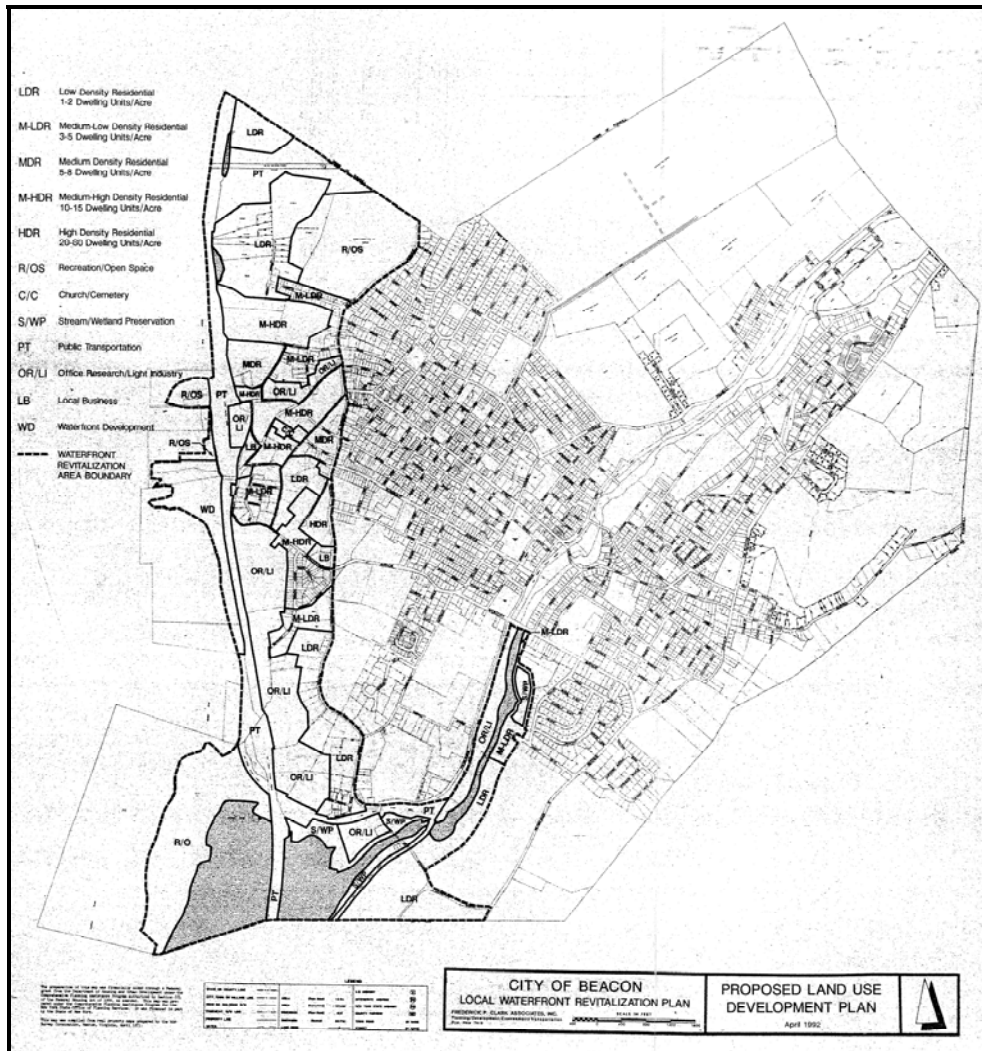


SECTION IV - Proposed Land and Water Uses and Proposed Projects

A. Proposed Land Use.

In 1974, the City of Beacon adopted a Development Plan, which was accompanied by a Land Use Map. During the course of developing the Local Waterfront Revitalization Program, the City has reevaluated the 1974 Plan and has proposed certain modifications as identified below.



