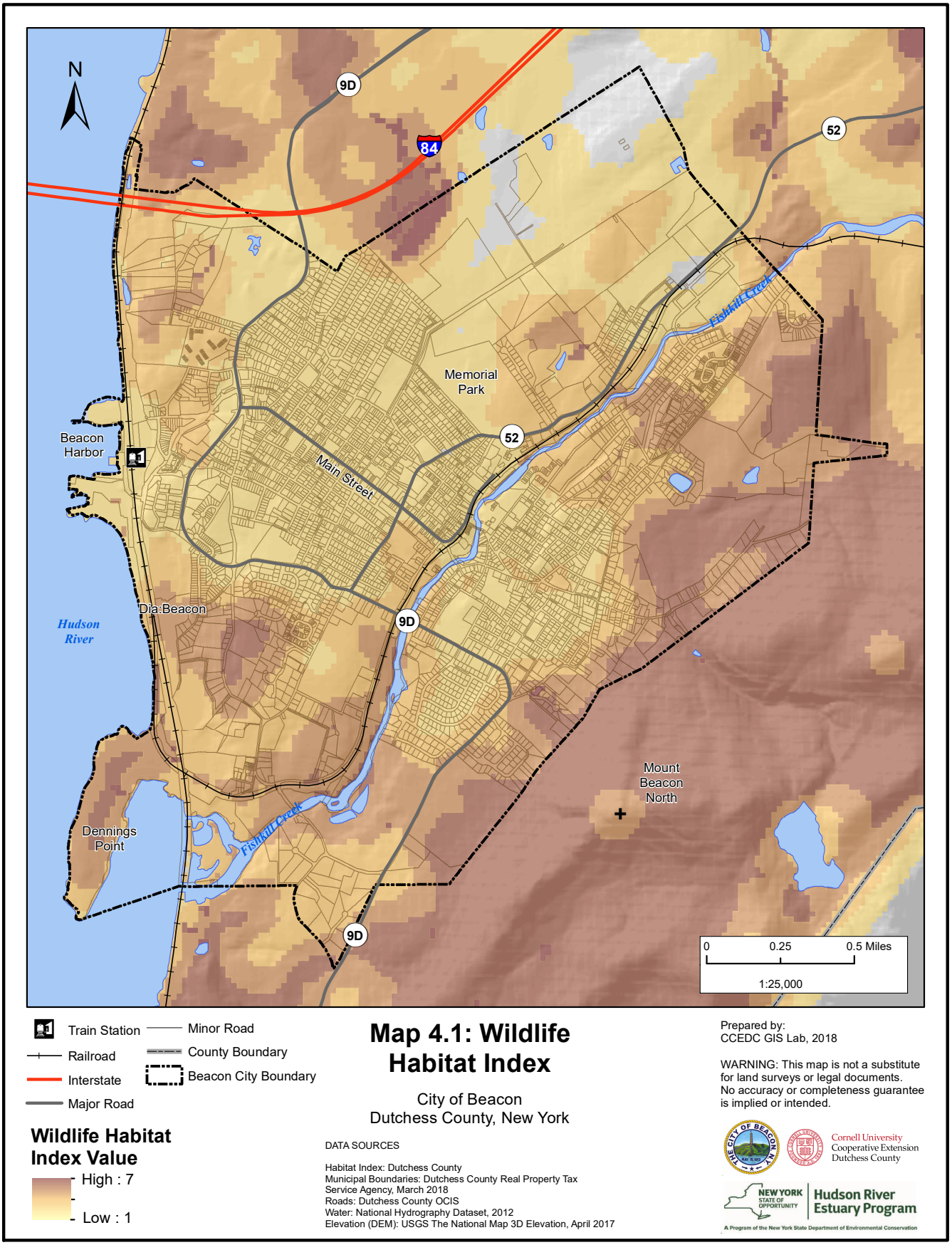
Through careful planning and select restoration, core habitat areas in and around Beacon can be connected to increase their value to wildlife. The habitat value of urban landscapes can also be maintained or increased while continuing to meet human needs. To help ensure that critical urban habitats continue to provide ecosystem services, the City may wish to consider:

- Connecting mid- and high-value habitat to protect Beacon's wildlife, and encouraging surrounding municipalities to do the same;
- Concentrating new development away from mid- and high-value habitat to avoid further fragmentation;
- Replacing municipal lawns with wildflower meadows, perennial gardens or ornamental woodlands;
- Introducing the concept of converting mowed lawns to wild meadows where appropriate, to increase benefits to wildlife; and
- Landscaping with native plants to support native pollinators and food webs.

This information largely comes from the Hudson River Estuary Program and Hudsonia. For more information on these topics, see the References section.

Grey tree frog inhabits moist, deciduous woodlands

Map 4.1 Wildlife Habitat Index



4.2 Forests and Street Trees

Map 4.2 presents wooded areas in Beacon as well as street trees.

Why This Is Relevant to Beacon

Forests provide wildlife habitat, water filtration and climate moderation. While large forests provide more ecosystem services and higher quality habitat, small patches of forest also have value. They can also provide habitat and contribute to a better quality of life in residential areas. Even single street trees help moderate temperature and intercept stormwater.

Along streams, networks of forest patches create riparian corridors that help maintain water quality and provide habitat for aquatic as well as terrestrial wildlife.

The large forested slopes of Mount Beacon are identified in the Beacon Comprehensive Plan as a "rare asset of the city" to be protected due to their tourism and recreational values.

What This Map Shows

The southeastern border of Beacon, in the Town of Fishkill, contains the edge of a "regionally-significant" forest block (10,000+ acres). It includes forest communities such as Appalachian oak-hickory forest and oak-tulip tree forest. It covers Mount Beacon and extends beyond the city limits along Scofield Ridge and Breakneck Ridge toward the Hudson River and Cold Spring. It is part of a larger complex of Hudson Highlands forests that form a connected corridor of habitat used by breeding and migratory birds, resident amphibians and reptiles, and rare plants and communities (Penhollow et al. 2006). The forest complex has been recognized as a Significant Biodiversity Area by the Hudson River Estuary Program (Penhollow et al. 2006) and an Important Bird Area by the Audubon Society. Its proximity to Beacon provides benefits to residents, including clean air and water, scenery, and recreational opportunities that also attract visitors and tourism.

Smaller, isolated patches of forest are interspersed within the developed parts of Beacon. A notable example is the "stepping stone" forest block at the mouth of Fishkill Creek that extends in a narrow band to the northeast along the creek and further south along the Hudson River. While relatively small, this patch helps to create streamside habitat, protect water quality, and mitigate the impacts of flooding along Fishkill Creek and the Hudson River.

Additionally, there are small wooded areas that contain forested wetlands as well as individual street trees, primarily along Main Street.

Considerations for Decision-Making

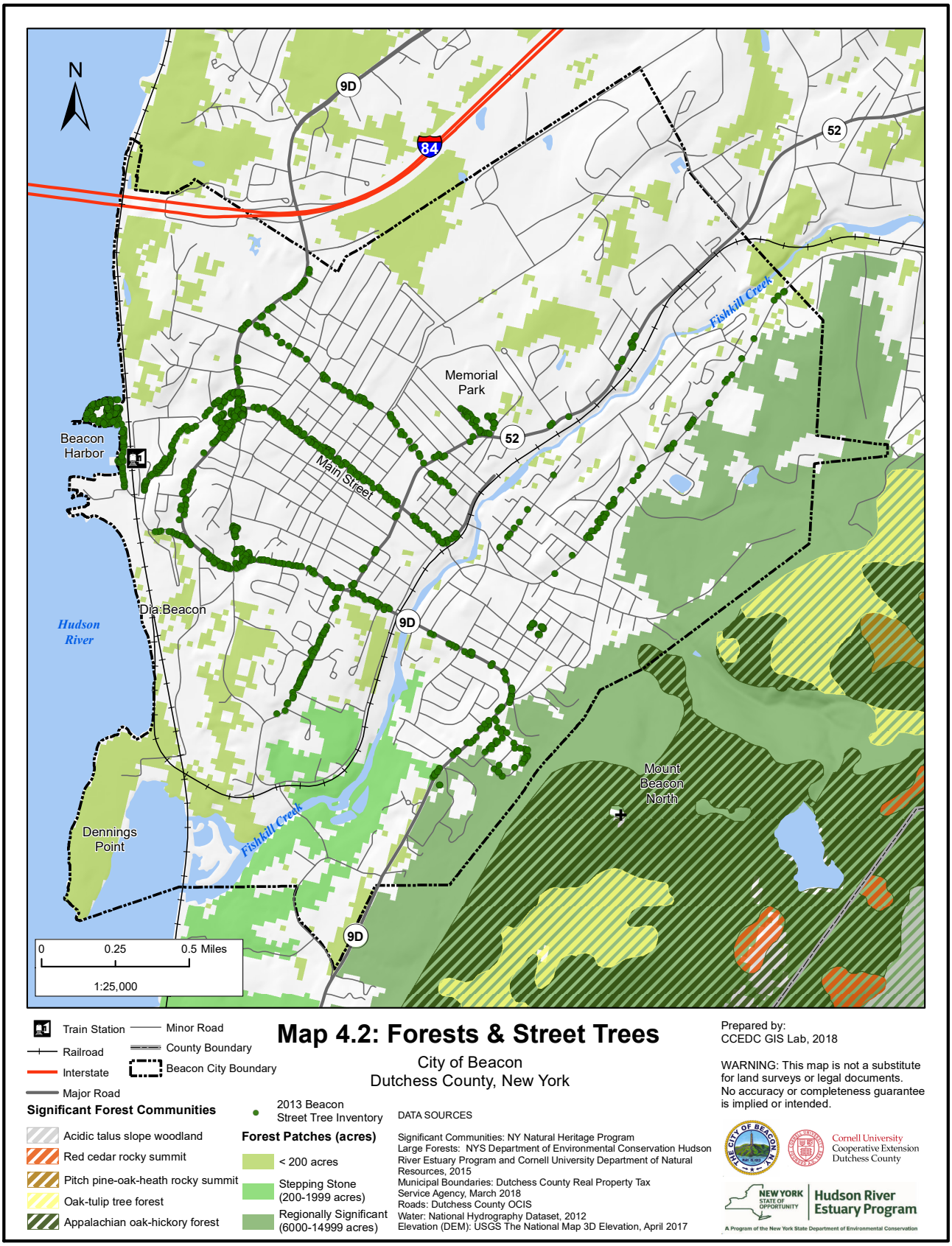
The Forests and Street Trees map, along with the Wildlife Habitat Index Map, can be used in concert with other NRI information to consider conservation and restoration opportunities in the city or recommendations to the Town of Fishkill. Larger, intact wooded areas could benefit from conservation efforts that prevent further fragmentation. Streamsides and neighborhoods where there is limited canopy may present restoration opportunities that will improve quality of life for residents and improve stream habitat and water quality.

To protect forests, the City may wish to consider:

- Keeping large forests and mature forests intact and unfragmented;
- Limiting construction of new roads, houses, and other forms of development in forests, especially in large or mature forests;
- Concentrating new development near existing developed areas;
- Maintaining intact habitats between forest patches to allow for migration and dispersal of plants and animals;
- Avoiding tree cutting on steep slopes, and leave tree crowns in the woods to conserve soil fertility and increase habitat diversity;
- Limiting gap size and road construction to prevent the establishment of non-native species (e.g., tree-of-heaven);
- Limiting off-road vehicle use, which damages vegetation, compacts soil and disturbs wildlife; and
- Updating the 2013 Street Tree Inventory, and expand the planting of street trees for beautification, stormwater absorption, and temperature moderation.

This information largely comes from L. Heady, Beacon Biodiversity Memo, Hudson River Estuary Program, and Hudsonia. For more information on these topics, see the References section.

Map 4.2 Forests and Street Trees



4.3 Habitats

Map 4.3 displays various types of habitats in Beacon.

Why This Is Relevant to Beacon

Beacon is part of the Hudson Highlands, an area that is recognized nationally for its incredible biodiversity. The Hudson River, its tributary streams, the toe-slopes of Mount Beacon and the interspersed green spaces provide a variety of habitats for wildlife.

The presence of a variety of wildlife and plants keeps Beacon's environment healthy. It also provides for recreation like bird-watching and fishing. Many animals migrate to and from this area, like anadromous fish and migratory songbirds, so Beacon's environmental health also affects lands and waters far beyond its borders.

Running along Beacon's western border is a unique habitat type: the Hudson River Estuary, a place where fresh and saltwater mix. The estuary here is home to an incredibly diverse array of plants and animals that depend on its waters for essential activities such as spawning and overwintering.

The Hudson River's waters flow cleaner today than they have in generations. Years of hard work by scientists, government officials, river lovers, and local environmentalists like Pete and Toshi Seeger, have re-opened the Hudson's shores to swimming, fishing, and boating. Keeping this habitat clean benefits both humans and wildlife.

What This Map Shows

Beacon contains many different types of habitat, as illustrated by Hudsonia's habitat map for the city. Some of the most prevalent types are:

- Upland Hardwood Forest: These areas contain wildlife typical of "Appalachian oak-hickory" forest species, ranging from small grey tree frogs to large white-tailed deer.
- Cultural: Cultivated lawns, sports fields and cemeteries are grouped into this category. These areas, though green, have low value for wildlife.
- Upland Meadow and Upland Shrubland: These areas are more open than forests, with lower tree canopy cover. Both are important areas for mammal forage, ground-nesting bird nest sites and pollinating insects.
- Seeps and Hardwood/Shrub Swamp: A seep is where the groundwater reaches surface-level and flows across land, while a swamp is a type of shrubby or forested wetland. Water resources like these are critical for wildlife.
- Tidal Tributary Mouth: Areas where freshwater streams meet saltwater estuaries, which are extremely high in biodiversity.

Each habitat type has value on its own. When combined with surrounding areas, multiple habitats can create ideal conditions for wildlife that have different daily habitat needs (e.g. a fox that may forage in a meadow and sleep in a forest). Further, many species require multiple habitat types throughout their life cycles. For instance, some forest amphibians, like mole salamanders and wood frogs, must move to vernal pools to breed. Having connected habitats is vital to their survival.

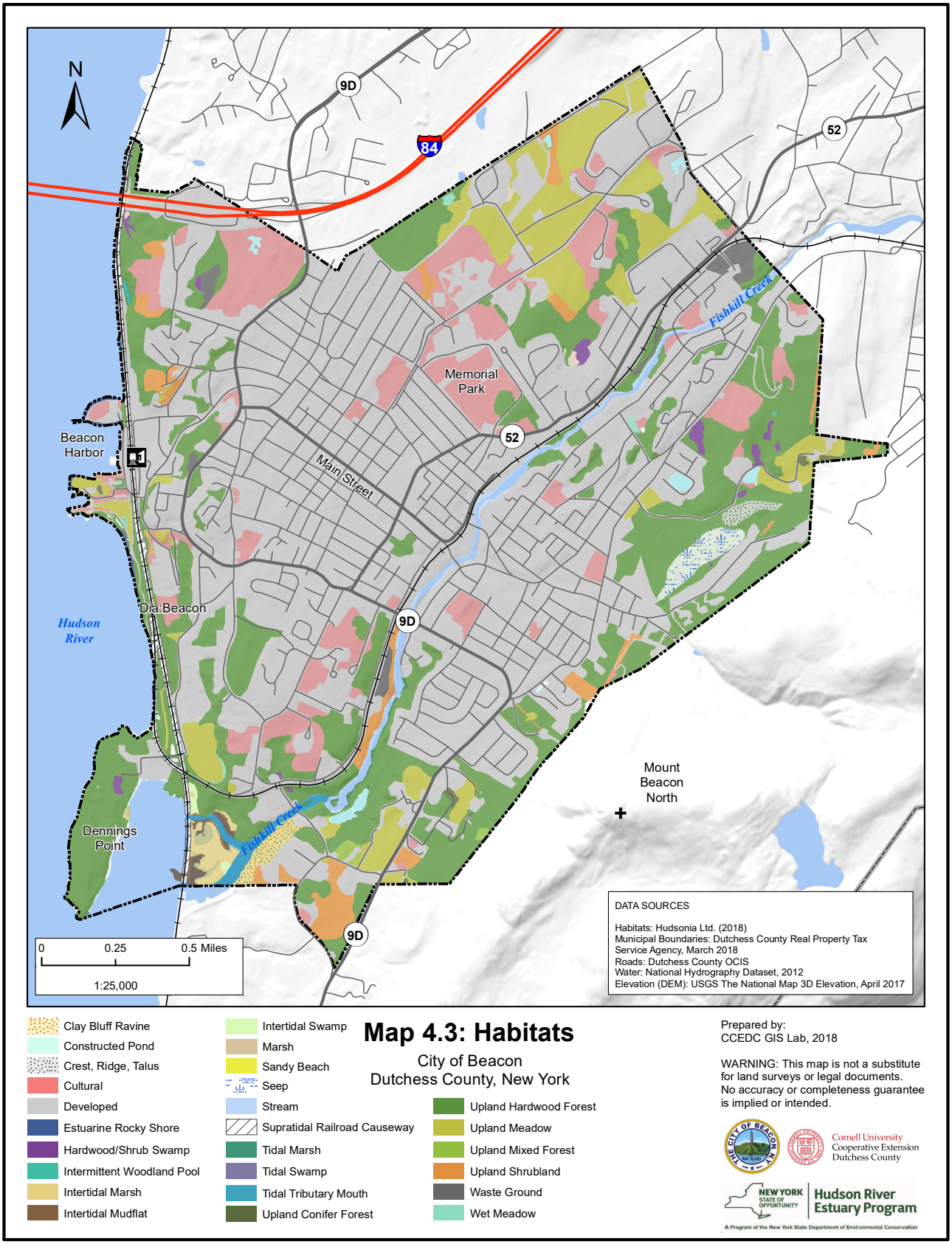
Considerations for Decision-Making

To protect habitats, the City may wish to consider:

- Connecting isolated green spaces to ensure that wildlife and plants can move or spread, thereby ensuring they can exchange genetic material so their populations stay healthy;
- Encouraging green infrastructure, low-impact site design practices, and native plant landscaping;
- Incorporating the special value of the Fishkill Creek mouth when evaluating stormwater management aspects of site plans, as well as any projects that directly affect the stream banks or bed;
- Creating a biotic management plan that includes removal of select invasive species to help maintain and increase populations of high-value species that are at risk; and
- Identifying and protecting vernal pools.

This information largely comes from L. Heady Beacon Biodiversity Memo, Hudson River Estuary Program, USFWS, and Hudsonia. For more information, see the References section.

Map 4.3 Habitats



4.4 Hudson River Coastal and Shoreline Habitat

Map 4.4 displays shoreline habitat along the Hudson in Beacon.

Why This Is Relevant to Beacon

The Hudson River is a tidal estuary, where freshwater and saltwater mix. It hosts an extremely high amount of biodiversity. Shoreline habitats such as tidal marshes and mudflats support a great diversity of life and contribute to the economic significance of the Hudson River Estuary. The underwater plants, or submerged aquatic vegetation (SAV), in the estuary shallows along the Beacon waterfront improve water quality in the river and provide foraging and refuge habitat for invertebrates, fish and waterfowl. Tidal wetland systems help filter pollutants and buffer shoreline properties by stabilizing the shoreline and providing protection from storm surge.

Beacon's shoreline is home to several rare plant species. Fishkill Creek is a major crossing point of the Hudson Valley for migratory raptors, and is an overwintering site for bald eagles. The mouth and lower section of Fishkill Creek (up to the first dam) are important spawning areas for multiple species of migratory fish, which travel from the Atlantic Ocean, up the Hudson River Estuary, and into its tributaries to spawn. The mouth of Fishkill Creek is also an overwintering area for striped bass. As such, it is a popular feeding area for heron and egret.

Several recreation and tourism attractions along the Beacon waterfront are based upon, or derive value from, the natural surroundings. Dennings Point Park, Long Dock Park, Klara Sauer Trail, and the Pete and Toshi Seeger Riverfront Park are examples.

What This Map Shows

The western boundary of Beacon is the Hudson River Estuary, although the Hudson River itself is almost entirely outside the borders of the City of Beacon and instead is in the Town of Fishkill. Its tidal influences are felt on Fishkill Creek as far as the first dam. The mouth of Fishkill Creek, and the Hudson shoreline including Dennings Point and its bay, are recognized by the NYS Department of State as a Significant Coastal Fish and Wildlife Habitat. The Hudson River Estuary Program designated the estuary a Significant Biodiversity Area because it is a globally rare ecosystem that supports many threatened species as well as regionally important fisheries (Penhollow et al. 2006).

The mouth of Fishkill Creek supports a variety of tidal wetlands, including brackish intertidal mudflats, brackish tidal marsh and SAV. These tidal wetlands are spawning and nursery habitats and a migratory pathway between the upper and lower estuary for anadromous and resident fish.

