

CITY OF BEACON

BEACON CITY WORKSHOP

DATE: Monday, June 29, 2009 @ 7:00pm

DRAFT

6/26/2009 3:55 PM

PLACE: Municipal Center, One Municipal Plaza, Beacon, NY

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	Topic	Discussion
	Energy Efficiency Audit	
	Transit Oriented Development (T.O.D.) Audit	See Attached Documentation dated June 26 th From Fredericks P. Clark Associates, Inc.
	Financial Status ½ Year Report	
	GIS Services	Amendment to Contract –
	Noise Ordinance	
	Absentee Landlord	Re-visit Local Law 07 of 2008 – Chapter 173 Rental Properties, Absentee Owner Registration Requirements”.
	Smart Growth Applications	
	School District Shared Services /Facilities	
	Police Policies and Procedures	
	Dog Park	
	Acting Mayor	Discussion –
	Ratifications / Appointments	
	Update:	
	Announcements	FIREWORKS – July 3 rd at Dusk - Memo
	Council Agenda	July 6, 2009 Public Hearing- Proposed Local Law – Zoning Text Amendments to the Waterfront Development (WD) District in Connection with the Long Dock Beacon Project.
	Executive Session	
	Adjournment	



June 29, 2009

Meredith Robson
One Municipal Plaza
Suite One
Beacon, NY 12508

**SUBJECT: CITY OF BEACON
POTENTIAL ENERGY CONSERVATION AND
FACILITY IMPROVEMENT MEASURES**

Dear Ms. Robson:

With your support and coordination, Wendel visited your facilities on April 30th, 2009. Wendel has completed its preliminary assessment of the facilities to identify opportunities that would reduce overall operating and utility costs.

Based on the objective stated above, Wendel has identified a list of opportunities based on our 20 years of experience in this field. This letter is not a proposal, merely a presentation of opportunities that your community may consider to pursue further. Future meetings and discussions will be conducted to determine what facility and infrastructure improvement measures make sense to evaluate by means of a detailed study.

Please find the list of the potential measures identified by the preliminary assessment below. As a result of our initial review meeting, Wendel will also conduct a preliminary utility bill audit for all buildings associated with this project including both gas and electric.

Memorial Building

1. Interior and exterior lighting, exit signs and lighting controls
2. Air conditioning system upgrades
3. Heating system upgrades (antiquated oil fired boiler)
4. Heating and cooling controls
5. Building envelope opportunities such as weather-stripping, roof, window and door replacements

DPW/Highway Garage (currently planned for new construction and at this time Wendel was instructed to eliminate from assessment)

City Owned and Operated Traffic Signals

1. Retrofit incandescent traffic and pedestrian signal lamps with LED technology
2. Upgrade antiquated traffic controllers
3. Examine the possibility of City of Beacon upgrading existing lighting to high efficiency units

Fire Houses

Mase Hook and Ladder

1. Interior and exterior lighting, exit signs and lighting controls
2. Heating system upgrades (antiquated oil fired boiler)
3. Heating and cooling controls
4. Building envelope opportunities such as weather-stripping, roof, window and door replacements

Beacon Engine

1. Interior and exterior lighting, exit signs and lighting controls
2. Air conditioning system upgrades
3. Heating system upgrades (antiquated oil fired boiler)
4. Heating and cooling controls
5. Building envelope opportunities such as weather-stripping, roof, window and door replacements

Lewis Tompkins Hose

1. Interior and exterior lighting, exit signs and lighting controls (specifically metal halides in the truck bay)
2. Air conditioning system upgrades (central AC unit and more efficient condenser)
3. Hot water tank upgrade
4. Heating system upgrades (possible boiler upgrade)
5. Heating and cooling controls
6. Roof mounted electric heaters (supplemental forced air)

There is a significant opportunity surrounding the consolidation of the existing three fire houses into one centralized location. Currently the Land surrounding the Lewis Tompkins Hose location is owned by the City and appears to be capable of accommodating the expansion required to house the additional personnel and equipment.