Considerations for Decision-Making

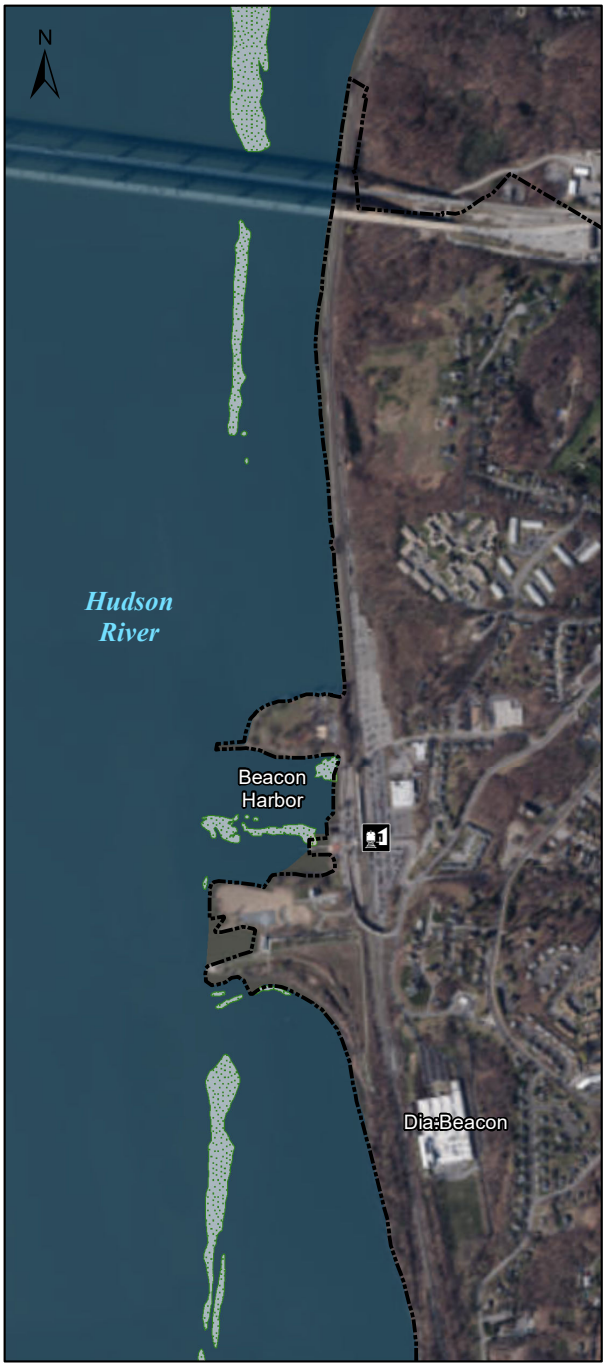
Water and habitat quality in the mouth of Fishkill Creek are heavily influenced by actions further up the watershed, including: upland development; modifications to stream banks and beds; and point and nonpoint source pollution. Global sea level rise is projected to fundamentally affect the shoreline of the Hudson River Estuary in the coming decades. Natural shorelines will allow for the inland migration of tidal and shoreline habitats as sea level rises.

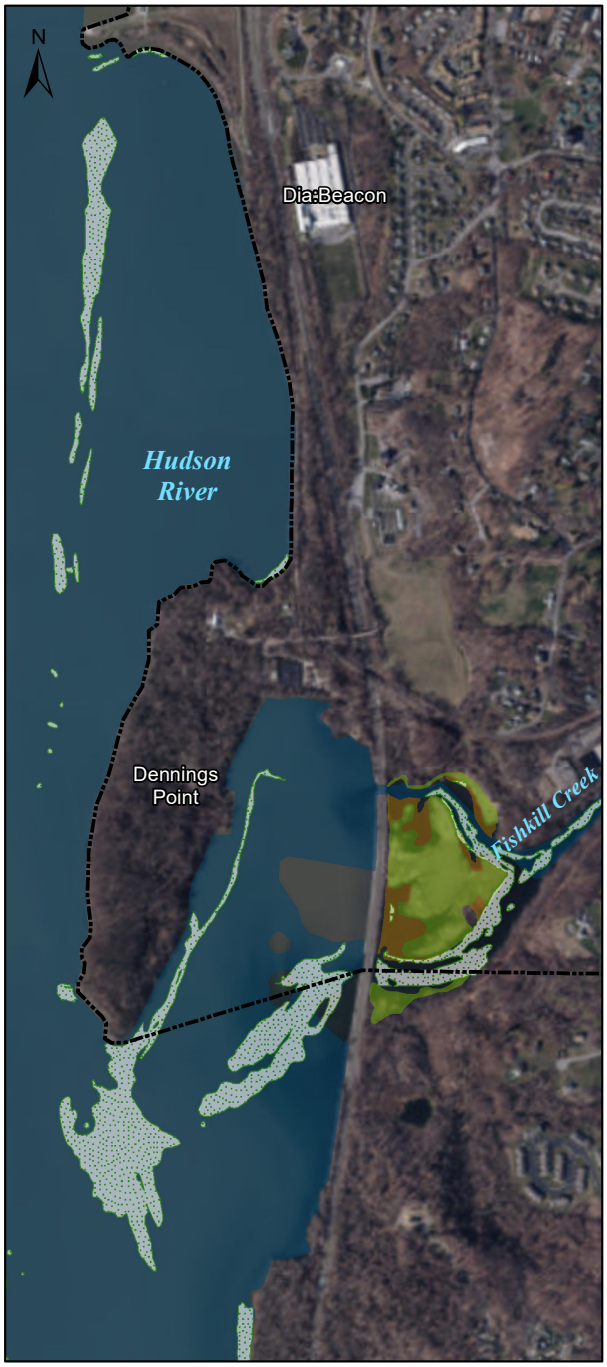
To protect the Hudson River Shoreline, the City may wish to consider:

- Avoiding filling shallows and small wetlands;
- Restricting herbicide use along roads and railroads adjacent to riparian areas, which could destroy adjacent rare plant populations;
- Controlling point and nonpoint sources of water pollution throughout the watersheds;
- Restoring and maintaining a broad buffer zones of natural vegetation along shorelines;
- Preserving natural features and limiting impervious surfaces in developments;
- Using green infrastructure to increase infiltration and/or treat stormwater runoff;
- Requiring mapping of all tidal wetlands on plans for projects along the Hudson River shoreline;
- Maintaining a building buffer from the mean high tide mark of the Hudson River;
- Protecting and restoring naturally vegetated areas;
- Taking steps to stop water chestnut invasion around the mouth of Fishkill Creek;
- Controlling shoreline and streambank erosion using living shorelines or ecological materials; and
- Working collaboratively with the Town of Fishkill on all of the above.

This information largely comes from US Fish & Wildlife Service, NYS Department of State, DEC Hudson River Estuary Program, and L. Heady. For more information on these topics, see the References section.

Map 4.4 Coastal and Shoreline Habitat





County Boundary

Beacon City Boundary

Documented SAV

Significant Natural Communities

Brackish intertidal mudflats

Brackish tidal marsh

Tidal river

DATA SOURCES

Documented SAV: Cary Institute of Ecosystem Studies 2017
Significant Natural Communities: NY Natural Heritage Program
Municipal Boundaries: Dutchess County Real Property Tax Service Agency, March 2018
Roads: Dutchess County OCIS
Water: National Hydrography Dataset, 2012
Elevation (DEM): USGS The National Map 3D Elevation, April 2017

Map 4.4: Coastal & Shoreline Habitat

City of Beacon
Dutchess County, New York

0 550 1,100 Feet

1:14,000

Prepared by:
CCEDC GIS Lab, 2018

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4.5 Plants and Animals of Conservation Concern

Map 4.5 displays areas in Beacon considered important for rare plants and animals.

Why This Is Relevant to Beacon:

The presence of rare plants and animals in Beacon adds to the city's significance for New York State biodiversity. Rare biota are one of the most vulnerable parts of the ecosystem. Their continued existence in turn supports the health of a full ecosystem and keeps it biodiverse as well as high-functioning. A diverse system is more sustainable and adaptable in the long run.

Some rare biota are important for medical or industrial purposes, and their applications may not yet be fully realized. Other rare plants and animals may be of interest to eco-tourists. The New York Natural Heritage Program keeps a statewide database on the status and location of rare species and natural communities.

What This Map Shows

The identified Important Areas for rare plants and animals represent the lands and waters needed to support the continued presence of species of conservation concern. Not surprisingly, they coincide to a high degree with areas recognized for other natural resources, such as large forest blocks, high-value wildlife habitat, water resources, and significant natural communities.

The areas that are most important for rare animals are primarily located along the shoreline of the Hudson River and in the southern and eastern portions of Beacon. A state and federally-endangered species of bat uses the forests. Likewise, interior forest species of birds, like wood thrush and scarlet tanager, can be found in Beacon and its vicinity. Both species are considered Species of Greatest Conservation Need by DEC.

Important areas for rare plants encompass Dennings Point and the mouth of Fishkill Creek. They have also been recognized by New York's Department of State as Significant Coastal Fish and Wildlife Habitat. It also supports a regionally important fishery and globally rare ecosystem.

Migratory fish, like alewife and blueback herring, use the creek for spawning, foraging and refuge. Submerged aquatic vegetation creates safe habitat for fish as well as waterfowl and aquatic invertebrates. Atlantic and shortnose sturgeon, both federally endangered species, can be found in the nearby deep waters. Bald eagle, which are considered a threatened species in New York, forage and nest in the area. Other raptors such as osprey can be found along the creek, especially during migration periods. Blanding's Turtles are a New York State threatened species and there may be potential habitat in Beacon.

Concentrating development away from the Important Areas, including conserving high-quality wildlife habitat, will help ensure that rare animals and plants survive. Other, more common species will also benefit from protection of these ecosystem areas, and will help keep Beacon's environment healthy.

Considerations for Decision-Making

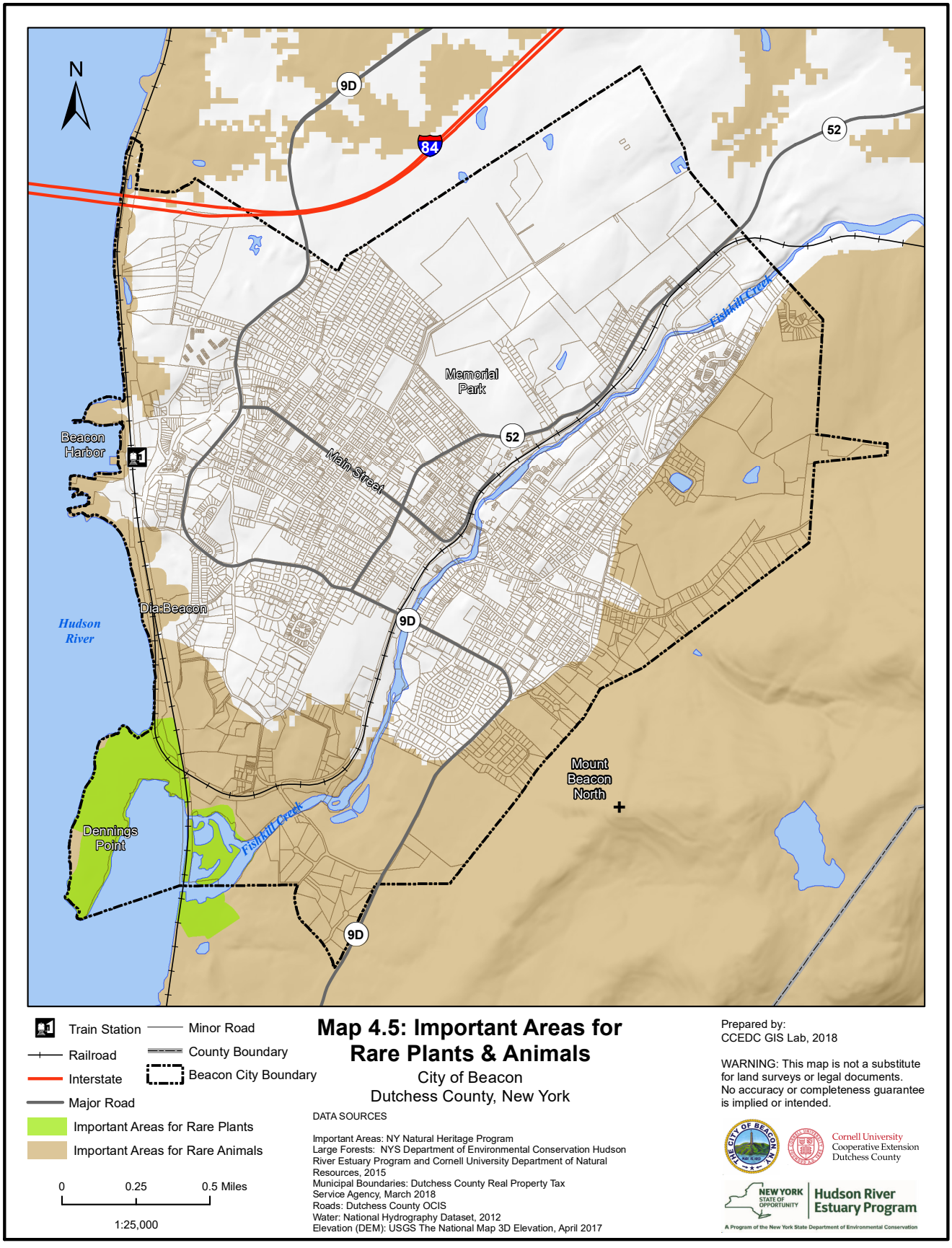
Because successful conservation of rare species requires protecting their habitats, this map should be considered alongside the maps of Wildlife Habitat Index, Forests and Street Trees, and Hudson River Coastal and Shoreline Habitat maps. Proactive planning that considers how species move across the landscape, with careful attention to maintaining connected habitat complexes, will contribute to the long-term survival of rare animals and to the persistence and dispersal of rare plants.

To protect rare plants and animals, the City may wish to consider:

- Using the New York Natural Heritage Program Online Conservation Guides to identify species-specific threats, conservation strategies, and management practices;
- Continuing to partner with the Hudson River Estuary Program and the New York Natural Heritage Program to develop and implement holistic conservation strategies for rare animal and plant habitat;
- Limiting disturbance to and fragmentation of the Important Areas and surrounding lands; and
- Limiting use of motorized vehicles in Important Areas.

This information largely comes from Beacon Biodiversity Memo (L. Heady), HREP NRI Guide, Hudsonia's Report on Blanding's Turtle Habitats in Southern Dutchess County, and NYS Department of Environmental Conservation. For more information on these topics, see the References section.

Map 4.5 Important Areas for Rare Plants and Animals



Map 4.5: Important Areas for Rare Plants & Animals

City of Beacon
Dutchess County, New York

DATA SOURCES

Important Areas: NY Natural Heritage Program
Large Forests: NYS Department of Environmental Conservation Hudson River Estuary Program and Cornell University Department of Natural Resources, 2015
Municipal Boundaries: Dutchess County Real Property Tax Service Agency, March 2018
Roads: Dutchess County OCIS
Water: National Hydrography Dataset, 2012
Elevation (DEM): USGS The National Map 3D Elevation, April 2017

Prepared by:
CCEDC GIS Lab, 2018

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5.0 Land Cover and Greenspaces/ Protected Areas

Why This Is Relevant to Beacon

Patterns of human land uses and natural land cover strongly influence water resources and biological communities. Changes in natural land cover (especially forests, floodplains and wetlands) accompanying conventional development often result in substantial increases in impervious surfaces (e.g., roofs, parking lots and roads) and can drastically alter water quality.

Land cover types can generally be classified into two categories: “pervious surfaces,” or areas where rainwater can be absorbed, and “impervious surfaces,” where rainwater runs off. Understanding the locations of these land cover types can help determine where flooding risks are highest, as well as where vegetated buffers exist or may be needed near surface water bodies.

Open spaces and protected areas provide many ecological services. They may have high biodiversity, act as havens for wildlife, provide recreational opportunities, mitigate flooding from large precipitation events, and generate ecotourism revenue.

Considerations for Decision-Making

Land cover information can be used to help determine potential risks and opportunities, such as the mitigation of stormwater runoff and protection of water quality. One key value of mapped open space (or greenspace) and protected areas is to show how protected areas relate to each other, and where there may be opportunities to better connect these protected areas for trails, wildlife habitat, stream corridor protection, park enhancement, etc.

Increasing pervious surfaces helps reduce flooding and protect water quality of Fishkill Creek, pictured here.

An evening view from Scenic Hudson’s Long Dock is pictured here.

Artists perform at Pete & Toshi Seeger Riverfront Park, pictured here.

5.1 Land Cover

Map 5.1 displays pervious and impervious surfaces across the City of Beacon.

Why This Is Relevant to Beacon

As discussed, "pervious" or permeable areas allow water to infiltrate underlying soils. When precipitation falls on natural areas like forests and wetlands, stormwater swales, and even pervious pavement, it can soak into the ground and become groundwater.

Water cannot percolate through "impervious" surfaces, however. When rainwater hits surfaces like asphalt, concrete, roof shingles, and bedrock, it runs off and cannot soak into the ground. These surfaces also can contribute to urban heating. The negative impacts of impervious surfaces can be offset by conserving and restoring areas of natural cover. This will be especially important as storm intensities and air temperatures continue to increase due to climate change.

What This Map Shows

Impervious surface from commercial and residential development is spread across the city, with the highest degree of development – seen in dark red on the map – centering around Main Street. It also spreads along the Route 52 and Route 9D corridors.

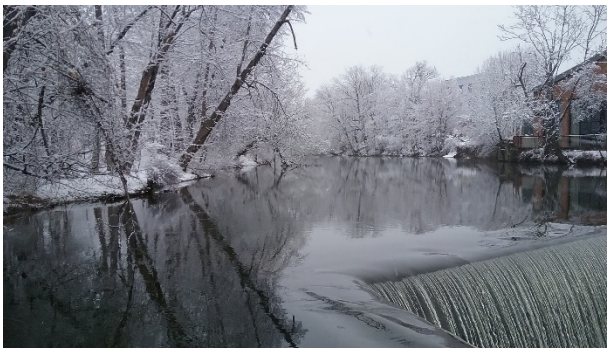
There is a partial ring of natural cover types around the city, especially to the south and east. These pervious areas are primarily deciduous and evergreen forest (in green on the map), occurring primarily in public open space and protected areas. Other natural cover types on the map include wetlands, open water and mixed forest, as well as hay/pasture land (yellow), developed-open space (light pink), and developed-low intensity (medium pink), which often represent pervious areas of mowed lawns and managed fields.

Considerations for Decision-Making

It is unsurprising that an urban community like Beacon has high-density development, but the resulting impervious cover can contribute to increased stormwater flow and flooding. To reduce impervious surfaces, the City may wish to consider:

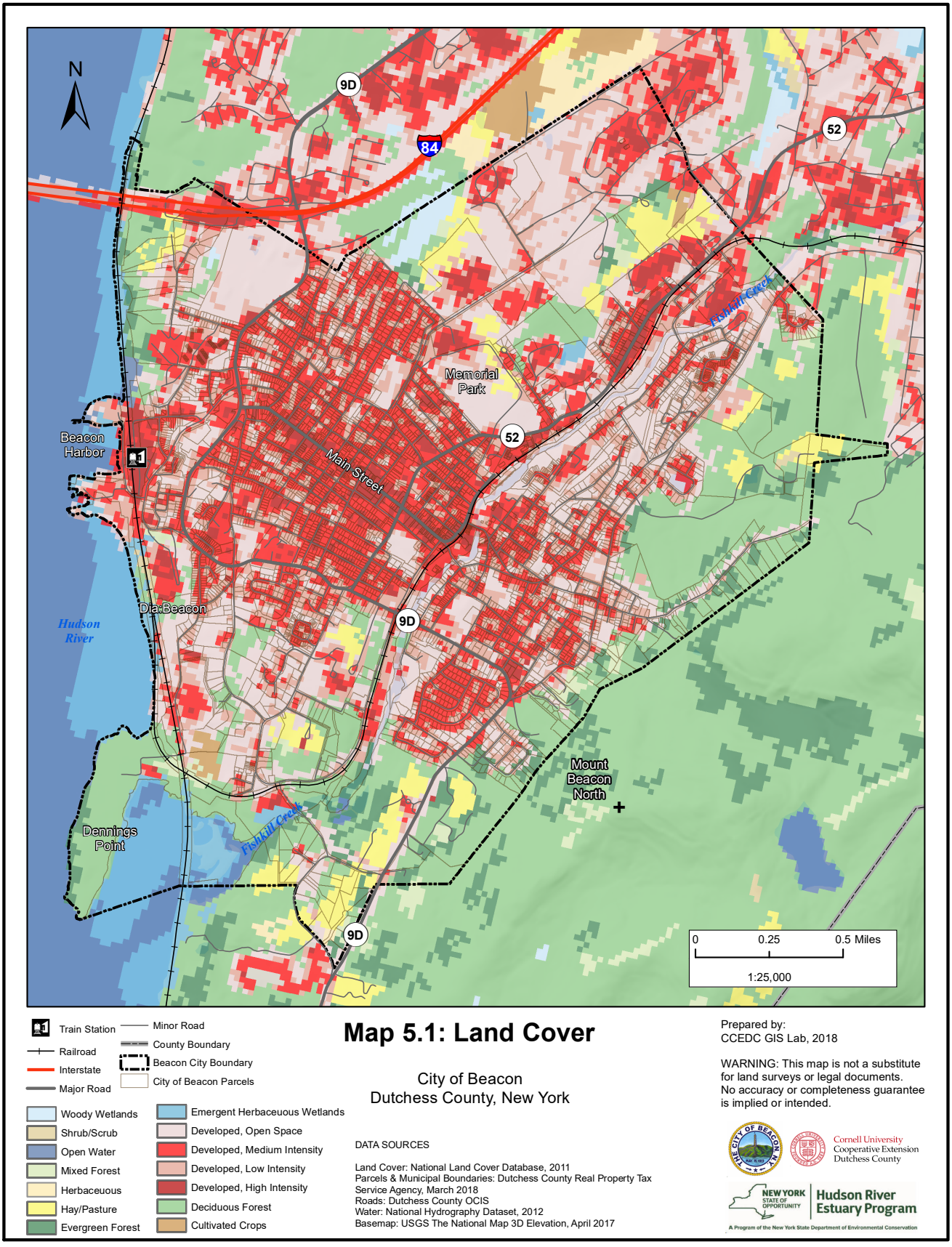
- Promoting development practices and restoration projects that improve pervious conditions and help Beacon to be more resilient to climate change and related intense storms;
- Offsetting the creation of new development with creation of new pervious surfaces elsewhere, which would lower flood risk throughout the city;
- Keeping a large buffer of natural vegetation around waterways, especially wetlands and Fishkill Creek;
- Supporting green infrastructure like pocket parks, rain gardens, and green roofs, which can mitigate effects of impervious surfaces; and
- Introducing the concept of converting mowed lawns to alternative groundcover where appropriate, which is more effective at absorbing stormwater.

This information largely comes from the City of Beacon Comprehensive Plan (2007), Comprehensive Plan Update (2017), the National Fish & Wildlife Service, and Hudson River Estuary Program. For more information on these topics, see the References section.



Natural vegetation helps to absorb stormwater that runs off impervious surfaces, like roads, during precipitation events. Increasing natural areas and pervious surfaces can help to reduce flooding and protect water quality of Fishkill Creek (pictured here).