Municipal Building (owned by the City UCS leases space)

1. Possible Air conditioning system upgrades
2. Possible Heating system upgrades
3. Heating and cooling controls (improvements and/or relocation of controls)
4. Possible opportunity to work with the UCS to seek funding assistance for the project

The heating system in this facility has several steel to copper joints that should be addressed before galvanic corrosion causes piping failures.



Wastewater Treatment Plant

1. Interior and exterior lighting, exit signs and lighting controls
2. Heating and cooling controls
3. Building envelope opportunities such as window caulking and door weather-stripping
4. Assessment of electric heaters throughout various buildings
5. Efficiency analysis of 3 large air blowers
6. Aerobic digester efficiency improvements
7. Belt press and polymer system upgrades
8. Pump and motor upgrades
9. Pump interior coatings to enhance efficiency

Water Treatment Plant

1. Interior and exterior lighting, exit signs and lighting controls
2. Heating system upgrades
 - a. Boiler burner controls or replacement
3. Heating and cooling controls
4. Building envelope opportunities such as weather-stripping, roof, window and door replacements
5. Pump and motor upgrades
6. Pump interior coatings to enhance efficiency
7. Use of finished water pumps for filling backwash water tank instead of separate backwash pumps
8. Water well pump upgrade
9. Water plant SCADA system potentially eliminating use of dedicated phone lines
10. Heat distribution system utilizing heat generated in VFD room in filter tunnels
11. Update of VFDs with more energy efficient options
12. Replacement of Ross Valves with energy recovery units such as inline hydroturbines in water treatment plant
13. Participation in energy curtailment program through New York State

Wendel is pleased to be assisting the City of Beacon in their goal to improve energy efficiency and reduce operating costs. The next step would include issuing a Request For Proposal (RFP) to select the most qualified and cost effective contractor. Wendel's process would then include obtaining a New York State grant to assist with the completion of the energy study.

FREDERICK P. CLARK ASSOCIATES, INC.

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David H. Stolman, AICP, PP

Michael A. Galante

Joanne P. Meder, AICP

David J. Portman, FAICP

MEMORANDUM

To: Mayor Steve K. Gold and the Beacon City Council

Date: June 26, 2009

Subject: **Proposed Transit Oriented Development (TOD) Zoning District**

As requested, we have *revised* the attached draft **Local Law** regarding the creation and implementation of a Transit Oriented Development (TOD) zoning district.

I look forward to discussing this Local Law with you this coming Monday evening.

David H. Stolman, AICP, PP
President

Attachment

cc: Iola Taylor
Meredith Robson
Lt. Timothy Dexter
Richard Wolf, Esq.

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LOCAL LAW NO. ____ OF 2009

**CITY COUNCIL
CITY OF BEACON**

**LOCAL LAW CREATING A TRANSIT ORIENTED DEVELOPMENT (TOD)
ZONING DISTRICT AND REZONING CERTAIN PROPERTIES
TO THIS NEW DISTRICT**

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

SECTION 1. TITLE

This local law shall be entitled, "A Local Law Creating a Transit Oriented Development (TOD) District and Rezoning Certain Properties to This New District."

SECTION 2. INTENT AND PURPOSE

This local law is intended to implement a portion of the new City Comprehensive Plan relating to Transit Oriented Development. As stated in the Comprehensive Plan, the proposed TOD District, "... recognizes the special character of the Waterfront/Train Station area, with its access to transportation modes, proximity to downtown, and adjacency to recreational and cultural opportunities. Given the desire to create land use synergies with the resources present at the station area, this zone should allow for sufficient density to support a transit oriented community focused toward residents, workers and visitors that seek the convenience of transportation facilities in a walkable community framework. This zone, [is] effectively a combination of the proposed high-density residential district and local business district"

SECTION 3. ZONING TEXT AMENDMENTS

- 1. A new Article IVB entitled, Transit Oriented Development (TOD) District, shall be added to the Zoning Law and shall read as follows:**

**ARTICLE IVB
Transit Oriented Development (TOD) District**

§ 223-41.8 Purposes.

Purposes of the Transit Oriented Development (TOD) District are the:

- A. Preservation of the important public viewsheds identified in the Local Waterfront Revitalization Program (LWRP), creation of structures and landscaped areas that provide attractive views of the City from the Hudson River, preservation of public recreation areas, maintenance and enhancement of public access to the waterfront, the hiding of parking under and within proposed building masses, generation of quality open space, improvement of connections to Main Street, improvement of public transit to Main Street, and the fostering of architectural quality and variety in articulation, scale and bulk.
- B. Promotion of the goals and objectives of the City of Beacon Comprehensive Plan, including positive development which recognizes the special character of the Waterfront/Train Station area, with its access to transportation modes, proximity to downtown, and adjacency to recreational and cultural opportunities.
- C. Creation of land use synergies with the resources present at the Train Station area, which allow for sufficient density to support a transit oriented community focused toward residents, workers and visitors that seek the convenience of transportation facilities in a walkable community framework.
- D. Improvement of access to Metro-North rail services, including enhanced intermodal connections.

§ 223-41.9 Regulations.

- A. This article establishes a comprehensive review for land uses in the Transit Oriented Development District. Development within the Transit Oriented Development District shall be governed by this article exclusively, except to the extent that this article specifically incorporates by reference other sections of this chapter. In the event that any other provision of this chapter is inconsistent with the provisions of this article, then the provisions of this article shall control.
- B. Permitted principal uses. A Transit Oriented Development is a mixed use which incorporates various permitted land use elements as part of a comprehensive plan. These elements may include:
 - (1) Apartment, attached and multi-family dwellings.
 - (2) Artist live/work spaces.
 - (3) Bed-and-breakfast establishments and inns.

- (4) Retail shops designed to serve the needs of commuters, residents, professional and small business office employees and visitors, which are related to their unique location near the waterfront and which do not unduly compete with commercial uses in the City's central business district of Main Street. Such retail uses may include convenience stores, book stores, bike stores, news stands, office supply stores, local drug stores, arts and crafts stores and galleries, and similar uses as determined by resolution of the City Council. Such retail uses shall be permitted on the ground floor and second floor of the buildings facing the streets.
- (5) Personal services designed to serve the needs of commuters, residents, professional and small business office employees and visitors, which are related to their unique location near the waterfront and which do not unduly compete with commercial uses in the City's central business district of Main Street. Such personal service uses may include barber/beauty shops, fitness centers/non-commercial swimming pools, day care centers and retail cleaners, and similar uses as determined by resolution of the City Council. Such personal service uses shall be permitted on the ground floor and second floor of the buildings facing streets/rights-of-way.
- (6) Restaurants and other eating and drinking establishments, which are related to their unique location near the waterfront and which do not unduly compete with such uses in the City's central business district of Main Street. Such restaurants and other eating and drinking establishments shall be permitted located on the ground floor and second floor of the buildings facing streets/rights-of-way.
- (7) Professional and small business offices on the ground floor and second floor of buildings facing the streets/rights-of-way. Such offices shall be those which provide local services and may include medical offices and urgent care facilities.
- (8) Community facilities that complement residential and commercial uses, such as public or semi-public performance and cultural centers, live theaters, concert halls, meeting rooms suitable for social, civic, cultural or education activities, bandshells, kiosks and gazebos.
- (9) Other uses similar to the above uses as determined by resolution of the City Council.
- (10) Railroad or transit facilities.