Map 5.1 Land Cover



Map 5.1: Land Cover

City of Beacon
Dutchess County, New York

DATA SOURCES

Land Cover: National Land Cover Database, 2011
Parcels & Municipal Boundaries: Dutchess County Real Property Tax Service Agency, March 2018
Roads: Dutchess County OCIS
Water: National Hydrography Dataset, 2012
Basemap: USGS The National Map 3D Elevation, April 2017

Prepared by:
CCEDC GIS Lab, 2018

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5.2 Open Space and Protected Areas

Map 5.2 displays Beacon's parks, open spaces, and larger green areas.

Why This Is Relevant to Beacon

Beacon is known for its exceptional "greenspaces," which are large natural areas, parks, and protected lands in an urban environment. They provide scenic views and recreational opportunities, and increase the health and happiness of residents and visitors. They are also significant sources of ecotourism revenue.

Ecologically, these protected areas are biodiversity strongholds. They provide many ecosystem services, including wildlife habitat, water and air purification, and stormwater runoff and floodwater mitigation.

What This Map Shows

Beacon has a mix of open spaces, ranging from small pocket parks to 100+ acre conserved lands. This map shows the mosaic of land ownership across Beacon's open space areas.

As seen on the map, these open areas are primarily owned and protected by:

The City of Beacon, including:

- Memorial Park
- Pete & Toshi Seeger Riverfront Park
- South Avenue Park
- Green Street Park
- Hiddenbrooke

The State of New York, including:

- Dennings Point (Part of Hudson Highlands State Park)
- University Settlement Camp
- Hudson Highlands State Park

Scenic Hudson Land Trust, including:

- Long Dock Park
- Madame Brett Park
- Mount Beacon trailhead area (including a portion located beyond in the Town of Fishkill)

Considerations for Decision-Making

In unprotected areas of high natural resource values, such as large undeveloped parcels, wetlands, stream corridors and land with steep slopes, further land protection may be desirable. Different municipal, county, state and nonprofit partners may have different tools available for further protecting land, including parkland acquisition, development rights purchases (conservation easements) and/or conservation subdivisions.

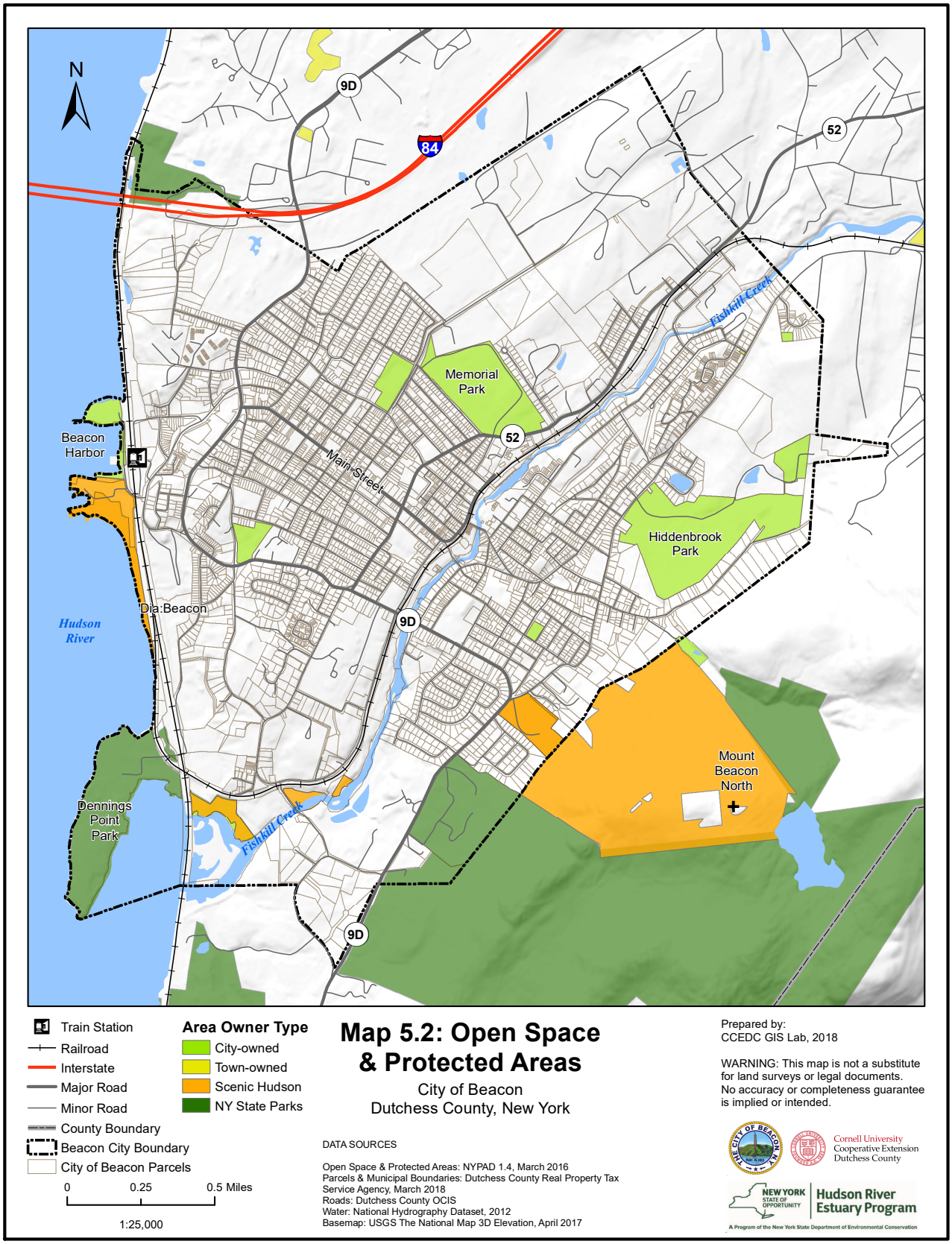
To support these natural resources, the City may wish to consider:

- Creating an Open Space Inventory, which will aid in prioritization of important natural areas in the city;
- Developing subsequently an Open Space Plan, with strategies to conserve priority areas; and
- Encouraging the creation of an Urban Design Plan, with recommendations of interspersed pocket parks on undeveloped lots, which can both increase ecological services and community engagement.

This information largely comes from the City of Beacon Comprehensive Plan (2007), Comprehensive Plan Update (2017), and Hudson River Estuary Program. For more information on these topics, see the References section.

Beacon has multiple public open space areas made possible by various conservation partners, including this view of Memorial Park during an Independence Day celebration.

Map 5.2 Open Space and Protected Areas



6.0 Historical and Cultural Resources

Why These Are Relevant to Beacon:

The identity of Beacon today is inseparable from the cultural history of the city's past. As Beacon builds its way into the future, insight from the city's history illuminates where the city has been, and where it is going.

Beacon's built environment – including storied religious institutions, former factories, and other historic sites – reflects its culture and history. Similarly, Beacon's natural resources, including the Hudson River, Fishkill Ridge, Fishkill Creek and beyond create a sense of place and belonging to the city's identity as one rich in scenic and recreational resources.

The NYS Greenway is a voluntary community planning program, based on incentives and guidelines, for the 13 counties in the Hudson River Valley. Beacon joined the Greenway Compact Program in 2000, along with almost all the other municipalities in Dutchess County. Greenway Connections, the countywide compact plan, includes guideline pages on such NRI-relevant topics as Connected Habitats, Stream Corridor Protection, Wellhead and Aquifer Protection, Street Trees, Green Infrastructure, and Centers and Greenspaces. A City of Beacon Centers and Greenspaces Plan map was included in the 2007 Comprehensive Plan appendix.

This section's three maps outline Beacon's historical, scenic and recreational resources and offers considerations for policy decisions.

A Brief History of Beacon

The land that is now Beacon was first settled by people of the Wappinger and Mahicannituck tribes, who were part of Lenape cultural group. The first known European contact with Beacon was in 1609 when Henry Hudson sailed up the river that was to bear his name, and described Beacon and/or Newburgh as "…a very pleasant place to build a Towne on…." Beacon's first European settlers were Roger and Catheryna Rombout Brett, who in 1709 built what is known today as the Madam Brett Homestead (featured in section 6.2). The two villages of Fishkill Landing and Matteawan, centered around her gristmill and storehouse, eventually merged to create the City of Beacon in 1913.

Beacon remained a small farming hamlet until the War of 1812 jump-started an industrial revolution, with a population and building boom. Throughout the 1800s, large quantities of hats, bricks, fabric, and more were produced here. In winter, ice cut from the frozen Hudson was shipped down to Manhattan. Beacon remained a significant factory town through the 1950s. In addition, Beacon was a well-known tourist destination during the early 1900s, with its most popular feature being the Mount Beacon Incline Railway, which brought visitors to the top of Mount Beacon. Many tourists came from New York City, up the Hudson via steamship ferries. The bridge connecting Beacon to Newburgh didn't open until 1963. Prior to then, only a ferry had connected the two banks for 220 years.

Starting in the post WWII decades, Beacon experienced a significant economic decline. Most factories closed, leading to the vacancy of approximately 80% of commercial spaces. The ski slope which had operated on Mt Beacon since 1967 closed in the late 1970s, along with the Incline Railway. "Urban Renewal" led to the removal of large sections of older housing, the cutting off of Main Street from the Hudson River. The town remained underutilized and economically depressed until the early 2000s. Beacon's current revitalization began in the late 1990s with modern rezoning and closing of the City's riverfront sludge incinerator, which brought the Dia:Beacon museum, the Beacon Institute for Rivers & Estuaries, and Scenic Hudson's Long Dock and Madam Brett Parks. Before and during this resurgence, Pete Seeger (1919-2014) and Toshi Seeger (1922-2013) were prominent Beacon-area residents (they resided in the Town of Fishkill, but are associated with Beacon) who sparked a resurgence in the interest of protecting the environment in Beacon and throughout the Hudson Valley. Thanks to their intervention, Beacon has some of the most green and accessible waterfront along the entire Hudson River.

Beacon is now a thriving commuter, residential and arts community, appears on top global tourism lists as a weekend getaway, and has a very competitive real estate market. Beacon uniquely offers a mix of cultural heritage and outdoor recreational opportunities that few municipalities in the Hudson Valley can match. It is important to identify the full range of Beacon's opportunities in order to weigh the impacts of the city's development and growth against strategies for preserving Beacon's unique culture and environment.

6.1 Historical Resources

Map 6.1 shows the historic and cultural resources in Beacon. In addition, this section contains two reprinted Birdseye view maps from the late 1800s showing the two villages that make up today's Beacon: Fishkill Landing and Matteawan.

Why This Is Relevant to Beacon

Beacon has a rich cultural history, including Native American settlements, well-preserved colonial landmarks, and a plethora of historic buildings that highlight the city's colonial and industrial past. Beacon's built environment – from the buildings that house businesses on Main Street to the historic landmarks – form part of the cultural fabric of Beacon's identity. As former factories are converted into condominiums, hotels and other businesses, and the city's historic brick buildings are renovated to create new shops and restaurants, it is more important than ever to honor Beacon's past as the city builds its future. Beacon's Comprehensive Plan states that residents regularly cite the city's historical and cultural legacy as a point of pride and distinction.

What This Map Shows

Main Street in Beacon, as well as its environs, is dotted with cultural and historical landmarks including a number of religious institutions. Beacon is home to sixteen structures and buildings on the National Register of Historic places.

The one National Register structure owned by the City of Beacon is the Tioronda Bridge located at the end of South Avenue as it crosses near the mouth of the Fishkill Creek. Completed in 1873, it was one of the last remaining bowstring truss bridges in the County. Sadly, the bridge fell into disrepair and the city removed the iron trusses in hopes of restoring them. Recently, the City committed to a restoration of all salvageable parts, and expects to dedicate the bridge as a pedestrian walking bridge with emergency access, using parts of the original Bridge as a living museum. The Bridge will connect with the City's Greenway trail system, the Fjord Trail System and lead into the Hudson Highlands State Park. The City has applied to the New York State Office of Parks, Recreation and Historic Preservation to have the Bridge relisted on the National Register.

In addition, Beacon boasts important historical monuments: the DAR monument on Mt. Beacon and the 1909 Hudson Fulton statue of Hebe. An iconic "dummy" traffic light fixture stands on the east end of Main Street. The Beacon Historical Society preserves, procures, and presents Beacon's heritage and history since 1976. Exhibits and local archives are housed in the former rectory of St. Andrew Church at 17 South Avenue.

Since 1991, the City's historic overlay zone has been the primary way that Beacon designates and protects its historic buildings and sites. Any proposed substantial exterior alterations to a structure visible to the public in this overlay zone must be reviewed by the Planning Board for its consistency with the adopted historic standards. The City Council has recently proposed the addition of 35 buildings in the Main Street area to the historic overlay zone. See City of Beacon Zoning Map for more information.

Considerations for Decision-Making

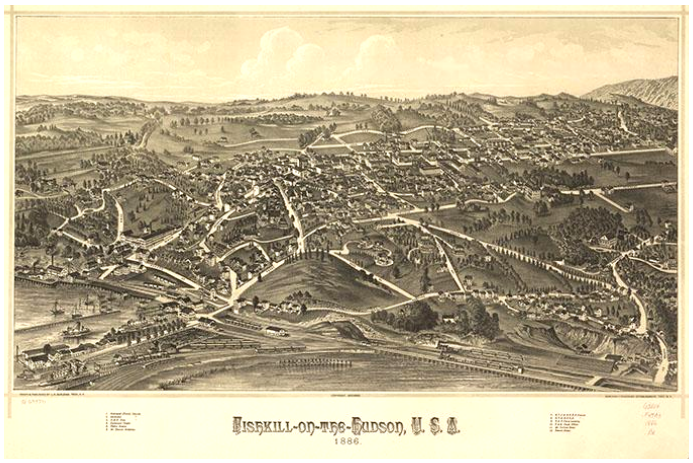
The City may wish to consider:

- Completing a City-wide review of additions to its historic overlay zone;
- Evaluating historic sites, structures and buildings within the city for proposed inclusion on the State or National Registers of Historic Places; and
- Researching, identifying, and honoring pre-colonial historic sites, including those of importance to Beacon's indigenous people.

This information largely comes from the City of Beacon's Comprehensive Plan and the Dutchess County NRI. For more information on these topics, see the References section.

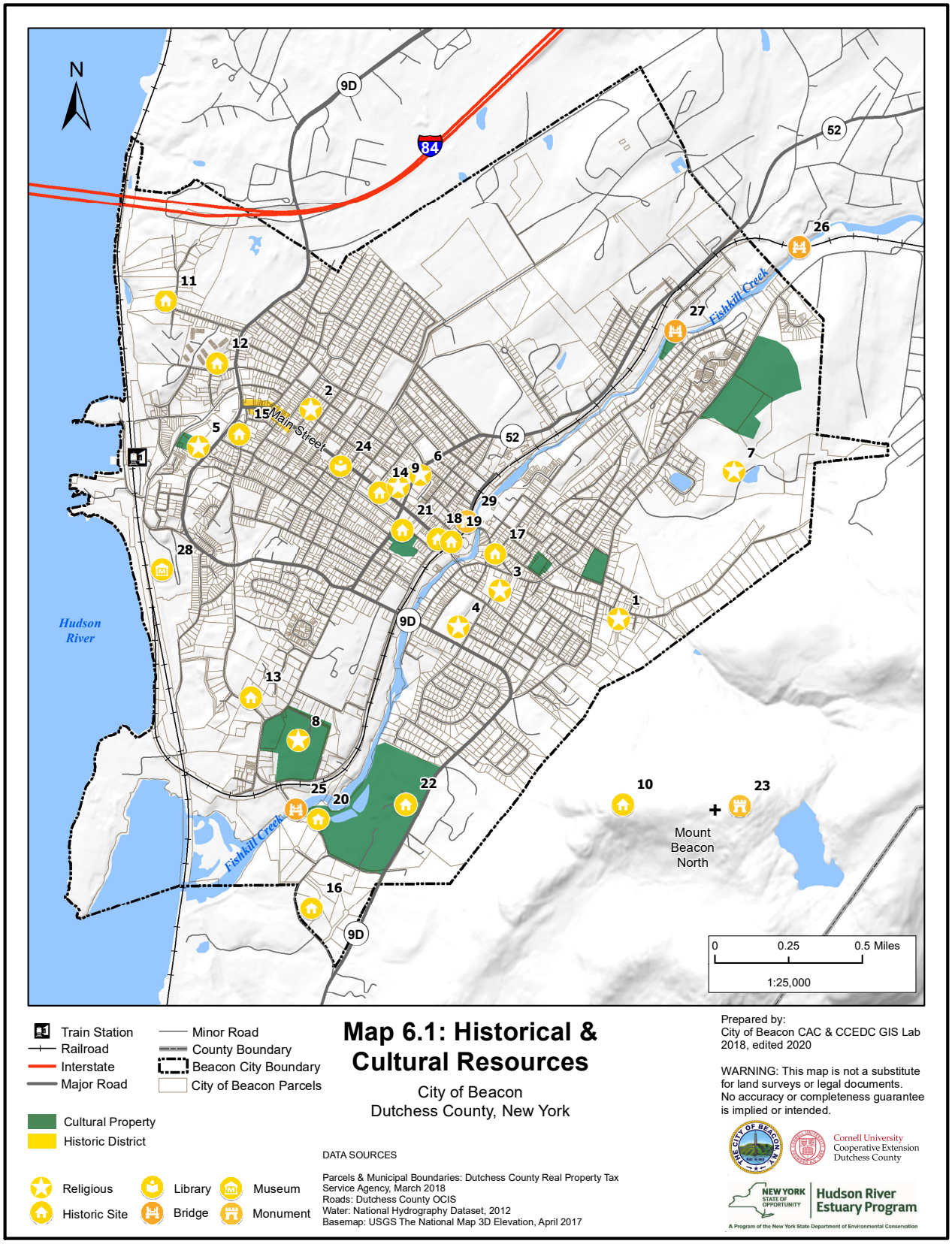
Number on Map	Name	Listed on National Register of Historic Places
1	Annan Street Church	
2	Trinity Methodist / Springfield Baptist Church	YES
3	United Methodist Church	
4	St. Luke's Episcopal Church	YES
5	Reformed Dutch Church of Fishkill Landing	YES
6	Beacon Hebrew Alliance	
7	Carmelite Communion Nunnery	
8	St Lawrence Friary	
9	Masjid Ar-Rashid	
10	Incline Railway wheelhouse ruins	YES
11	Eustatia	YES
12	Bogardus-DeWindt House	YES
13	Chrystie House	
14	U.S. Post Office	YES
15	Beacon Historical Society	
16	Peter C. DuBois House	YES
17	Beacon Engine Company No.1 Firehouse	YES
18	Howland Cultural Center	YES
19	Matteawan Station	
20	Old Tioranda School	
21	Madam Brett Homestead	YES
22	Craig House	
23	Beacon Fires Obelisk	YES
24	Howland Public Library	
25	Tioranda Bridge (former)	YES
26	Beacon Gorge Bridge	
27	Bridge St Bridge	
28	Dia:Beacon	YES
29	Dummy Light	

1886 Birdseye view of Fishkill Landing (Beacon's current west end)



1886 Birdseye view of Matteawan (Beacon's current east end)

Map 6.1 Cultural Resources



6.2 Scenic Resources

Map 6.2 displays various scenic resources in Beacon, including parks, scenic viewpoints, waterfalls, etc.

Why This Is Relevant to Beacon

The New York Department of State's Scenic Areas of Statewide Significance report recognizes the Hudson Valley region for its unique, highly scenic landscapes of outstanding quality that are accessible to the public. The wealth of accessible scenic viewpoints in Beacon draws local citizens and tourists alike and helps to define the character of the city. Beacon is beautifully situated between the Hudson River to the west and the mountains of Fishkill Ridge to the east, with Fishkill Creek running through the middle. These natural features lie within the Hudson Highlands, which is a region that the state of New York recognizes for its high scenic quality. Beacon's location affords the city numerous scenic resources that provide cultural and economic value, while contributing to the preservation of open space and habitat. These scenic resources are vital to Beacon's high quality of life and growing tourism industry. The City of Beacon's Comprehensive Plan includes recommendations to protect the city's scenic resources as part of its plan for future development.

What This Map Shows:

Beacon has three primary natural scenic viewsheds: The Hudson River, Fishkill Creek, and Fishkill Ridge, which includes Mount Beacon.

- Long Dock Park, Pete and Toshi Seeger Riverfront Park, and Dennings Point afford direct Hudson River viewpoints with walking trails, playground equipment, picnic areas, fishing areas and boat launching facilities.
- The Greenway Trail and Madam Brett Park offer access to Fishkill Creek for walking, biking, fishing, and bird watching.
- Mount Beacon Park and its interconnected trails offer views of the entire city of Beacon and beyond, including Fishkill Creek, the Hudson River, the mountains of the Hudson Highlands, and the Shawangunk Ridge.