C. Permitted accessory uses. Permitted accessory uses may include:

- (1) Uses which are clearly incidental to, and customarily found in connection with the permitted principal uses. Exterior display of goods on special event days/weeks may be permitted, subject to the issuance of a permit by the City. and Exterior storage isare not allowed. Outdoor seating for restaurants and pedestrian-oriented accessory uses, such as flower, food or drink stands are permitted.
 - (2) Parking facilities including parking structures.
- D. Procedure for review of Transit Oriented Development proposals.
- (1) Each Transit Oriented Development project shall require:
 - (a) Special permit approval by the City Council; and
 - (b) Site plan approval by the Planning Board.
 - (2) The City Council's review of a special permit application for a Transit Oriented Development project shall include review of a Transit Oriented Development concept plan, which contains a proposed designation of the appropriate land uses, or a range of land uses, for the overall development of the applicant's land holdings in the TOD District. The purpose of this review is to assure that the TOD District will be developed in accordance with an overall comprehensive plan, even though the total Transit Oriented Development District may consist of more than one separate TOD projects, which might be constructed at different times.
 - (3) The Planning Board may commence its review of a site plan for one or more Transit Oriented Development projects as soon as an application for such Transit Oriented Development special permit has been submitted to the City Council, and such reviews may proceed simultaneously. However, no final approval of a site plan for any Transit Oriented Development project shall precede the issuance of a special permit for such TOD project by the City Council.
- E. Application fees. Applications to the City Council and Planning Board as provided herein shall be accompanied by the appropriate fees which may be set from time to time by the City Council for such applications. If such fees are not sufficient to defray the costs of review, the applicant shall also be required to pay such additional fees as may be necessary for the reasonable expenses of technical assistance to the City in reviewing the technical aspects of the application.

F. Procedure for special permit and Transit Oriented Development concept plan review.

- (1) Application. The application for a Transit Oriented Development special permit for one or more TOD projects shall be submitted to the City Council. The application shall consist of narrative text, drawings and/or illustrations describing the proposed Transit Oriented Development project and concept plan. Drawings shall be submitted approximately to scale, but need not be to the precision of a finished engineering drawing, or a final site plan. The application shall include the following:
 - (a) A written description of the Transit Oriented Development project(s) and concept plan, and a description of the manner in which such proposal meets the purposes of the Transit Oriented Development District; how it is consistent with the City of Beacon Comprehensive Plan and Local Waterfront Revitalization Plan; and the manner in which the public interest would be served by the proposed Transit Oriented Development, including the description of the benefits to the City as a whole and to the Train Station/Waterfront area in particular.
 - (b) A land use plan showing the various proposed land uses and their spatial arrangement, including the proposed general location of buildings, parking areas, public, community and/or recreation facilities, utility and maintenance facilities and open space.
 - (c) An indication of the approximate square footage of buildings, the approximate number of dwelling units of each housing type and size, and the approximate amount of floor area of each type of non-residential use.
 - (d) An indication of the appropriate number of parking and loading spaces in relation to their intended use.
 - (e) A general indication of any phasing of construction.
 - (f) The general configuration of the interior road system and connection/access to the adjoining road system.
 - (g) A Transit Oriented Development concept plan showing the relation of the proposed uses to existing and proposed uses adjacent to the site that are not part of the application. If no such adjacent uses

have been proposed, the applicant shall discuss potential uses for such other parcels.

- (h) The general configuration of the pedestrian circulation system and the connection of such pedestrian passageways to adjoining properties.
 - (i) The proposed architectural treatment of views and viewing points from the site to the Hudson River; to the site from the Hudson River, Riverfront Park and Dennings Point; and over the site from any viewsheds identified in the LWRP.
 - (j) Descriptions, sketches, sections and elevations showing the general architectural treatment and design scheme contemplated for the entire development and specifically for any public spaces or major elements of the plan.
 - (k) Such additional information as the City Council may deem necessary in order to properly evaluate the application.
- (2) City Council review of special permit and Transit Oriented Development concept plan application.
- (a) Environmental compliance.
 - [1] The approval of a Transit Oriented Development project is an action subject to the State Environmental Quality Review Act (SEQRA), and all proceedings to review such project shall comply with the applicable requirements of SEQRA.
 - [2] Upon receipt of an application for a special permit and Transit Oriented Development concept plan, the City Council shall commence a coordinated review under SEQRA and institute lead agency procedures after identifying all involved and interested agencies, as provided by law.
 - [3] To the extent possible in accordance with law, any Draft Environmental Impact Statement (DEIS) required in connection with the special permit and Transit Oriented Development concept plan approval shall be sufficiently specific so as to eliminate the need for additional and/or

supplemental DEIS's during the site plan stage of the approval process.

- [4] To the extent possible in accordance with law, the preparation of any required DEIS shall be integrated into the existing agency review processes and should occur at the same time as the other agency reviews, including the special permit and Transit Oriented Development concept plan review. When a SEQRA hearing is held, it should be conducted jointly with other public hearings on the proposed action, whenever practicable.
- [5] Enhanced public transportation between the TOD and Main Street should be one of the important methods of mitigating potential traffic impacts resulting from the TOD.