In addition, in its Local Waterfront Revitalization Plan (LWRP) as adopted by City Council and approved by NY State are specific protected viewsheds, Exhibit 1 shows the city's viewsheds from the LWRP. The Mayor and City Council have expressed the goal of adding to protected City view sheds, and expects to do so in the next year or so. Following is a list of the view sheds protected in the LWRP:

1. Main Street and Route 9D

2. Beacon Street and Route 9D

3. Rombout Avenue and Route 9D

4. Route 9D and Wolcott Avenue

5. South Avenue and Route 9D

6. Dennings Avenue at South Avenue

7. Sargent Avenue at St. Lawrence Seminary

8. South Avenue 1/4 Mile West of Dennings Avenue

9. Paye Street

10. River Street and Beekman Street

11. Southwest View from Wolcott Avenue 200 Feet West of Bayview Avenue

12. West View from Wolcott Avenue 200 Feet West of Bayview Avenue

13. Northwest View from Wolcott Avenue 200 Feet West of Bayview Avenue

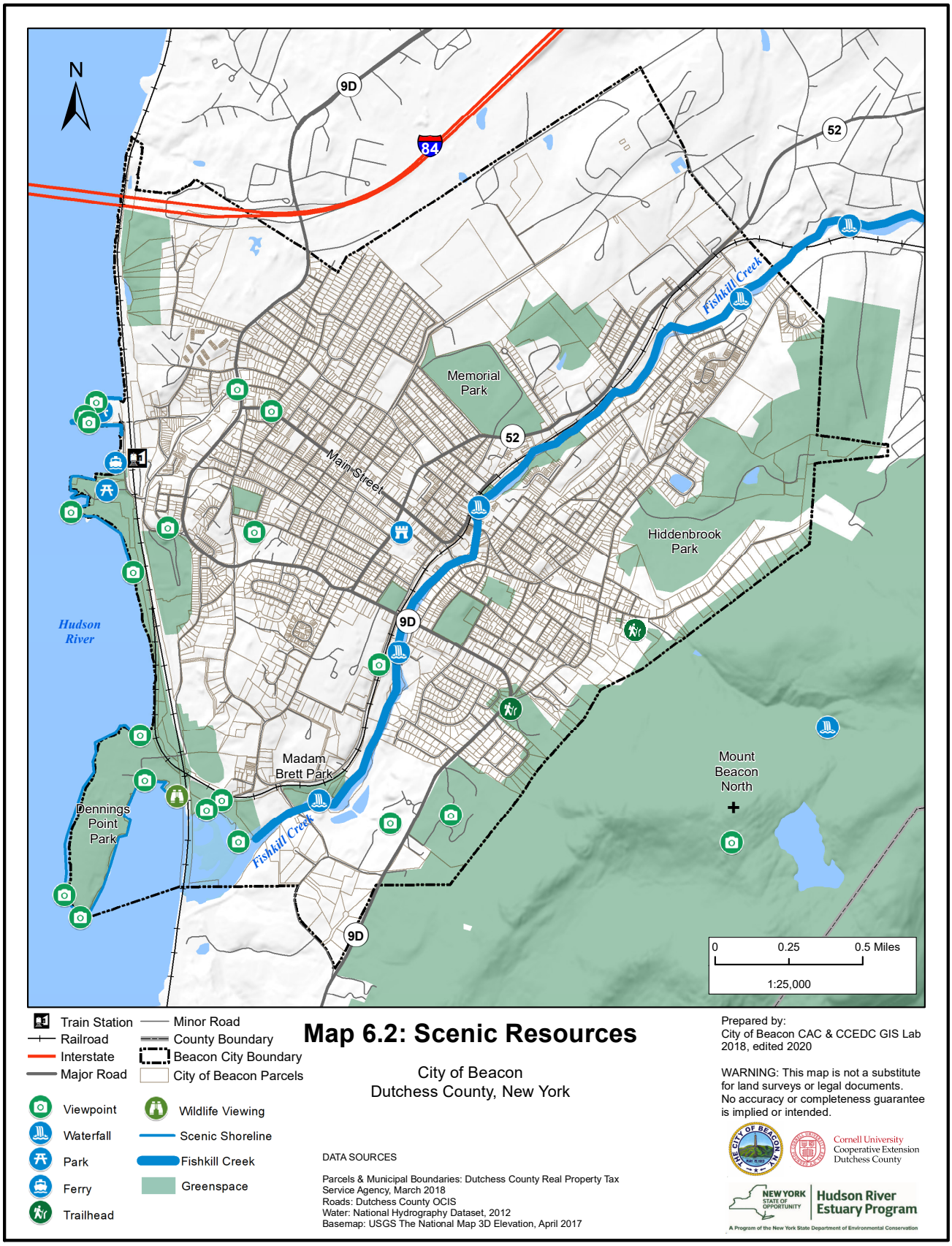
Recommendations for Decision-Making

The City may wish to consider:

- Ensuring that the preservation of Beacon's scenic resources and viewsheds remains a top priority during any development plans that affect the city's three primary scenic viewsheds: the Hudson River, Fishkill Creek, and Fishkill Ridge;
- Expanding direct access to the Hudson River for outdoor recreation; and
- Creating multi-use linkages (e.g., walking and biking paths) that connect Beacon's three main scenic areas, to increase accessibility for residents and tourists.

This information largely comes from New York State Department of State's Scenic Areas of Statewide Significance report, City of Beacon Comprehensive Plan, and the City of Beacon LWRP. For more information on these topics, see the References section.

Map 6.2 Scenic Resources



6.3 Recreational Resources

Map 6.3 displays various recreational sites and resources in the City of Beacon.

Why This Is Relevant to Beacon

Recreational opportunities abound in Beacon. Indeed, the city is known for the diversity of high-quality outdoor activities right at its doorstep. One can hike Mount Beacon, cast a line in Fishkill Creek, and birdwatch along the Hudson River. Hiking, biking, fishing, boating, wildlife viewing, playgrounds, sport fields and courts, and more greet the recreation enthusiast looking for a chance to get outside. The city's public parks, combined with Scenic Hudson-owned parks and The Hudson Highlands State Park, provide the outdoor enthusiast or the casual citizen with ample recreational opportunities within the city's neighborhoods, or among its protected mountains, woods, creeks and trails.

What This Map Shows

Beacon contains a wide variety of recreational resources that belies the city's small size:

- The City of Beacon operates four parks: Pete and Toshi Seeger Riverfront Park, Memorial Park, South Avenue Park, and Greene Street Park, in addition to the University Settlement Camp and Hiddenbrook. Scenic Hudson owns Madam Brett Park and Long Dock Park, and The State owns Hudson Highlands State Park and Dennings Point State Park.
- The City has 373 acres of recreation area, well exceeding the National Parks and Recreation Association's recommendation of 10 acres per 1,000 residents.
- Sport fields and courts for basketball, soccer, tennis, football, baseball and softball, a frisbee golf course, fishing piers, a skatepark, track, and more can all be found within the city's public parks and at the University Settlement Camp. Additionally, Southern Dutchess Country Club offers golf.
- Beacon's parks boast five picnic pavilions, several picnic areas, four playgrounds, an official dog park, a natural play area, and miles of walking paths. In addition, there are recreational opportunities not listed on the map such as sledding hills and sport fields at Sargent Elementary School.
- Beacon offers swimming at the Beacon Pool at University Settlement Camp, Riverpool in the Hudson River (pictured right), lap swim and open swim at the Beacon High School pool, and community pool membership at Southern Dutchess Country Club.
- The Greenway Trail is a success story of Beacon public policy and public-private partnerships that is worth noting. At present there are trails down the Hudson and large portions of Fishkill Creek. The Mayor and City Council are looking to expand the trail system along Fishkill Creek to encompass the unused adjacent rail line connecting to the New York State Trail system. Once complete, the Trail will offer continuous exposure to nature and provide walking and biking opportunities along the Fishkill Creek to the Hudson River.
- Nature is always nearby with miles of hiking trails, mountains, waterfalls, creeks and the Hudson River. The city park of Hiddenbrook, Scenic Hudson parks such as Long Dock Park, Madam Brett Park, and Mount Beacon, Hudson Highlands State Park's Dennings Point, and more all offer opportunities for exploring Beacon's natural environment.

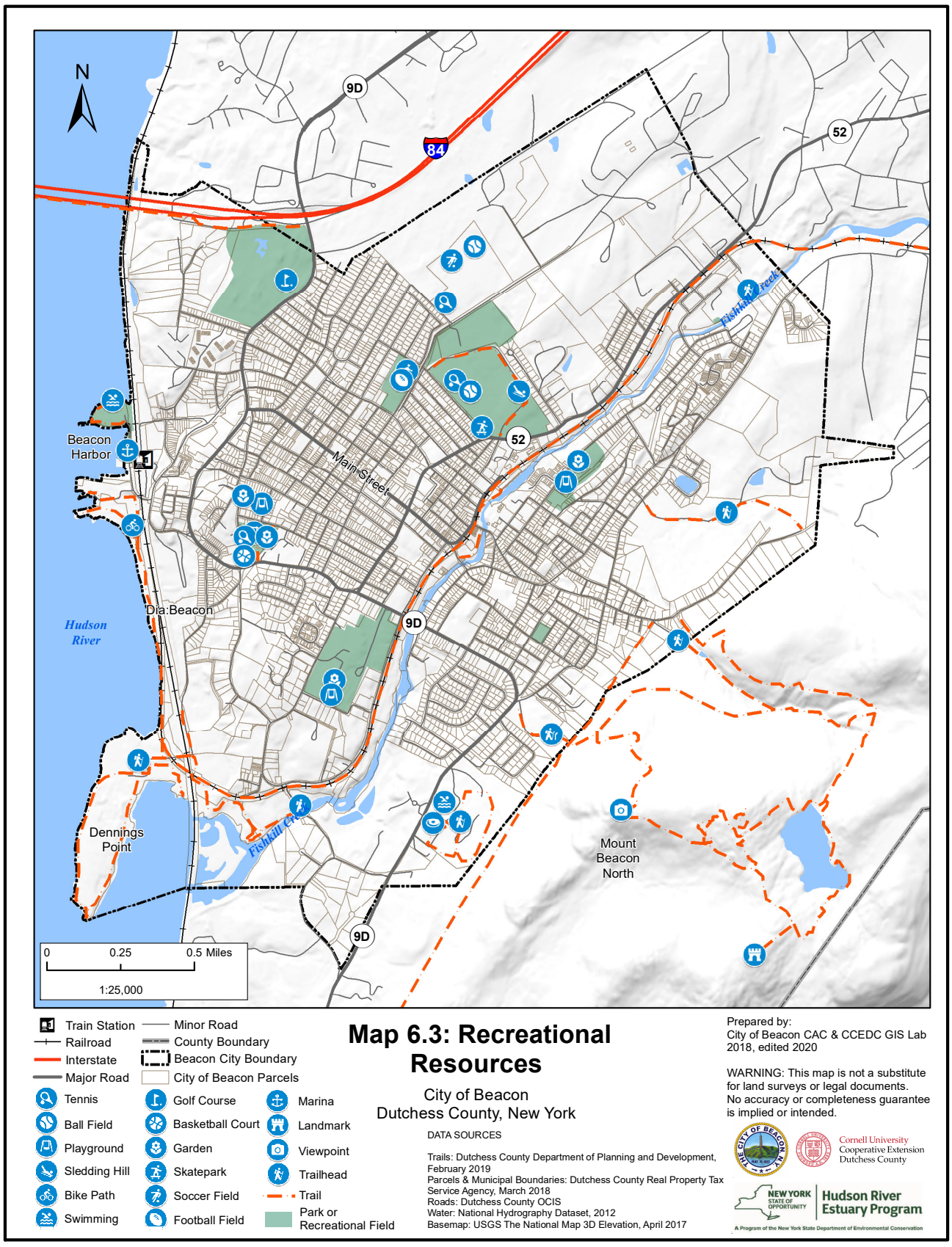
Considerations for Decision-Making

The City may wish to consider:

- Maintaining or potentially increasing access to the Hudson River and Fishkill Creek;
- Preserving open space and protect large tracts of forest, field, and waterfront;
- Ensuring that various recreational opportunities are accessible to all; and
- Continuing to partner with non-profit partners like Scenic Hudson and state entities like NYS Office of Parks, Recreation, and Historic Preservation for the effective management of their properties within the city limits.

This information largely comes from City of Beacon Parks and Recreation, including a 2017 study conducted by BFJ Planning about the City's recreation resources, and Scenic Hudson. For more information on these topics, see the References section.

Map 6.3 Recreational Resources



7.0 Land Use and Zoning

Map 7.0 is the City of Beacon Land Use Map, taken from its Comprehensive Plan Update of 2017, and displays broad zoning categories across the city, including the location and concentration of land use activities.

Why This Is Relevant to Beacon

The City of Beacon has the authority to enact zoning regulations to promote the public health, safety, and general welfare of their communities, among other purposes. Zoning is primarily enacted to control the use of land and the density of those uses, as deemed appropriate for the community. Zoning can encourage a variety of uses that are desirable, appropriate regulate those that may be potentially inharmonious, or prohibit those uses that are unwanted in specific areas or throughout the community. Zoning laws can protect important natural areas and cultural resources such as historic landmarks or districts, wetlands, floodplains, groundwater, wildlife habitats and scenic areas. Various statutes define the use of zoning to encourage the appropriate use of land.

Knowing the general distribution of land use in a municipality can help a community better understand past and present development patterns, as well as plans for future growth. Directing new development to existing areas of development uses land more efficiently, saves money by taking advantage of existing infrastructure, and importantly, allows for greater density in already settled areas. Concentrating greater density in existing centers is quite often the best option to protect water resources, biological communities and farmland, because it takes pressure off development of the community's remaining green spaces.

In the latter half of the 20th century, suburban areas in the U.S. generally and Dutchess County locally experienced rapid population and housing growth. In Dutchess, suburban communities added approximately 100,000 additional residents since 1960. In contrast, cities – both nationally and the City of Beacon, experienced stagnant or even shrinking populations. Beacon saw a relatively flat population count across several decades, and a slight decline in some. Public construction of roads, as well as the increase in household access to private automobiles and coincident parking, accelerated this movement; adding to it was the dispersion and growth of commercial and industrial sites away from cities, epitomized by the ascendancy of the retail mall to the detriment of traditional Main Streets. This national and local suburbanization trend has had a major impact on local natural resources, encroaching on or significantly shrinking natural habitats, farmland and undeveloped land.

One response to the de-urbanization was "urban renewal" – which basically involved razing large sections of older buildings and attempting new patterns of urban development. Beacon experienced this as well with wide swaths of housing torn down and Main Street cut off from the Hudson River – with little success. In the 1990s, the City revised its zoning, eliminating most of the vestiges or urban renewal concepts, and shifting instead to: phasing out storefront apartments on Main Street to make room for retail and commercial; protecting residential neighborhoods including code enforcement; and closing the city's riverfront sludge incinerator to attract non-industrial uses. These zoning and usage changes set the stage for Beacon's economic revival.

In the last two decades, cities and urban areas have made a comeback, regaining popularity among younger professionals and attracting businesses back to city centers. The City of Beacon has enjoyed great success from this trend. This reversal bodes well on natural resources issues, assuming cities plan effectively and take natural resource issues into account in their land use plans.

What This Map Shows

Beacon's basic land use pattern has higher residential and commercial density along and adjacent to Main Street, the areas between Main Street and the Metro-North Train Station, and along Fishkill Creek repurposing old industrial sites. Residential density declines as distance from Main Street increases. Commercial uses are also centered along Route 52 heading toward Fishkill, with a few remaining industrial uses. A substantial portion of Beacon's land is open, used for parks or open space, especially adjacent to the Hudson River, Fishkill Creek and Mount Beacon.

A summary of current land uses, acreages and percentage of the total land area for each category in the City of Beacon can be viewed in the City's Comprehensive Plan Update dated 2017. Highlights are summarized here, with changes from 1960.

1. Developed Land: In 1960, 68% of the land area of the City was developed (991 acres were undeveloped); in 2017 87% of the City was developed (408 acres were undeveloped).
2. Residential Use: Acreage used for residences (only) more than doubled in this time period, rising from 407 acres (13% of City land) to 1,066 acres (34% of City land).
3. Commercial Use: Use of commercial land (includes retail, service, office, and mixed use) has slightly

increased between 1960 and 2017, although the intensity and value of these uses contribute substantially to the city's tax base.
4. Industry Use: Lands used for industrial purposes have decreased from 159 acres in 1960 to 72 in 2017.
5. Recreational Use: Recreation (public and private) and open space lands comprise almost 400 acres, or 12% of the City. This use has significantly increased since 1970, which had 170 acres, or 5% of the city.

Beacon has experienced a dramatic increase in popularity as a small attractive urban environment, resulting in an influx of new residents. Coming with that popularity has been a recent spurt of development, with fallow urban renewal sites being built out. As development as occurred, the City has taken stock and undertaken recent zoning and land use changes to steer toward a stronger, more sustainable and attractive urban community. Some key recent land use changes or proposals are summarized here.

1. Restoration or redevelopment of former industrial sites, notably along Fishkill Creek, as multi−family or mixed−use buildings, with recent increases in required commercial space to encourage local employment.
2. Creation of two form−based zones, the Central Main Street (CMS) zone for the core of Main Street, and the Linkage (L) zone connecting Main Street to the Metro-North station – both with higher residential and commercial density.
3. Adjustments to height and size limits for Main Street developments, including tying fourth floor approval to providing of defined public benefits.
4. Expected adoption of new Zoning Tables, the first full revision since the early 1970s, which will standardize uses and simplify zoning compliance.
5. Expected adoption of a new Transition District around Main Street, which will provide the moderate adjacent residential and commercial density.
6. An initiated review of Linkage and Waterfront Development zones, looking to encourage commercial along with residential development, while preserving almost the entire length of the Hudson River for recreational use and green space.
7. Expected adoption of a local law regulating short-term rentals.
8. Expected revisions to the city's historic overlay zone to simplify compliance, and add additional properties for historic protection.

Considerations for Decision-Making
To ensure that land use and zoning decisions remain compatible with natural resource considerations, the City may wish to consider:

- Maintaining a focus increased residential and commercial density in Main Street and Linkage zones, as well as targeted areas Fishkill Creek, Waterfront Development and Transition zones;
- Planning for and encouraging appropriate residential and commercial development (Transit-Oriented Development) at the Metro-North Train Station;
- Continuing brownfield redevelopment projects that clean up and repurpose former industrial sites;
- Continuing to preserve open space, especially along the Hudson River, Fishkill Creek and Mount Beacon;
- Developing Main Street green spaces and more urban open space; and
- Exploring and expanding policies that promote sustainability.

West End Lofts on Wolcott Ave includes 73 affordable-workforce artist lofts, a new short-cut walking path down to the Train Station, and a restored river view from the Beacon Street intersection.

Map 7.0 Future Land Use Map

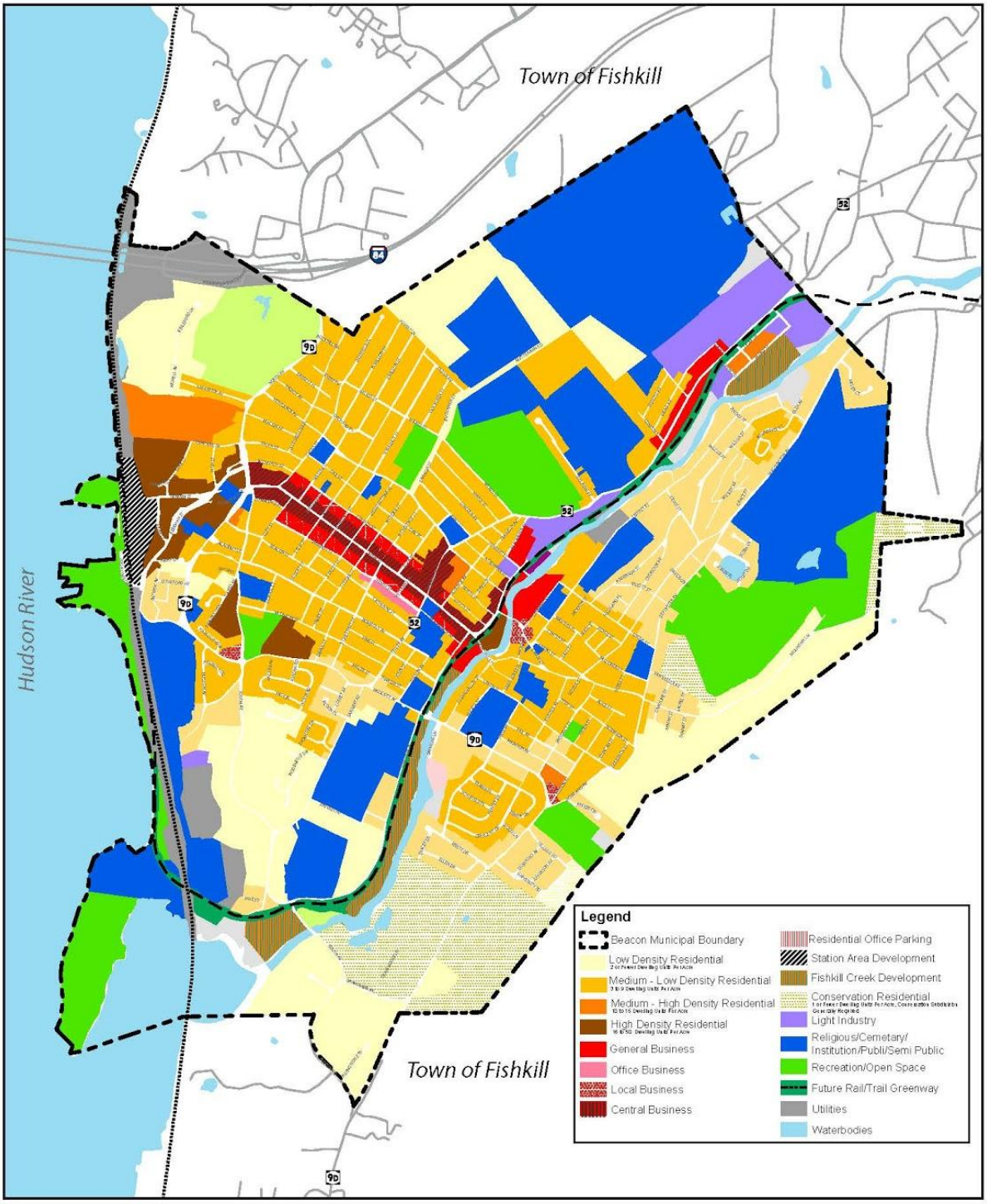


FIGURE 11-1: FUTURE LAND USE MAP

CITY OF BEACON COMPREHENSIVE PLAN UPDATE

BFJ Planning

8.0 Considerations for Local Decision-Making

The City of Beacon's Natural Resources Inventory is a public resource for all stakeholders interested in learning more about Beacon's rich natural environment. As the data was assessed within the NRI, common themes emerged that have considerable implications across all of the city's natural resources. As noted in Section 1.0 Introduction, the NRI resulted in these high-level considerations that the City may wish to consider:

- Incorporating climate change mitigation and adaptation in decision-making across all sectors;
- Engaging Beacon residents in the stewardship of our natural resources; and
- Understanding the impact of future development on Beacon's natural resources.

Each of these areas are outlined in greater detail below.

Incorporating climate change mitigation and adaptation in decision-making across all sectors

Climate change is the biggest threat today, both globally and locally. To help Beacon prepare for and adapt to a changing climate, the City should consider:

- Creating plans to mitigate flooding and sea level rise;
- Creating emergency storm management and community adaptation plans;
- Continuing to inventory our emissions, energy use, and municipal material sourcing; and
- Creating a local Climate Action Plan, which outlines the policies and measures that Beacon can enact to reduce greenhouse gas emissions and increase the community's resilience to climate change.

Engage Beacon residents in the stewardship of our natural resources

Despite the negative impact humans have had on Beacon's natural environment, its residents are the greatest asset in protecting and stewarding Beacon's natural resources. The City should consider:

- Keeping residents of Beacon and its surrounding communities engaged in decision-making around protecting natural resources; and
- Increasing public access to Beacon's natural resources, such as the Hudson River, Fishkill Creek, and the Hudson Highlands, as part of a comprehensive strategy to expand and promote our city's natural environment.

Understanding the impact of development on Beacon's natural resources

As Beacon continues to grow and flourish, the City should consider:

- Pursuing proactive conservation of priority resources, including development of an open space plan and participation in broad efforts like watershed planning for Fishkill Creek, and considering designations such as "critical environmental areas" as a tool to bring conservation attention to the community's priorities; and
- Considering each proposed development, redevelopment, and/or infrastructure adjustment with respect to its potential effect on Beacon's natural, cultural, and scenic resources.

In Summary

It is becoming more apparent that smaller cities like Beacon are the most environmentally conscious places to live. "Thinking has come full circle on cities, from blaming them for environmental destruction to considering that urban environments, when properly designed and managed, can be a kind of biological as well as cultural ark – places where human beings can have the lowest impact on the planet and be educated, creative and healthy." From *Drawdown: The Most Comprehensive Plan Ever Proposed to Reverse Global Warming,* Paul Hawken, ed., 2017

9.0 What Comes Next and Acknowledgements

What Comes Next

We hope this document is useful to City of Beacon officials, committees, and residents as they learn about the city's environment and lead towards Beacon's future with consideration of its natural context.

We hope that this NRI can be the basis for developing an Open Space Plan for Beacon, and can be helpful for City policy-makers as they consider resource-impacted programs, development, and decisions.

If you have related information that you would like to share for potential inclusion in the online resources related to this document, or would like to be part of ongoing conversations related to the content in this NRI, please contact the City's Conservation Advisory Committee (CAC) at beaconcac@cityofbeacon.org. The CAC holds monthly meetings and welcomes the public: see the City of Beacon's website for the time and location of their next meeting.

Thank you!

This NRI was made possible through funding from the NYSDEC Hudson River Estuary Program, which engaged Cornell Cooperative Extension of Dutchess County as a technical assistance partner. We are so grateful for this opportunity.

This NRI would not have been possible without the following individuals' support:

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- Mayor Randy Casale, through 2019
- Mayor Lee Kyriacou, 2020 on
- Beacon City Council, Amber Grant
- Beacon Institute of Rivers and Estuaries, Asher Pacht
- Diane Lapis, Beacon Historical Society
- Gretchen Stevens and Hudsonia
- City of Beacon's Conservation Advisory Committee (CAC) including:
    - Brian DiFeo, CAC Chair
    - Air Nonken Rhodes
    - Jennifer Epstein
    - Peggy Ross
    - Antony Tseng
    - Jeff Domanski
    - Nicole Wooten
    - Zoe Markwalter
    - Danielle Levoit
    - Sam Adels
    - Robert Leiblein

On behalf of all the inhabitants of the City and Beacon's environmental future, thank you!

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City of Beacon City Council Agenda
09/26/2022

Title:

Presentation on the Hudson Highlands Fjord Trail

ATTACHMENTS

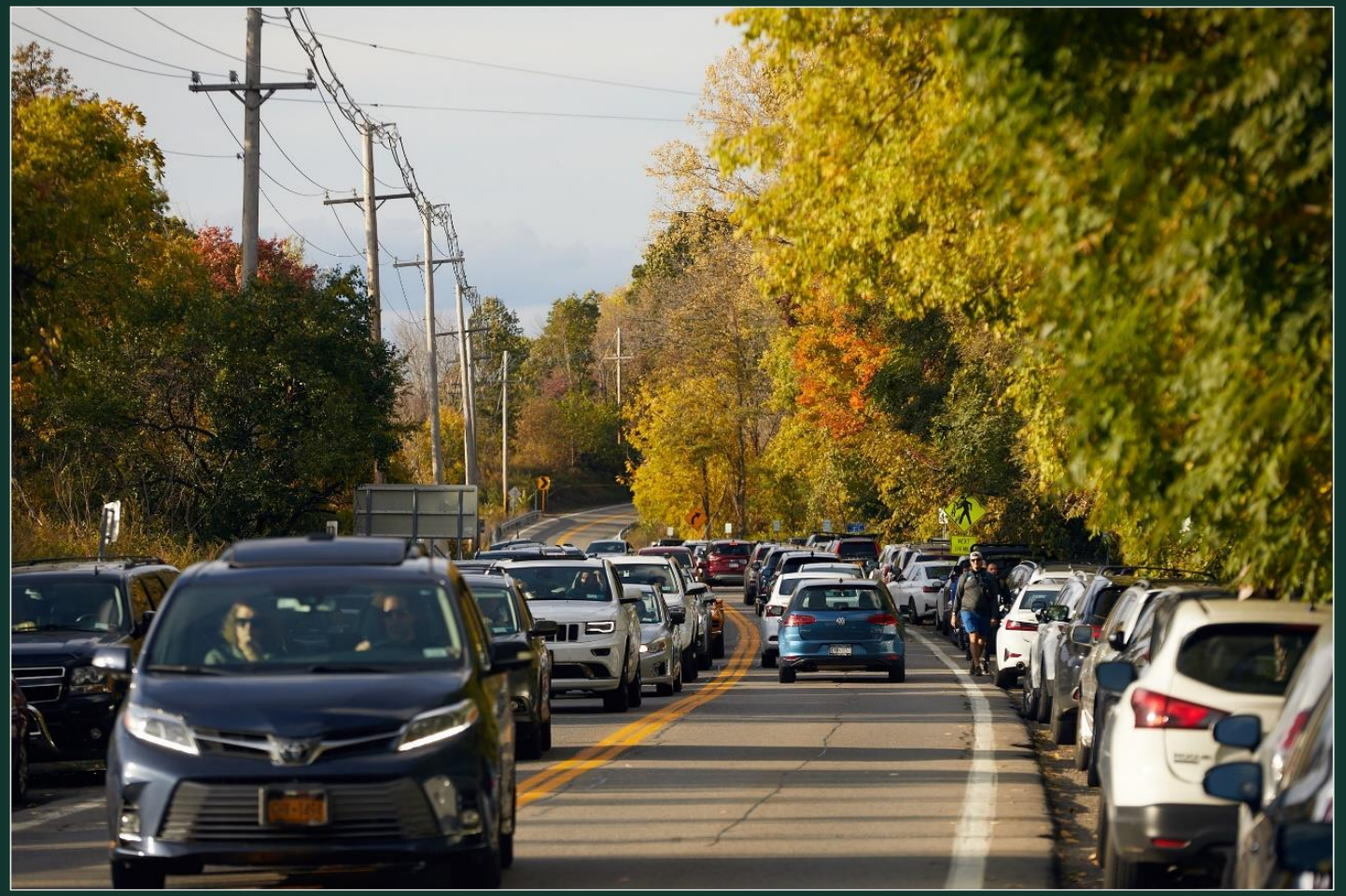
September 2022 Hudson Highlands Fjord Trail Project Update

Hudson Highlands
Fjord Trail

New York's Breakneck Ridge:

If you're around, or want to take a ride up on the Hudson line, it's no secret that Breakneck Ridge is THE best hike in town. Heck, Newsweek magazine listed it as one of the top ten hikes in the United States.

— ExploreHudsonValley.com



The Need

Increasingly unsafe conditions along Route 9D make clear a need for better visitor management and expanded, organized parking options.

Hudson Highlands Fjord Trail

Steering Committee

Lead Partner:

SCENIC HUDSON

Municipal Partners:

Village of Cold Spring

The City of Beacon NY

Fishkill

State Partners:

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation and Historic Preservation

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

NEW YORK STATE OF OPPORTUNITY. Department of State

NEW YORK STATE OF OPPORTUNITY. Department of Environmental Conservation

NY Metro Agency Partners:

MTA Metro-North Railroad

NYC Environmental Protection

Non-Profit Partners:

Little Stony Point Citizens' Association

Lenape Center

Open Space Institute

Hudson Highlands Land Trust

New York - New Jersey Trail Conference

Riverkeeper. NY's clean water advocate

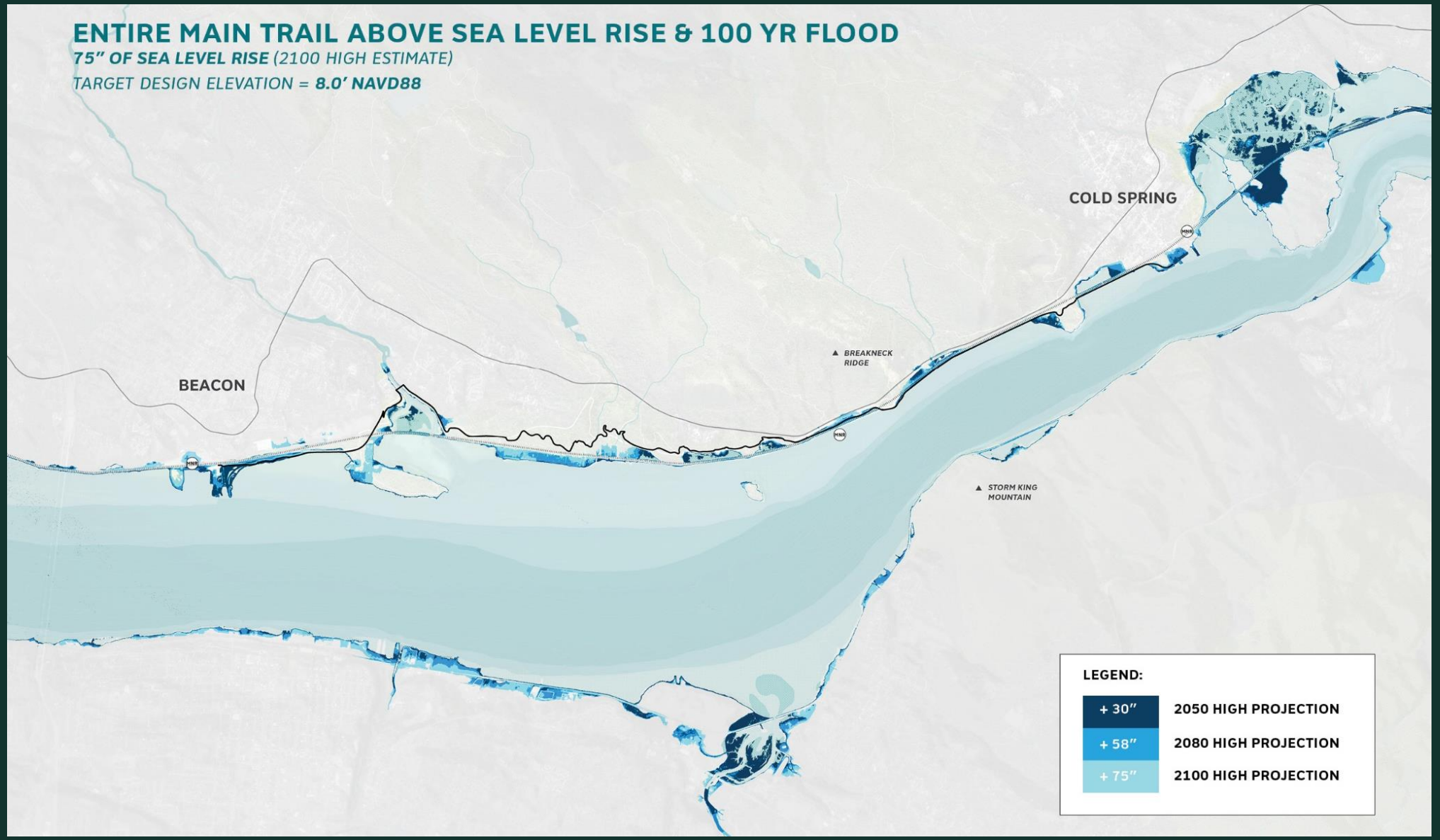
Friends of Fahnestock & Hudson Highlands State Parks

Project Goals

- Creating safe and convenient access (increased parking, accessibility by public transportation and shuttle system)
- Protecting habitat and reducing erosion
- Spreading visitation along the Hudson Highlands riverfront corridor
- Benefiting our local economies
- Featuring community-focused programming and amenities
- Serving as a welcoming and unique recreational destination for visitors to the region

The Vision

The 7.5-mile linear park will be a signature destination for recreation, tranquility, learning, and inspiration in the Hudson Highlands.



The threat of sea level rise and its effects on the Hudson River have been carefully considered in planning and design.

Thoughtful & Resilient Planning

A Trail for All

Connecting the City of Beacon to the Village of Cold Spring — Accessible, free, and full of possibility.

A Trail for All: The Marsh

A wildlife-viewing paradise connecting to Dennings Point and Long Dock Park. (Phase Four)

A Trail for All: The Forest

A woodland adventure connecting to and from Fjord Trail Visitor Center at Dutchess Manor. (Phase Three)

A Trail for All: The Highlands

The Breakneck Connector creates safe & convenient access to one of NYS Parks' most cherished hikes. (Phase One)

A Trail for All: The River's Edge

A two-mile shoreline promenade connecting Dockside Park to Little Stony Point and the Breakneck Connector. (Phase Two)

Trail Banks

Roomy places along the way where people can connect, rest, and regroup.

Immersive Meanders

Smaller byways off the Main Trail offering more secluded or challenging experiences.

Signature Destinations

Special locations along the way designed for lingering and memory-making.

Hudson Highlands Fjord Trail

Organization, Maintenance & Operations

- HHFT is working collaboratively with NYS OPRHP, local municipalities, educators, first responders, and our steering committee partners on planning, design and operational elements

- As segments of the Fjord Trail are built, HHFT will take on management responsibility through agreements with NYS Parks, including staffing the linear park during operating hours, maintaining the trail and amenities like the shuttle, restrooms and garbage collection, and offering programming

HHFT’s Home base

In 2020, HHFT, Inc. purchased the former Dutchess Manor special event catering facility from the Coris Family.

Situated in the middle of the Fjord Trail route, Dutchess Manor will serve as HHFT’s home base with a visitor center and headquarters.

The Dutchess Manor campus will include 200 parking spaces for visitors to the trail.

HHFT in Beacon

Where are we in the process?

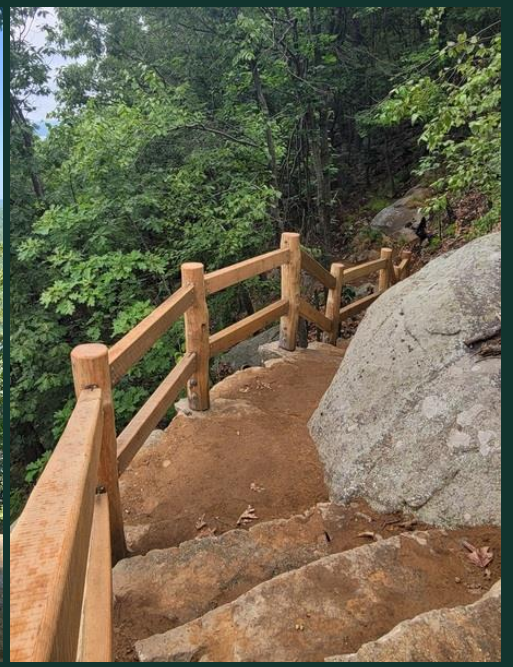
Planning and Design

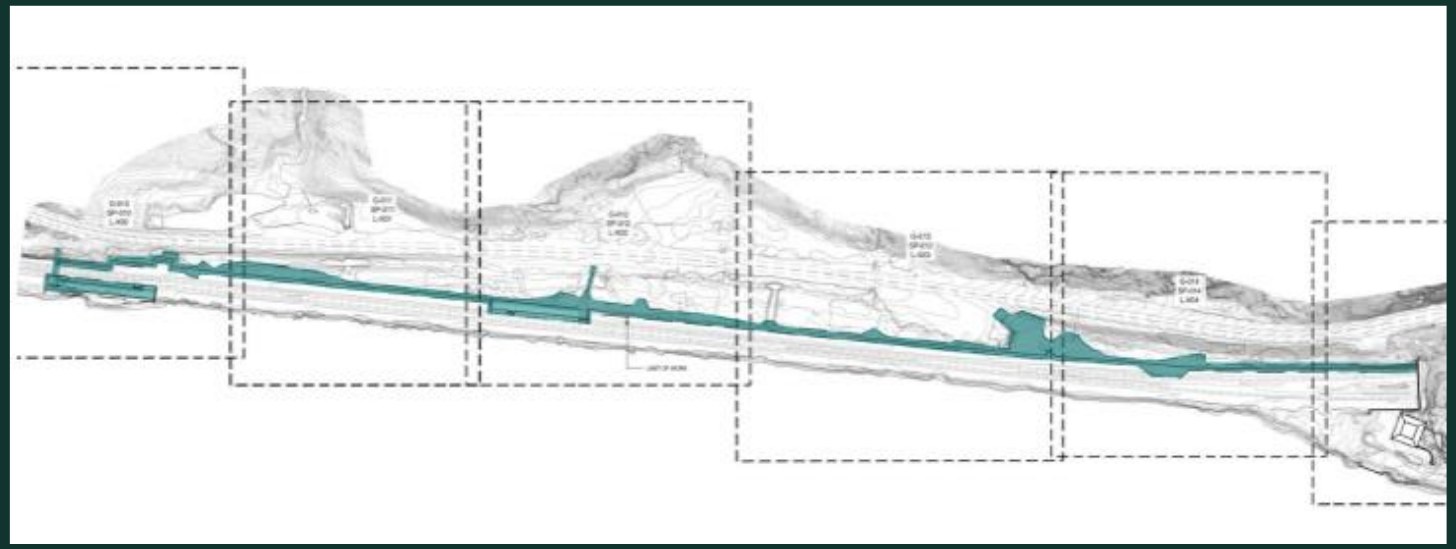
Design Development	30%	60%	80%	100%CD
Phase 1				
Breakneck Connector				
Bridge				
Dutchess Manor				
Phase 2				
Little Stony Point				
Shoreline Trail				

Construction

Nimham Trail

Completed July 2021, the Nimham Trail is a rugged meander that creates a safe and pleasant way to access viewsheds along Breakneck Ridge.





Early Safety Improvements

Completed in March 2022.

A partnership project to install safety improvements at Breakneck train station.