(b) City Council referrals.

- [1] The City Council shall refer the application for a special permit and Transit Oriented Development concept plan approval to the Planning Board for a report and recommendation. The Planning Board shall review all documents and materials relating to the application and shall render a report to the City Council and may make any advisory recommendations it deems appropriate. Where the City Council is serving as the lead agency under SEQRA, where the Planning Board is an involved agency, and where a DEIS is required, then this referral may be coordinated with the comment period under SEQRA. The report of the Planning Board shall be due on the date set for receipt of written comments on the DEIS or a date 45 days from the referral by the City Council, whichever is greater.
- [2] Other referrals. The City Council shall comply with the applicable provisions of General Municipal Law §§ 239-1 and 239-m. Where the City Council is serving as lead agency under SEQRA, and where a DEIS is required, it shall circulate the DEIS and FEIS as provided by law. In addition to any referrals required by law, the City Council may refer the application to any other City board, department, official, consultant or professional it deems appropriate.

- (c) City Council public hearing. The City Council shall hold a public hearing, with the same notice required by law for zoning amendments, on the application for a special permit and Transit Oriented Development concept plan approval. Where the City Council is serving as lead agency under SEQRA, and where a DEIS is required, the SEQRA hearing shall be conducted jointly with this public hearing, if practicable.
- (3) City Council decision on special permit and Transit Oriented Development concept plan.
- (a) The City Council shall render a decision on the application for Transit Oriented Development concept plan approval and for a special permit after it has held the required public hearing herein, completed the SEQRA process and has made the requisite SEQRA determination of significance and/or findings, and has made the consistency determination as required under the City's Local Waterfront Consistency Law.
 - (b) Concept plan approval. Prior to granting any special permit for a Transit Oriented Development project, the City Council shall review a Transit Oriented Development concept plan, which contains a proposed designation of appropriate land uses, or a range of land uses, for the overall development of the TOD District. The City Council shall approve the concept plan upon a finding that it:
 - [1] Will fulfill the purposes of the Transit Oriented Development District; and
 - [2] Will be in harmony with the appropriate and orderly development of the City's waterfront area.
 - (c) Special permit approval. The City Council may authorize the issuance of a special permit for a Transit Oriented Development project, provided that it shall find that the following conditions and standards have been met:
 - [1] The proposed Transit Oriented Development project will fulfill the purposes of the Transit Oriented Development District and is otherwise in the public interest.
 - [2] The proposed Transit Oriented Development project meets the Transit Oriented Development design standards set forth

in § 223-41.9I, to the extent applicable at the special permit stage.

- [3] The proposed Transit Oriented Development project will be in harmony with the appropriate and orderly development of the City's Train Station/Waterfront area.
 - [4] The proposed Transit Oriented Development project is consistent with the City's Comprehensive Plan and will not hinder or discourage the appropriate development and use of adjacent lands.
 - [5] The Transit Oriented Development is in accordance with the approved TOD concept plan.
 - [6] The proposed Transit Oriented Development project is planned as a cohesive unit, with a comprehensive plan for ingress, egress, open space, landscaping, signage, circulation and utility service; the land uses are complementary; and the architectural styles are compatible and attain high standards of design.
 - [7] The land uses in the proposed Transit Oriented Development project relate, visually and functionally, with surrounding land areas, including Riverfront Park, Dennings Point, Long Dock and the Metro-North Train Station, and the elements of the TOD project relate compatibly with other elements of the City waterfront.
 - [8] All elements of The Transit Oriented Development project shall be sensitive to the site's relationship to the Hudson River and shall be designed accordingly.
 - [9] The TOD site is proposed to be developed in such a way as to maximize important views and view corridors throughout the development; and site layout and design has incorporated, protected and/or enhanced the important views and view corridors identified in the LWRP, including those from Riverfront Park, Denning's Point and the Hudson River toward the shore.
- (d) Conditions. In approving any Transit Oriented Development concept plan and special permit, the City Council may attach such