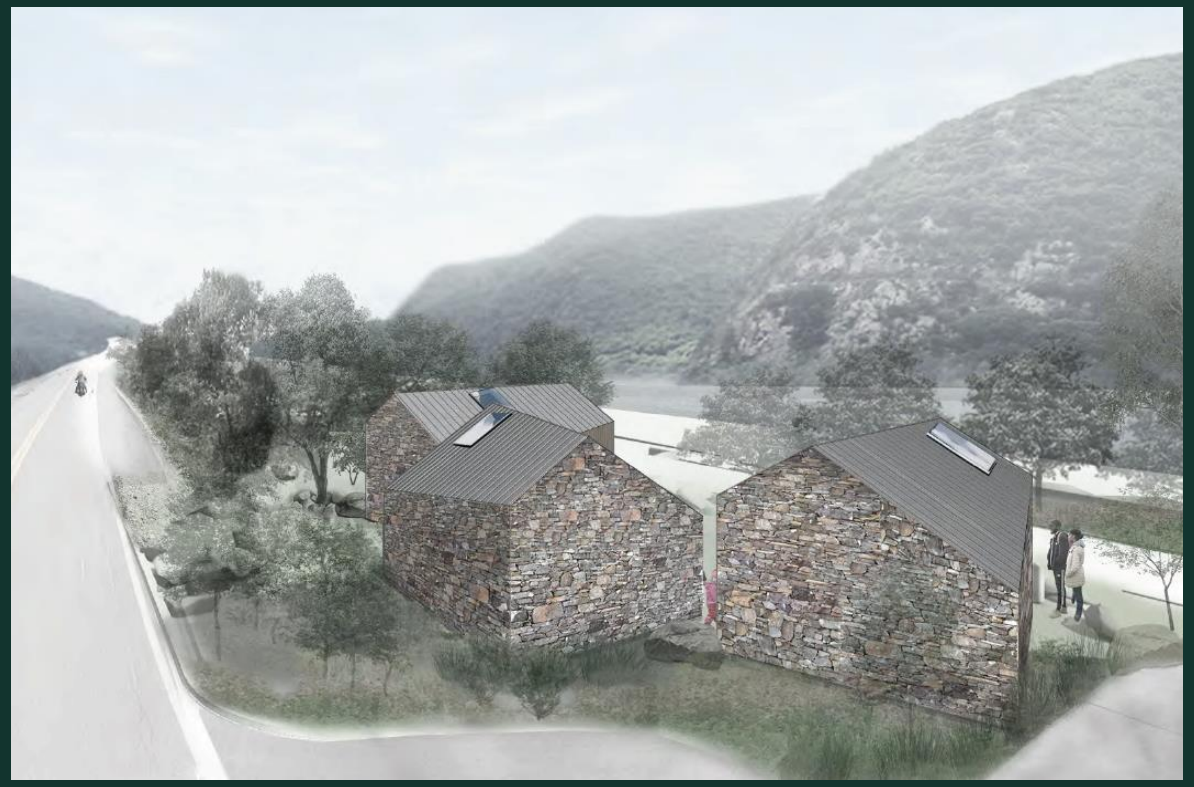
Phase 1

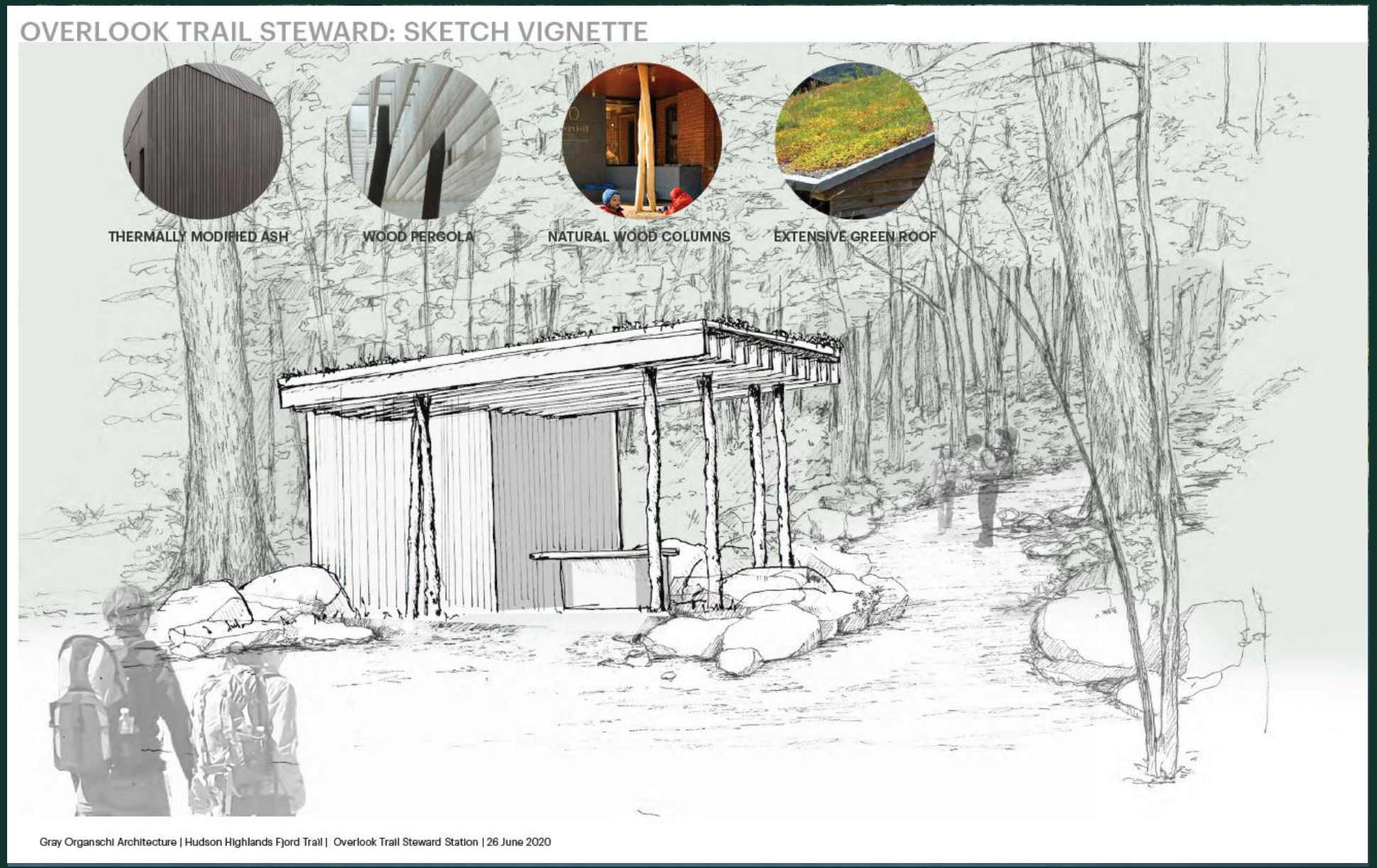
Breakneck & Dutchess Manor

Breakneck Connector

- 80% revised design
- Permitting underway
- Environmental review underway

Breakneck Connector Trailhead





Upper Overlook

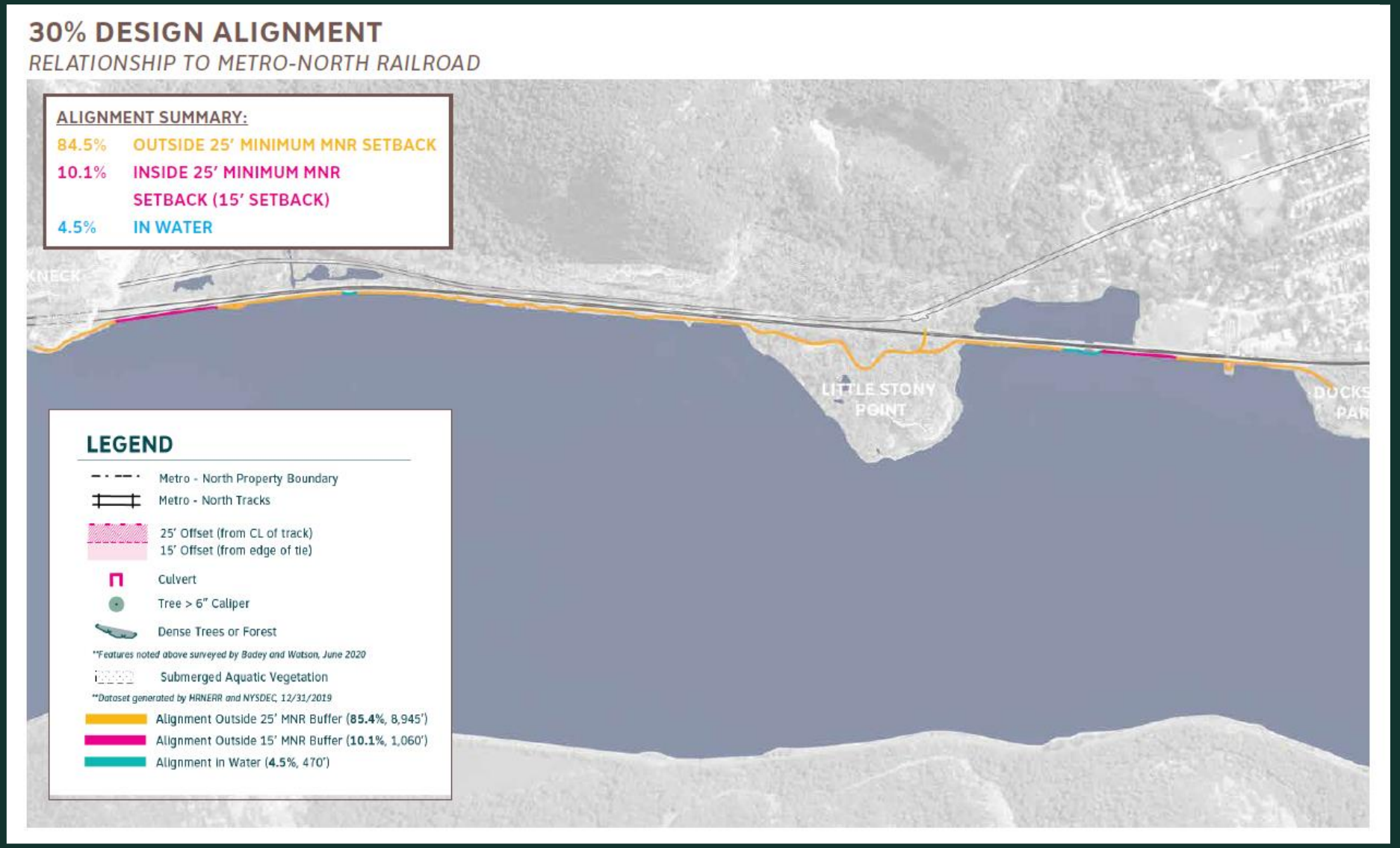
The Bridge

Target Dates:

Spring 2023:	Breakneck Connector -- Upper Overlook Construction Begins Dutchess Manor renovation begins
Fall 2023:	Breakneck Connector & Bridge Construction Begins (trailhead is likely closed until completion)
July 2025:	HHFT Breakneck Connector & Bridge and HHFT Visitor Center at Dutchess Manor are completed and open to the public Full shuttle service begins

Phase 2

Shoreline Trail and Little Stony Point



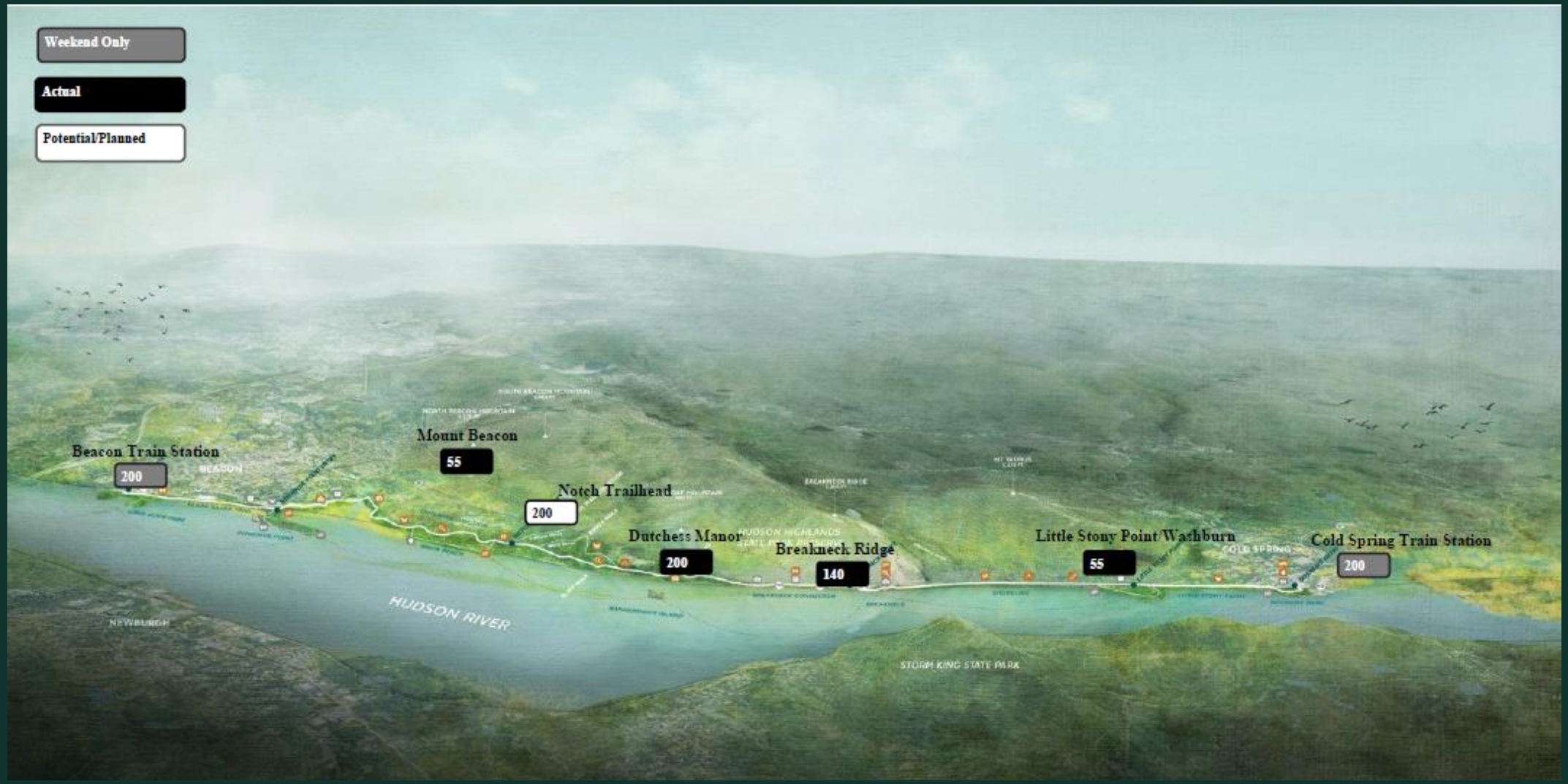
Planning & Design: Shoreline Trail

Planning & Design

Ongoing Outreach and Special Studies

Managing Visitation

Proposed shuttle stops



Managing Visitation

Increasing parking inventory

Contributing to Emergency Response Capacity

Improving safety and access for emergency responders:

- Nimham Trail
- Breakneck Dedicated EMS Parking

Management and coordination for HHFT linear park:

- HHFT Emergency Response Plan
- Coordination with local volunteer departments and NYS Parks

Community & Stakeholder Input 2020 - present

July 21, 2020 -- Exploring the New Vision #1: The Fjord Trail Master Plan public webinar
September 24, 2020 -- Exploring the New Vision #2: The Breakneck Connector & Bridge public webinar
August 18, 2021 – HHFT stakeholder meeting: Haldane Principal Julia Sniffin
September 28, 2021 -- Visioning Session on HHFT Little Stony Point amenities w/ Parks Staff & LSPCA representatives
Stakeholder public presentation: Philipstown Recreation Commission
October 14, 2021 -- Visioning Session on HHFT Little Stony Point amenities w/ community stakeholders: arts/ well-being programs/scouts/youth engagement
October 19, 2021 -- Visioning Session on HHFT Little Stony Point amenities w/ community stakeholders: local educators
January 5, 2022 -- HHFT stakeholder meetings:
Philipstown Supervisor John Van Tassel
Beacon Institute for Rivers and Estuaries
January 13, 2022 –- HHFT Stakeholder meetings:
Cold Spring Mayor Kathleen Foley, Putnam Legislator Nancy Montgomery, State Assemblywoman Sandy Galef, OPRHP Taconic Reg. Dir. Linda Cooper
Beacon City Manager Chris White
January 28, 2022 –- HHFT stakeholder meeting: Lenape Center
February 9, 2022 – Visioning Session on HHFT Little Stony Point amenities with design team and LSP design steering group
February 10, 2022 -- HHFT stakeholder meeting: Hudson Highlands Land Trust
March 6, 2022 –- HHFT stakeholder presentation: Friends of Fahnestock & Hudson Highlands State Park
March 17, 2022 –- HHFT Steering Committee meeting
March 23, 2022 – HHFT public presentation: Town of Philipstown
March 27, 2022 –- HHFT information table at Little Stony Point Citizens Association Maple Syrup Day
April 4, 2022 – HHFT stakeholder meeting: City of Beacon Mayor Lee Kyriacou
April 13, 2022 – HHFT stakeholder public presentation: Town of Fishkill
April 19, 2022 -- HHFT stakeholder presentation: Cold Spring Area Chamber of Commerce breakfast
April 28, 2022 – HHFT stakeholder meeting: Lenape Center
May 17, 2022 -- HHFT stakeholder public presentation: Philipstown Trails Committee
May 25, 2022 --HHFT stakeholder public presentation: Village of Cold Spring
June 25, 2022 –-HHFT Community Day at Dutchess Manor (Stakeholder input on DutchessManor programming)
July 27, 2022 –-Administrative Law Judge Hearing at Town of Fishkill Town Hall re: Breakneck bridge
August 5, 2022 –HHFT stakeholder workshop with Lenape Center representatives on FT indigenous interpretive elements and living memorial at Dutchess Manor
August 11, 2022 –HHFT stakeholder presentation: Village of Cold Spring Planning Board

Community & Stakeholder Input

Stakeholder Working Groups:

First Responder
Parking & Shuttle Study
Little Stony Point Design
Sustainability (in formation)
Local Business (in formation)

To come:
Adding to existing working groups (DEIJ, Education)
Additional webinars, update/Q&A sessions, surveys, and polls

Ways to stay informed:

- Attend future presentations/workshops/events
- Host a presentation/workshop
- Visit hhft.org
- Subscribe to HHFT's newsletter (on website)
- Like and follow on social media:
  - Instagram: fjord_trail
  - Facebook: @HudsonFjord
- Reach out: mmartin@hhft.org

Thank you.

Questions?

City of Beacon City Council Agenda
09/26/2022

Title:

Proposed Local Law to Amend Chapter 223 of the Code of the City of Beacon Regarding Off-Street Parking Adjacent to Non-Residential Districts

ATTACHMENTS

Keane & Beane, PC Memorandum Regarding Zoning Amendment

Dutchess County Department of Planning and Development Memorandum on Off-Street Parking Adjacent to Non-Residential Districts Local Law

City of Beacon Planning Board Memorandum on Parking on Residential Lots Local Law

Proposed Local Law Amending Off Street Parking Adjacent to Non-Residential Districts

Beacon - Residential Parking Law Zoning Map

EAF for Local Law Regarding Parking on Residential Lots

Negative Declaration for Parking on Residential Lots Local Law

KEANE & BEANE P.C.
ATTORNEYS AT LAW

- **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**
  99 Madison Avenue
  New York, NY 10016
  Phone 646.794.5747

MEMORANDUM

TO: **Mayor Kyriacou and**
Members of the Beacon City Council

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

RE: **Proposed Local Law – Zoning**

DATE: **August 12, 2022**

It has come to our attention that when the City Zoning Code was amended in June 2020, the ability to allow off-street parking on residential lots as a special permit use was inadvertently omitted. This omission was discovered during review of an application currently pending before the Planning Board for a multifamily residential project at 16 West Main Street. The application includes a small, landlocked parcel located in the R1-7.5 District to the rear of 16 West Main Street. The remainder of the project is in the Linkage District. When the application was submitted in 2019 it was noted that the applicant's use of the landlocked parcel for off-street parking would be subject to approval of a special permit. Review of the site plan and lot merger applications have proceeded before the Planning Board with that understanding until recently when the Planning Board adopted a SEQRA Negative Declaration and referred the application to the City Council for review of the special permit. During preparation of materials for the City Council's review, it was discovered that the Zoning Code provision that allowed off-street parking on this landlocked residential parcel had been inadvertently omitted from the Zoning Code.

It is proposed that the City Council consider reinstating the omitted use. In this regard, a draft local law was prepared to amend the City Zoning Code to reinstate off-street parking as a use permitted in the R1-7.5 and other residential districts by special permit subject to the limitations in the attached draft local law.

In the absence of action by the City Council, the applicant has the option to seek an area variance from the Zoning Board of Appeals to allow less parking than would otherwise be permitted for the project or file a petition to rezone the rear parcel. If the Council would like to consider the local law, the Council should refer the local law to the City and County Planning Board and schedule a public hearing in for the Council's second voting meeting in September.

Dutchess County Department of Planning and Development

Fax Info Only		
To	Date	#pgs
Co./Dept.	From	
Fax #	Phone #	

239 Planning/Zoning Referral - Exemption Communities

Municipality: **City of Beacon**

Referring Agency: **Municipal Board**

Tax Parcel Numbers(s):

Project Name: **Local Law to Amend Chapter 223 of the Code of the City of Beacon Regarding Off-Street Parking Adjacent to Non-Residential Districts**

Applicant: **City of Beacon**

Address of Property: **N/A**

Please Fill in this section

**Exempt Actions:*
239 Review is NOT Required**

- 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

- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Actions Requiring 239 Review

- ☐ Comprehensive/Master Plans
- ☑ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Rezonings involving all map changes
- ☐ Architectural Review
- ☐ Site Plans (all)
- ☐ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses
- ☐ Other (Describe):

Parcels within 500 feet of:

- ☐ State Road:
- ☐ County Road:
- ☐ State Property (with recreation area or public building)
- ☐ County Property (with recreation area or public building)
- ☐ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Date Response Requested: **9/28/2022**

Entered By: **Swanson, Benjamin**

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

For County Office Use Only

Response From Dutchess County Department of Planning and Development

No Comments:

- ☐ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Withdrawn
- ☐ Incomplete - municipality must resubmit to County
- ☐ Exempt from 239 Review
- ☐ None

Comments Attached:

- ☑ Local Concern with Comments
- ☐ Conditional
- ☐ Denial
- ☐ Incomplete with Comments- municipality must resubmit to County
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted:	Notes: **Electronic submission**	☐ Major Project
Date Received: **9/8/2022**		Referral #: **ZR22-261**
Date Requested: **9/28/2022**		
Date Required: **10/7/2022**	☐ Also mailed hard copy	Reviewer:
Date Transmitted: **9/16/2022**		

Marcus J. Molinaro
County Executive

Eoin Wrafter, AICP
Commissioner

County of Dutchess

Department of Planning and development

September 16, 2022

To: City Council, City of Beacon
Re: ZR22-261, Local Law – Surface parking on some residential lots

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 City is considering reinstating a provision that would allow residentially zoned lots that share a border with commercially zoned lots to be used for surface parking with issuance of a special permit.

Comments

The Council may wish to consider whether a rezoning is more appropriate in this case. A quick GIS review shows that over 100 residential parcels would qualify under this provision. Given that this use is likely only appropriate in a few cases, rezoning those specific parcels as a need arises may be a more targeted way to address this issue.

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
Planner

Memorandum
Planning Board

TO: City Council

FROM: Planning Board Chairman Gunn and Planning Board Members

RE: Proposed Local Law to amend Chapter 223 of the Code of the City of Beacon Regarding Off-Street Parking Adjacent to Non-Residential Districts

DATE: September 15, 2022

As requested, the Planning Board reviewed the proposed Local Law to amend Chapter 223 of the Code of the City of Beacon Regarding Off-Street Parking Adjacent to Non-Residential Districts through the issuance of a Special Use Permit. The Board discussed a possible amendment to reinstate a provision to the City Code allowing parking in residential districts adjacent to commercial districts. This section was inadvertently removed when the Code was previously amended. This amendment would give the Planning Board the power to issue such permits, in place of the City Council. This provision will apply not only to current projects before the Planning Board, but to any future project which meets these requirements. The Board was in support of these modifications to the City Code.

PROPOSED LOCAL LAW NO. 10 OF 2022

CITY COUNCIL
CITY OF BEACON

LOCAL LAW AMENDING CHAPTER 223
OF THE CODE OF THE CITY OF BEACON

A LOCAL LAW to amend Chapter 223 of the Code of the City of Beacon regarding off-street parking.

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

Section 1. Chapter 223, Section 26, Subsection C, Item 8 of the Code of the City of Beacon, entitled "Location, use, design, construction and maintenance" shall be added as follows:

…

(8) Off-street parking for private passenger vehicles may be allowed by a special permit from the Planning Board on a 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.

Section 2. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, Chapters 223 and 210 of the City of Beacon is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish

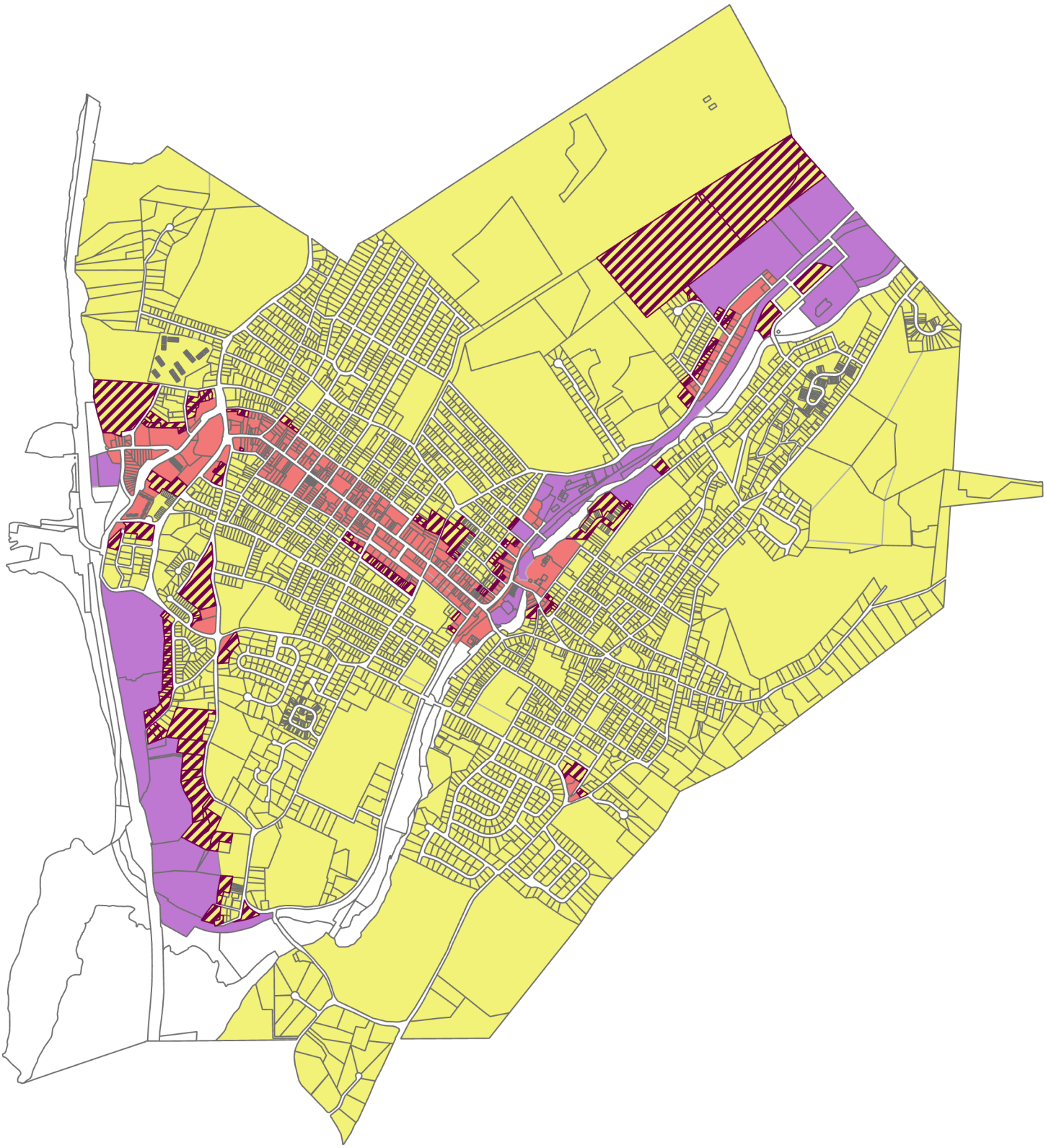
such intention; that the Codifier shall make no substantive changes to this Local Law; that the word "Local Law" shall be changed to "Chapter," "Section" or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 4. Severability

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.



Beacon - Residential Parking Local Law

Residentially-zoned parcels with a shared parcel line of at least 20 feet with a commercially or industrially-zoned parcel. Prepared by Dutchess County Department of Planning & Development, 9/2022.

N

0 0.25 0.5 Miles

Residential Parking Parcels
Residential Zones
Commercial Zones
Industrial Zones
Parcels

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

Name of Action or Project:
Local Law concerning off-street parking adjacent to residential properties

Project Location (describe, and attach a location map):
City of Beacon

Brief Description of Proposed Action:
The City of Beacon is considering a proposed local law to create Chapter 223, Section 26, Subsection C, Item 8 of the Code of the City of Beacon concerning off-street parking for private passenger vehicles on residential properties. The proposed local law amends the City Zoning Code to reinstate off-street parking as a use permitted in residential zoning districts by special permit subject to certain the limitations.

Name of Applicant or Sponsor:	Telephone: 845-838-5000
City of Beacon	E-Mail: cityofbeacon@beaconny.gov

Address:
1 Municipal Plaza

City/PO:	State:	Zip Code:
Beacon	NY	12508

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? 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.	☐	☑
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:	☐	☐

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

4. Check all land uses that occur on, are adjoining or near the proposed action:
   ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☐ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☐	☐
b. Consistent with the adopted comprehensive plan?	☐	☐	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☐

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☐	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☐	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☐

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☐

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____ _____	☐	☐

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____ _____	☐	☐

	NO	YES
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?	☐	☐
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?	☐	☐

	NO	YES
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?	☐	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☐	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☐ Suburban

	NO	YES
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?	☐	☐
16. Is the project site located in the 100-year flood plan?	☐	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☐	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☐	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☐
If Yes, briefly describe: _____		
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: _____		
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: _____		
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: _____		

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: City of Beacon City Code Date: September 8, 2022

Signature: Drew Gamils Title: City Attorney

PRINT FORM

City of Beacon
Short Environmental Assessment Form
Part 1 - Project Information

Project Narrative

The City of Beacon is considering a proposed local law to add Chapter 223, Section 26, Subsection C, Item 8 of the Code of the City of Beacon concerning off-street parking for private passenger vehicles on non-residential properties. The proposed local law amends the City Zoning Code to reinstate off-street parking as a use permitted in residential zoning districts by special permit subject to certain the limitations.

The new provision permits the Planning Board to issue a special permit to allow off-street parking for private passenger vehicles on a 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. This provision was inadvertently omitted from the Zoning Code in 2020.

Agency Use Only [If applicable]

Project:	Parking Special Permit
Date:	September 15, 2022

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	**Moderate to large impact may occur**
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

The City of Beacon is considering a proposed local law to add Chapter 223, Section 26, Subsection C, Item 8 of the Code of the City of Beacon concerning off-street parking for private passenger vehicles on non-residential properties. The proposed local law amends the City Zoning Code to reinstate off-street parking as a use permitted in residential zoning districts by special permit subject to certain the limitations.

The purpose of the proposed local law is to allow the Planning Board to issue a special permit to allow off-street parking for passenger vehicles on a lot in a residential district which has a shared parcel line for at least 20 feet with a commercial or industrial district.

For the reasons set forth herein, the proposed local law will not result in any significant adverse environmental impacts.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

City of Beacon City Council	September 19, 2022
Name of Lead Agency	Date
Lee Kyriacou	Mayor
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

Title:

Beacon-Hopewell Rail Trail

ATTACHMENTS

Draft Resolution Endorsing a Study of the Beacon Rail Line

CITY OF BEACON
CITY COUNCIL

RESOLUTION NO. __ OF 2022

RESOLUTION ENDORSING A STUDY OF THE BEACON RAIL LINE AS A MULTI-USE RAIL TRAIL (a.k.a. BEACON HOPEWELL RAIL TRAIL)

WHEREAS, Walking and bicycling facilities serve a vital role in our transportation system. They provide a healthy, economical, and pollution-free alternative to driving and help create walkable, bikeable places that are vibrant and attractive to residents and visitors alike; and

WHEREAS, the City of Beacon ("the City") desires to enhance local and regional walkability and bike-ability by finding ways to improve the area's pedestrian and bicycle system with safer routes to parks, residences, businesses, and other destinations; and

WHEREAS, the Dutchess County Transportation Council ("DCTC"), the designated Metropolitan Panning Organization (MPO) for Dutchess County, identified the Beacon-Hopewell Rail Trail as a transformative project in its long-range transportation plan, Moving Dutchess Forward; and

WHEREAS, Moving Dutchess Forward recommends the construction of a 13-mile rail trail along the abandoned Beacon rail line from the City of Beacon's waterfront to Hopewell Junction in the Town of East Fishkill, where it would connect to the Dutchess Rail Trail and the statewide Empire State Trail; and

WHEREAS, this rail trail would provide a safe walking and bicycling alternative to NYS Route 52, which is a high-crash corridor for pedestrians and bicyclists and has limited sidewalks, and NYS Route 82, which also has limited sidewalks; and

WHEREAS, the rail trail would fill an important gap in the rail trail network by connecting the Beacon and Fishkill areas to the regional and statewide trail network; and

WHEREAS, the rail trail would serve several communities identified by the DCTC as Focus Equity Areas and by the U.S. Department of Transportation as Transportation Disadvantaged Communities; and

WHEREAS, the DCTC, in coordination with Dutchess County, seeks to progress the recommended Beacon-Hopewell Rail Trail, knowing that constructing such a trail presents a range of safety, operational, and constructability challenges that require more in-depth analysis; and

WHEREAS, the DCTC receives federal transportation planning funds that can be used to complete these types of analyses and recognizes that studying the Beacon-Hopewell Rail Trail is an eligible and appropriate task for these funds; and

WHEREAS, the City desires to work with the DCTC, Dutchess County, and surrounding communities to complete a study ('Beacon-Hopewell Rail Trail Plan') to determine the feasibility of developing a multi-use trail on the Beacon Line, and to further develop one or more conceptual designs for the trail; and

WHEREAS, the Beacon-Hopewell Rail Trail Plan will also identify priority actions, responsible agencies, and needed funding to implement the design concepts; and

WHEREAS, the City the City the City the City the City the City seeks to involve residents, major property owners, and other stakeholders in the planning process, and will do so in coordination with the DCTC and Dutchess County; and

WHEREAS, the City, in coordination with the DCTC and Dutchess County, may also appoint local elected officials, residents, business owners, and other stakeholders to participate on the advisory or steering committee formed to support the planning process.

NOW, THEREFORE, BE IT RESOLVED, that the City fully endorses and supports the DCTC's intent to complete a Beacon-Hopewell Rail Trail Plan and will actively participate in the planning process; and,

BE IT FURTHER RESOLVED, that the City will assist the DCTC, as requested, by dedicating staff hours, providing data, engaging the public, and providing other non-monetary assistance to complete the Beacon-Hopewell Rail Trail Plan; and

BE IT FURTHER RESOLVED, that the City Administrator of the City is authorized to apply for and execute any documents relating to the DCTC's funding of this transportation planning project through its Unified Planning Work Program.

Resolution No. ___ of 2022			**Date:**				
□ **Amendments**						□ **2/3 Required**	
□ **Not on roll call.**			□ **On roll call**			□ **3/4 Required**	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Paloma Wake					
		Justice McCray					
		George Mansfield					
		Wren Longno					
		Molly Rhodes					
		Dan Aymar-Blair					
		Mayor Lee Kyriacou					
		Motion Carried					

City of Beacon City Council Agenda
09/26/2022

Title:

SEQRA finding for Highway Garage Solar Project

ATTACHMENTS

EAF Part 1 for Solar Panels on the Highway Garage

EAF Part 2 and 3 for Solar Panels on the Highway Garage

Reasons Supporting Negative Declaration Determination for Solar Panels on the Highway Garage

New York State Historic Preservation Office (SHPO) Submission Consolidated Response

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

Name of Action or Project:

City of Beacon Highway Garage Solar Installation

Project Location (describe, and attach a location map):

30 Camp Beacon Road, Beacon, NY 12508

Brief Description of Proposed Action:

The City of Beacon is working to install a new photovoltaic (PV) electric system on the City's Highway Garage located at 30 Camp Beacon Road. to increase the amount of locally-generated renewable electricity used by the City and to save on long-term electricity costs for local tax payers. The City anticipates installing approximately 380 solar panels on the south-east facing roof of the Highway Garage, which will cover approximately 4.2 % of the City's municipal electricity usage.

Name of Applicant or Sponsor:	Telephone: 845-838-5009
City of Beacon	E-Mail: Cwhite@beaconny.gov

Address:

1 Municipal Plaza

City/PO:	State:	Zip Code:
Beacon	NY	12508

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? 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.	☑	☐
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: Funding from the State and Municipal Facilities Program through the Dormitory Authority of the State of New York (DASNY).	☐	☑

3. a. Total acreage of the site of the proposed action? 7.763 acres
   b. Total acreage to be physically disturbed? 0 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 7.763 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☑ Commercial ☑ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☑	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☑	☐

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies:		
The prosed action will meet the state energy code requirements. The new photovoltaic electric system will provide approximately 4.2 percent of the City's municipal electricity usage.	☐	☑
_____		

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____		
N/A. The Highway Garage building is connected to public water.	☑	☐
_____		

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____		
N/A. The Highway Garage building is connected to public wastewater utilities.	☑	☐
_____		

	NO	YES
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?	☐	☑
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?	☐	☑

	NO	YES
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?	☐	☑
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____		
_____		
_____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☑ Suburban

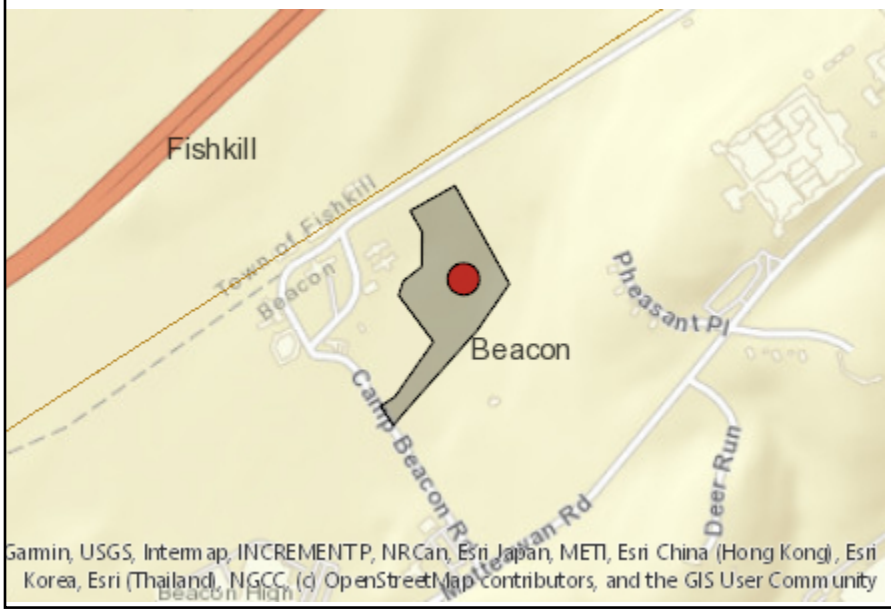
	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered? Indiana Bat	☐	☑
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☑	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☐	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☐
If Yes, briefly describe: _____		
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: _____	☑	☐
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: _____	☑	☐
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: _____	☑	☐

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: _____ Date: _____

Signature: _____ Title: _____

PRINT FORM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	Yes
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Indiana Bat
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

Agency Use Only [If applicable]

Project:	Solar Installation
Date:	September 6, 2022

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Agency Use Only [If applicable]

Project: Solar Installation

Date: September 6, 2022

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

See attached.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

City of Beacon	September 19, 2022
Name of Lead Agency	Date
Christopher White	City Administrator
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

ATTACHMENT TO
NEGATIVE DECLARATION
REASONS SUPPORTING DETERMINATION

CITY OF BEACON HIGHWAY GARAGE SOLAR INSTALLATION –
30 CAMP BEACON ROAD, BEACON NEW YORK

Parcel No. 130200-6055-03-243374

CONCLUSIONS

This Part 3 analysis has been prepared to address all relevant areas of environmental concern for the proposed new photovoltaic (PV) electric system to be installed on the City's Highway Garage roof located at 30 Camp Beacon Road (the "Proposed Action" or the "Project"). The City anticipates installing approximately 380 solar panels on the south-east facing roof of the Highway Garage, which will cover approximately 4.2 percent of the City's municipal electricity use. This Part 3 analysis will discuss and explain the analysis of the potential impacts, and why a particular element of the proposed action will not result in a significant adverse environmental impact. Such analysis is appropriately set forth in Part 3, even if the potential impact was identified as "none" or "small." Based upon a review of Parts 1 and 2 of the Short Environmental Assessment Form (EAF) and all other materials that were submitted in support of the Proposed Action, the City Council, acting as Lead Agency, provides the following rationale for its SEQRA Determination.

Project Description:

The City of Beacon is working to install a new photovoltaic (PV) electric system on the City's Highway Garage located at 30 Camp Beacon Road, Beacon NY 12508, known and designated as Parcel No. 130200-6055-03-243374 in the R1-40 Zoning District (the "Property"). The Property is in the City's Historic District and Landmark Overlay Zone. The City has applied for funding from the State and Municipal Facilities Program administered by the Dormitory Authority of the State of New York (DASNY). DASNY is the only involved agency.

The Proposed Action is an Unlisted action because it is located within the Matteawan State Hospital District. This District has been determined by the Commission of the Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places. The City Council is conducting an uncoordinated review of the Proposed Action (*See* 16 NYCRR 617.5(c)(15)(iv).

Summary of Rationale for Negative Declaration

The Proposed Action will not result in any significant adverse impacts on the environment. In summary:

- Impact on Land: The Proposed Action will not have a significant adverse environmental impact as a result of any physical change to the project site.

  The Property is located in the R1-40 Zoning District and Historic District and Landmark Overlay Zone. The Property contains the City's Highway Garage, which stores the City's public works vehicles and equipment, and contains the offices of the City's Highway Department. The parcel is fully developed and covered with impervious coverage. The Property is adjacent to the Fishkill Correctional Facility., the Beacon High School, and a day care facility. The Proposed Action involves no land disturbance. The solar panels will be installed on the south-east facing roof of the Highway Garage. There will be no solar arrays placed on the ground. Furthermore, there are no wetlands, wetland buffer, or other natural habitat areas are located on the Property.

  For these reasons the Proposed Action will not have an adverse impact as a result of physical changes to the project site.

- Impact on Geological Features: The Proposed Action will not have a significant adverse environmental impact on any unique or unusual land forms on the site.

  There are no unique geological features on the Property.

- Impacts on Surface Water and Groundwater: The Proposed Action will not have a significant adverse environmental impact on surface or groundwater quality or quantity.

  The Project does not include or require wastewater discharged to groundwater and is not located within 100 feet of potable drinking water or irrigation sources. The installation of the PV electric system on the roof of the Highway Garage will have no impact on surface or groundwater quality or quantity.

  For these reasons the Proposed Action will not have an adverse impact on surface or groundwater quality or quantity.

- Impact on Flooding: The Proposed Action will not have a significant adverse environmental impact on or alter drainage flows or patterns, or surface water runoff.

The Proposed Action will occur entirely on land already developed. The installation of the solar panels will not alter any drainage pattern in the area.

For these reasons the Proposed Action will not have an adverse impact on or alter drainage flows or patterns or surface water runoff.

- Impact on Air: The Proposed Action will not have a significant adverse environmental impact on air quality.

  The Proposed Action will not have an adverse impact on surface or air quality.

- Impact on Plants and Animals: The Proposed Action will not have a significant adverse environmental impact on flora or fauna.

  The Short Environmental Assessment Form indicates that the Property may contain or serve as habitat for the Indiana Bat. The Property also does not contain any trees that provide bat habitat.

  For these reasons the Proposed Action will not have an adverse impact on flora or fauna.

- Impact on Agricultural Resources: The Proposed Action will not have a significant adverse environmental impact on agricultural resources.

  There are no agricultural resources in the vicinity of the Site.

- Impact on Aesthetic Resources: The Proposed Action will not have a significant adverse environmental impact on aesthetic resources.

  The Proposed Action will not result in the obstruction, elimination or significant screening of one or more officially designated scenic views, or visible from any publicly accessible vantage points either seasonally or year around. The Local Waterfront Revitalization Program (LWRP) does not list viewsheds from the Site, or viewsheds that would be obscured by the Project.

  For these reasons the Proposed Action will not have an adverse impact on aesthetic resources.

- Impact on Historic and Archeological Resources: The Proposed Action will not have a significant adverse environmental impact on historic or archeological resources.

  The project site is located within the City's Historic Landmark and Overlay Zone and within the Matteawan State Hospital District which is eligible for listing on the State

Register of Historic places. The installation of the solar panels will not impact the historic character of the surrounding area. The project site will continue to be used as a Highway Garage and the solar panels will be installed only on the roof. ON September 17, 2022, the New York State Historic Preservation Office ("SHPO") determined that the project is appropriate and concluded that the Beacon Highway Garage is a non-contributing building within the Matteawan State Hospital District due to its construction outside the district's period of significance.

For these reasons the Proposed Action will not have an adverse impact on historic or archeological resources.

- Impact on Open Space and Recreation: The Proposed Action will not have a significant adverse environmental impact on open space and recreation.

The area of the Proposed Action is not designated as open space by the City of Beacon. The Proposed Action will not result in the loss of a current or future recreational resource, eliminate significant open space, or result in loss of an area now used informally by the community as an open space resource.

For these reasons the Proposed Action will not have an adverse impact on open space and recreation.

- Impact on Critical Environmental Areas: The Proposed Action will not have a significant adverse environmental impact on Critical Environmental Areas.

The Proposed Action is not located in a Critical Environmental Area.

- Impact on Transportation: The Proposed Action will not have a significant adverse environmental impact on transportation.

The Proposed Action will not have an adverse impact on transportation. The project site will continue to be used as the City's Highway Garage. No increase in traffic will result from the installation of the solar panels.

- Impact on Energy: The Proposed Action will not have a significant adverse environmental impact on energy.

For these reasons the Proposed Action will have a positive impact on energy. The City anticipates installing approximately 380 solar panels on the south-east facing roof of the Highway Garage, which will cover approximately 4.2 percent of the City's municipal electricity usage. This Project will further advance the City's commitment to meet the New York State 2030 Climate Goals.

- Impact on Noise, Odor and Light: The Proposed Action will not have a significant adverse environmental impact as a result of objectionable odors, noise or light.

  The Proposed Action will not have an adverse impact as a result of objectionable odors, noise or light.

- Impact on Human Health: The Proposed Action will not have a significant adverse environmental impact on human health from exposure to new or existing sources of contaminants.

  The Proposed Action will not have an adverse impact on human health from exposure to new or existing sources of contamination. The Project does not introduce any new sources of contaminants.

- Consistency with Community Plans and Community Character: The Proposed Action is not inconsistent with adopted community plans and community character.

  The Project is consistent with the recommendations and goals identified in the 2007 Comprehensive Plan and 2017 Comprehensive Updates. A stated goal in the City's Comprehensive Plan is to develop sources of renewable energy and improve the environmental performance of City-owned property. Sustainability concepts such as renewable energy is an important focus area for the City of Beacon. The Comprehensive Plan focuses on developing an environmentally sustainable future for the City of Beacon. The Proposed Action clearly achieves the City's goals because it will increase the City's use of renewable energy sources.

Based upon all information before the City Council to-date, including the Short Environmental Assessment Form, the City Council finds that the Proposed Action will not have any significant adverse impacts upon the environment. This Negative Declaration indicates that no environmental impact statement need be prepared and that the SEQRA process is complete.

Adopted:

NEW YORK STATE OF OPPORTUNITY. Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

September 15, 2022

Drew Gamils, City Attorney
City of Beacon
445 Hamilton Avenue
15th Floor
White Plains, NY 10601

Re: SEQRA
City of Beacon Highway Garage Solar Installation
30 Camp Beacon Rd,
Beacon, Dutchess Co.
22PR06128

Dear Drew Gamils:

If this project will involve state or federal permitting, funding or licensing, it may require a more rigorous review for potential impacts to architectural and archaeological resources, in accordance with Section 106 of the National Historic Preservation Act or Section 14.09 of NYS Parks Recreation and Historic Preservation Law.

The Beacon Highway Garage is located within the National Register Eligible Matteawan State Hospital but is non-contributing due to its construction outside the district's period of significance. We reviewed the project for its potential impact on the Historic District.

It is the opinion of OPRHP that the project is appropriate.

If you have any questions, I can be reached at sloane.bullough@parks.ny or 518-268-2158.

Sincerely,

Sloane Bullough

Sloane Bullough
Historic Sites Restoration Coordinator by email only

City of Beacon City Council Agenda
09/26/2022

Title:

City-Wide Speed Limit Reduction

ATTACHMENTS

Keane and Beane Memorandum Regarding Reduction of Speed Limit to 25MPH

Adopted New York State Legislation Permitting Reduction of Speed Limit to 25 MPH

KEANE & BEANE P.C.
ATTORNEYS AT LAW

- **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**
  99 Madison Avenue
  New York, NY 10016
  Phone 646.794.5747

MEMORANDUM

TO: **The City Council City of Beacon**

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

RE: **Reduction of Speed Limit to 25MPH**

DATE: **September 9, 2022**

On August 12, 2022, Governor Hochul signed into law Chapter 496, which authorizes municipalities to reduce the speed limit to 25mph either throughout a municipality or on specific streets. A copy of the legislation is attached hereto for your review.

The law takes effect immediately, so if the City wishes to consider changing its speed limit citywide or on specific streets to 25mph, it has the authority to do so. However, note that the law requires that prior to the speed limit being reduced, a licensed professional engineer who specializes in traffic operations (a traffic engineer) certify in a report that the reduction in speed limit is in accordance with the New York State Manual and Specifications for Traffic Control Devices. In essence, a traffic engineer's report needs to be prepared justifying that the reduction in speed limit will not have an adverse impact to safety or the traffic operations of the roadway and intersections. The City is not able to regulate speed limits on state roads.

I anticipate the cost of having a city-wide traffic study prepared would be $25,000-$50,000 and the cost for individual streets would be approximately $5,000 depending upon the number of streets reviewed. The traffic engineer will be required to take traffic counts to determine the volume of traffic during the weekday and weekend morning and afternoon peak travel periods as well as evaluate sight line distances, evaluate traffic signal timing, queuing distances of cars waiting at the intersection as well as evaluate if there needs to be any modifications to stop signs or traffic lights at intersecting roads. Concern would be that by reducing the speed limit, what is the impact to traffic. Does it result in traffic backing up and blocking the street? Does the traffic signal's timing need to be altered to allow more time for vehicles to pass through the intersection? The traffic engineer could provide you with the list of relevant questions and focus of their study.

The City needs to undertake this study in accordance with the law and to protect the City from liability in reducing the speed limit to ensure that a reduction does not result in unsafe travel conditions.

The next steps for the City would be to consider whether it wishes to evaluate reducing the speed limit city-wide or on specific streets. The City may also wish to consult with a traffic engineer to have an overview of the factors that would go into consideration of this question.

Please let us know if you have questions.

STATE OF NEW YORK

1007--A

2021-2022 Regular Sessions

IN ASSEMBLY

January 7, 2021

Introduced by M. of A. PAULIN, DINOWITZ, JACOBSON, WOERNER, THIELE, WALCZYK, MORINELLO, BYRNES, GOTTFRIED, McDONOUGH, RA, SMULLEN, FAHY, STECK, KELLES, DURSO, McMAHON, FORREST, HEVESI, SIMON, BURDICK, FRONTUS, CRUZ, GLICK, NORRIS, SALKA, DE LOS SANTOS, GONZALEZ-ROJAS -- Multi-Sponsored by -- M. of A. COOK -- read once and referred to the Committee on Transportation -- recommitted to the Committee on Transportation in accordance with Assembly Rule 3, sec. 2 -- committee discharged, bill amended, ordered reprinted as amended and recommitted to said committee

AN ACT to amend the vehicle and traffic law, in relation to authorizing cities, villages and towns to reduce the speed limit to twenty-five miles per hour

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section 1643 of the vehicle and traffic law, as amended by chapter 412 of the laws 2012, is amended to read as follows:

§ 1643. Speed limits on highways in cities and villages. The legislative body of any city or village with respect to highways (which term for the purposes of this section shall include private roads open to public motor vehicle traffic) in such city or village, other than state highways maintained by the state on which the department of transportation shall have established higher or lower speed limits than the statutory fifty-five miles per hour speed limit as provided in section sixteen hundred twenty of this title, or on which the department of transportation shall have designated that such city or village shall not establish any maximum speed limit as provided in section sixteen hundred twenty-four of this title, subject to the limitations imposed by section sixteen hundred eighty-four of this title may by local law, ordinance, order, rule or regulation establish maximum speed limits at which vehicles may proceed within such city or village, within designated areas of such city or village or on or along designated highways within such city

EXPLANATION--Matter in *italics* (underscored) is new; matter in brackets [-] is old law to be omitted.

LBD02142-02-2

or village higher or lower than the fifty-five miles per hour maximum statutory limit. No such speed limit applicable throughout such city or village or within designated areas of such city or village shall be established at less than [~~thirty~~] twenty-five miles per hour; except that in the city of Long Beach, in the county of Nassau, speed limits may be established at not less than fifteen miles per hour on any portion of the following highways in such city: Cleveland avenue, Harding avenue, Mitchell avenue, Belmont avenue, Atlantic avenue, Coolidge avenue, Wilson avenue and Taft avenue. No such speed limit applicable on or along designated highways within such city or village shall be established at less than twenty-five miles per hour, except that school speed limits may be established at not less than fifteen miles per hour, for a distance not to exceed one thousand three hundred twenty feet, on a highway passing a school building, entrance or exit of a school abutting on the highway and except that within the cities of Buffalo and Rochester speed limits may be established at not less than fifteen miles per hour for any portion of a highway within a city park. No speed limits shall be established pursuant to the provisions of this section except in accordance with the engineering considerations and factors for speed limits set forth in the manual and specifications for a uniform system of traffic control devices maintained by the commissioner of transportation pursuant to section sixteen hundred eighty of this title, as such manual and specifications may be amended from time to time, certified by a licensed professional engineer who specializes in traffic operations.

§ 2. Section 1662-a of the vehicle and traffic law, as amended by chapter 405 of the laws of 2012, is amended to read as follows:

§ 1662-a. Speed limits in certain towns. The town board of any suburban town governed pursuant to article three-A of the town law and the town board of any other town having a population exceeding fifty thousand, with respect to highways (which term for the purposes of this section shall include private roads open to public motor vehicle traffic) in such towns outside any village, other than state highways maintained by the state on which the department of transportation shall have established higher or lower speed limits than the statutory fifty-five miles per hour speed limit as provided in section sixteen hundred twenty of this title, or on which the department of transportation shall have designated that such towns shall not establish any maximum speed limit as provided in section sixteen hundred twenty-four of this title, subject to the limitations imposed by section sixteen hundred eighty-four of this title may by local law, ordinance, order, rule or regulation establish maximum speed limits at which vehicles may proceed within such towns, within designated areas of such towns or on or along designated highways within such towns lower than the fifty-five miles per hour maximum statutory limit. No such speed limit applicable throughout such towns or within designated areas of such towns shall be established at less than [~~thirty~~] twenty-five miles per hour, except that in the town of Hempstead speed limits may be established at not less than fifteen miles per hour on any portion of a highway in the community known as Point Lookout and on all or any portion of the following highways in the community known as Lido Beach: Ocean Boulevard, Allevard Street, Bath Street, Buxton Street, Cheltenham Street, Pinehurst Street, Harrogate Street, Matlock Street, Nantwick Street, Biarritz Street, Royat Street, Luchon Street, Woodhail Street, Leamington Street, Saratoga Street, Kensington Street, and Prescott Street; provided, however, that no such speed limit in such town may be established unless a majority of the residents of each such community file a

petition with the town board of such town requesting such speed limit. No such speed limit applicable on or along designated highways within such towns shall be established at less than twenty-five miles per hour, except that school speed limits may be established at not less than fifteen miles per hour, for a distance not to exceed one thousand three hundred twenty feet, on a highway passing a school building, entrance or exit of a school abutting on the highway, and except further that in the town of Hempstead speed limits may be established at not less than fifteen miles per hour on any portion of a highway in the communities known as Point Lookout and Lido Beach; provided, however, that no such speed limit in such town may be established unless a majority of the residents of each such community file a petition with the town board of such town requesting such speed limit. **No speed limits shall be established pursuant to the provisions of this section except in accordance with the engineering considerations and factors for speed limits set forth in the manual and specifications for a uniform system of traffic control devices maintained by the commissioner of transportation pursuant to section sixteen hundred eighty of this title, as such manual and specifications may be amended from time to time, certified by a licensed professional engineer who specializes in traffic operations.**

§ 3. Subdivision 2 of section 1622 of the vehicle and traffic law, as amended by chapter 83 of the laws of 1969, is amended to read as follows:

2. Establish maximum speed limits at which vehicles may proceed on or along all such highways lying within an area or areas as designated by a description of the boundaries of such area or areas submitted by the county superintendent of highways of a county and the town board of the town or towns affected lower than fifty-five miles per hour statutory maximum speed limit. No such limit shall be established at less than [~~thirty~~] **twenty-five** miles per hour.

§ 4. This act shall take effect immediately.

City of Beacon City Council Agenda
09/26/2022

Title:

Adjusted Base Proportions for Homestead and Non-Homestead Taxes for the 2022 Assessment Roll

ATTACHMENTS

Keane & Beane, PC Memorandum Regarding the Annual Adoption of Adjusted Base Proportions for Homestead and Non-Homestead Taxes

Approved Adjusted Base Proportions

Draft Resolution to Certify Base Percentages and Proportions for the 2022 Assessment

KEANE & BEANE P.C.
ATTORNEYS AT LAW

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445 Hamilton Avenue
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■ **New York City Office**
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New York, NY 10016
Phone 646.794.5747

MEMORANDUM

TO: Beacon City Council

FROM: Judson K. Siebert

RE: Annual Resolution -
Adoption of Adjusted Base Proportions
Homestead/Non-Homestead Taxes

DATE: September 22, 2022

I have attached a proposed Resolution adopting adjusted base proportions for purposes of the 2022 City of Beacon assessment roll. The Resolution is accompanied by required computations (on standard NYS forms), which are to be certified by the City Clerk upon adoption of the attached Resolution.

These proportions, upon their adoption, will be applied for purposes of allocating the levy of real property taxes within the City upon homestead and non-homestead (commercial) parcels.

Adjusted Base Proportions

The City of Beacon implemented the use of a homestead/non-homestead tax structure when it conducted City-wide assessment revaluations in 1988 and 2007. NYS authorizes the use of this taxing option to encourage assessing jurisdictions to administer annual revaluation programs. This option is designed to avoid – as can often occur when revaluations occur – a sudden shift of the overall tax burden from commercial to residential properties.

When these dual tax rates were first employed, the base proportions represented the share of all real property taxes levied from residential (homestead) and commercial (non-homestead) properties in the year before new assessments from the revaluation were utilized for tax collection purposes. In the years that followed, the City has made annual adjustments (these are the annual *adjusted base proportions*) to these figures based upon the addition and removal of properties from its assessment roll and the rate of market value appreciation in the two property classes.

The adjusted base proportions are computed annually through a series of NYS-mandated calculations. They are vetted by City Assessor Kathy Martin with oversight from NYS before their presentation to the City Council. Again, the adjusted base proportions will be applied to the City's overall tax levy (the total amount of taxes to be levied) to determine the share that will be carried by homestead and non-

homestead properties, respectively. In this way, the adjusted base proportions fix the tax rates to be charged to each type of property.

The Attached Resolution

The City Council is required to adopt a Resolution accepting the use of these proportions for the upcoming tax levy. The attached Resolution is therefore provided for this purpose.

I recommend adoption of the attached at the City Council's October 3, 2022 meeting.

cc: Christopher White
Kathy Martin
Benjamin Swanson
Nicholas M. Ward-Willis, Esq.

RP-6701

NEW YORK STATE OFFICE OF REAL PROPERTY SERVICES
16 SHERIDAN AVENUE, ALBANY, NY 12210-2714

09/09/22

CERTIFICATE OF BASE PERCENTAGES, CURRENT PERCENTAGES AND
CURRENT BASE PROPORTIONS PURSUANT TO ARTICLE 19, RPTL, FOR THE
LEVY OF TAXES ON TH 2022 ASSESSMENT ROLL

Approved Assessing Unit City of Beacon, 130200
Name of Portion City of Beacon, 130200

DETERMINATION OF BASE PERCENTAGES

Section I

Class	(A) 1991 Taxable Assessed Value	(B) 1995 Class Equalization Rate	(C) Estimated Market Value A/(B/100)	(D) Base Percentages (C/sum of C)
Homestead	217,426,298	53.72	404,739,944	76.7080
Nonhomestea	59,052,189	48.05	122,897,376	23.2920
Total	276,478,487		527,637,320	100.0000

DETERMINATION OF CURRENT PERCENTAGES

Section II

Class	(E) 2021 Taxable Assessed Value including Special Franchise	(F) 2021 Class Equalization Rate	(G) Estimated Market Value E/(F/100)	(H) Current Percentages (G/sum of G)
Homestead	1,212,207,405	100.00	1,212,207,405	79.09625
Nonhomestea	320,365,120	100.00	320,365,120	20.90375
Total	1,532,572,525		1,532,572,525	100.00000

DETERMINATION OF CURRENT BASE PROPORTIONS

Section III

Class	(I) Local Base Proportion for the 1992 Assessment Roll	(J) Updated Local Base Proportion I*(H/D)	(K) Prospective Current Base Proportion Part (J) Prorated to 100.00 (J/sum of J)	(L) Adusted Base Proportion used for Prior Tax Levy	(M) % difference between prior Adjusted Base Proportion and Prospective Current Base Proportion ((K/L)-1*100)	(N) Maximum Current Base Proportion (L*1.05)	(O) Current Base Proportions
Homestead	68.89	71.03486	71.78504	69.10766	3.87		71.78504
Nonhomestea	31.11	27.92011	28.21496	30.89234	-8.67		28.21496
Total	100.00	98.95497	100.00000	100.00000			100.00000

Ratio
CBPH to CPH
0.907565649

CERTIFICATION

I, the clerk of the legislative body of the approved assessing unit identified above, hereby certify that the legislative body determined on _____ base percentages, current percentages, and current base proportions as set forth herein for the assessment roll and portion as identified above.

_____
signature

_____
title

_____
date

RP-6703

NEW YORK STATE OFFICE OF REAL PROPERTY SERVICES
16 SHERIDAN AVENUE, ALBANY, NY 12210-2714

09/09/22

CERTIFICATE OF ADJUSTED BASE PROPORTIONS PURSUANT TO ARTICLE 19, RPTL
FOR THE 2022 ASSESSMENT ROLL

Approved Assessing Unit: City of Beacon, 130200
Name of Portion: City of Beacon, 130200
Reference Roll: 2021
Levy Roll: 2022

Section I — DETERMINATION OF PORTION CLASS NET CHANGE IN ASSESSED VALUE DUE TO PHYSICAL AND QU EQUALIZATION CHANGES AND COMPUTATION OF CLASS CHANGE IN LEVEL OF ASSESSMENT FACT

Class	(A) Total Assessed Value on the Reference Roll Excluding SpecialFranchise and Wholly Exmt	(B) Total Assessed Value of Physical and Quantity Increases between the Reference Roll and Levy Roll	(C) Total Assessed Value of Physical and Quantity Decreases between the Reference Roll and Levy Roll	(D) Net Assessed Value of Physical and Quantity Changes (B-C)	(E) Surviving Total Assessed Value on the Reference Roll (A-C)
Homestead	1,235,865,500	10,508,720	467,520	10,041,200	1,235,397,980
Nonhomestead	293,211,741	15,468,350	50	15,468,300	293,211,691

Class	(F) Total Assessed Value of Equalization Increases between the Reference Roll and Levy Roll	(G) Total Assessed Value of Equalization Decreases between the Reference Roll and Levy Roll	(H) Net Equalization Changes (F-G)	(I) Change in Level of Assessment Factor (H/E)+1	
Homestead	207,014,200	1,586,900	205,427,300	1.16628	1.0064
Nonhomestead	11,333,898	8,374,431	2,959,467	1.01009	1.0218

Section II — COMPUTATION OF PORTION CLASS ADJUSTMENT FACTOR

Class	(J) Taxable Assessed Value on the Levy Roll Excludiing SpecialFranchise	(K) Taxable Assessed Value on the Levy Roll at the Reference Roll Level of Assessment (J/I)	(L) Assessed Value of Special Franchise on the Levy Roll at the Reference Roll Level of Assmnt	(M) Total Taxable Assessed Value on the Levy Roll at the Reference Roll Level of Assessment (K+L)	(N) Taxable Assessed Value on the Reference Roll	(O) Class Adjustment Factor (M/N)
Homestead	1,426,068,830	1,222,745,448	0	1,222,745,448	1,212,207,405	1.00869
Nonhomestead	310,417,508	307,315,685	30,885,912	338,201,597	320,365,120	1.05568

Section III — COMPUTATION OF ADJUSTED BASE PROPORTIONS

Class	(P) Current Base Proportions	(Q) Current Base Proportions adjusted for Physical and Quantity Changes (P*O)	(R) Adjusted Base Proportions (Q/sum of Q)
Homestead	71.78504	72.40909	70.85389
Nonhomestead	28.21496	29.78584	29.14611
Total	100.00000	102.19493	100.00000

CERTIFICATION

I, the clerk of the legislative body of the approved assessing unit identified above, hereby certify that the legislative body determined on _____ base percentages, current percentages, and current base proportions as set forth herein for the assessment roll and portion as identified above.

0

1.0044
1.0626

_____
signature

_____
title

_____
date

CITY OF BEACON
CITY COUNCIL

RESOLUTION NO. __ OF 2022

RESOLUTION TO CERTIFY BASE PERCENTAGES AND PROPORTIONS FOR THE 2022 ASSESSMENT ROLL PURSUANT TO ARTICLE 19 OF THE REAL PROPERTY TAX LAW

BE IT RESOLVED, that pursuant to Article 19 of the Real Property Tax Law, the City Council hereby approves and certifies the "Base Percentages, Current Percentages and Current Base Proportions" as set forth in the attached certification form (RP-6701) entitled "Certificate of Base Percentages, Current Percentages and Current Base Proportions Pursuant to Article 19, RPTL" for the levy of taxes on the 2022 City of Beacon assessment roll; and

BE IT FURTHER RESOLVED, that pursuant to Article 19 of the Real Property Tax Law, the City Council hereby approves and certifies the "Adjusted Base Proportions" as set forth in the attached certification form (RP-6703) entitled "Certificate of Adjusted Base Proportions Pursuant to Article 19, RPTL" for the levy of taxes on the 2022 City of Beacon assessment roll; and

BE IT FURTHER RESOLVED, that pursuant to Article 19 of the Real Property Tax Law, the City Council hereby adopts and establishes the Adjusted Base Proportions for the 2022 City of Beacon Assessment Roll as **70.85839%** for Homestead parcels and **29.14611%** for Non-Homestead parcels, which are to be used for real property tax purposes; and

BE IT FURTHER RESOLVED, that the City Council hereby authorizes and directs the City Clerk to sign the attached certification forms (Form RP-6701 and Form RP-6703) and deliver same to the New York State Department of Taxation and Finance, Office of Real Property Tax Services.

Resolution No. __ of 2022			**Date: ____, 2022**				
□ Amendments						**□ 2/3 Required**	
□ Not on roll call.			**□ On roll call**			**□ 3/4 Required**	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		Paloma Wake					
		Justice McCray					
		George Mansfield					
		Wren Longno					
		Molly Rhodes					
		Dan Aymar-Blair					
		Mayor Lee Kyriacou					
		Motion Carried					

Title:

Executive Session

ATTACHMENTS