Map 4 - Proposed Land Use Development Plan

City of Beacon Local Waterfront Revitalization Program

1. The LWRP changes the predominant, proposed land use directly on the River (west of the tracks) from Industrial to Waterfront Park and Waterfront Development uses. These changes would:
 - (a) encourage revitalization of the underutilized lands at the riverfront,
 - (b) encourage public access to the waterfront, and
 - (c) encourage complementary interface between the publicly and privately owned lands at the riverfront, including a potential pedestrian linkage between Rive/front Park and Denning's Point.
2. Through development of the LWRP the Waterfront Commission has reviewed all land uses and densities in light of coastal concerns including preservation of scenic views, preservation of environmental resources, preservation of historic areas, proper separation of industrial and residential uses, and appropriate transitions from the waterfront to the upland portions of the Coastal Area.
3. Where all these factors indicated that a change should take place in land use designation, a recommendation to change the designation was made. Each of these changes is discussed more specifically below. Each land use category is considered separately.

The final revisions to the 1974 Plan are detailed in this Section and are identified on Map 4 - Proposed Land Use Development Plan (located in the map pocket at the end of the document). The changes can be briefly summarized as follows:

1. **"Low" Density Residential** (1-2 dwelling units per acre)

This is the lowest density residential land use classification. In the 1974 Land Use Plan, only one small area of the Coastal Area received the "Low" density designation -- an area on the west side of South Avenue just north of the Fishkill Creek. This designation has been continued in the LWRP. In fact, through the LWRP the "Low" density designation was extended back to the rear property lines to cover steeply sloped areas overlooking the Hudson that were designated for light industrial use in the 1974 Plan. This change will protect these environmentally sensitive steeply sloped areas.

Through the LWRP the following four additional areas of the Coastal Area have been included in the "Low" density residential category:

- a. Spy Hill. This area, designated for "Medium" (5-8 units per acre) in the 1974 Plan, contains a neighborhood of large Victorian homes on large lots which constitutes a cohesive architectural and historic resource. The "Low" density designation is in conformity with the density of existing development and will help to preserve the resources in this neighborhood.
- b. Monell Place Area. Although this neighborhood was designated for "Medium" (5-8) density development in the 1974 Plan, it has actually been developed at a lower density consistent with the proposed "Low" designation. Thus, the change to "Low" density is consistent with development patterns in the area.

- c. Lands north of I-84. This area was designated "Medium" (5-8) density in the 1974 Plan and is zoned R1-20. The area is not presently served with city water and sewer and derives access only through Chiappardi Place, a single-family neighborhood. The area is sloped to the river. The "Low" density designation is consistent with that being given to other property in the northern section of the City and is also protective of the slopes and greenery in the area. It is also consistent with the existing zoning. It may be possible, upon a thorough review of all circumstances, for this land to support a "High" density if the present water and sewer issues are answered to the satisfaction of the City and if satisfactory traffic access to the property is found. Any application for increased density should also fully address potential impacts on the steep slopes and vegetation and views to and from the river.
- d. Polo Fields Property This area, designated as "Medium-Low" in the 1974 Plan, is at the very southern edge of the City. The change to "Low" density residential is in conformance with proposed development in the area.

2. "Medium Low" Density Residential (3-5 dwelling units per acre)

Under the 1974 Development Plan, only a single small area of the Coastal Area was designated for "Medium-Low" density development -- Lafayette Avenue, travelling west from North Avenue to Monell Place.

Through the LWRP process, the following four additional areas have been designated for the "Medium-Low" category:

- a. Corner of South Avenue, south of Denning's Avenue. This area had been designated for "Medium" (5-8) density development in the 1974 Plan. However, the "Medium-Low" residential designation is in keeping with existing development and with the existing subdivision of the area.
- b. Bayview/Kitteridge. Although this area was designated for "Medium-High" density development in the 1974 Plan, it has been developed as an area of single-family homes at a "Medium-Low" density. Through the LWRP process this area has been changed to be in keeping with existing development of the area.
- c. High Street/North Avenue between Tompkins and Lafayette Avenues. Like the Bayview/Kitteridge area, this area was designated on the 1974 Plan for "Medium-High" (10-15 dwelling units per acre) density, but has actually been developed for single-family uses at a "Medium-Low" density. Thus, the change to "Medium-Low" is in keeping with existing land use and development. It will also respect the valuable historic resources in the High Street and North Avenue areas.
- d. Denning's Avenue. There is one additional site that has been redesignated from "Light Industrial" to "Medium-Low". This area along Denning's Avenue has been

developed for single-family homes on 1/4 acre lots. Thus, it was more appropriate to designate this area as part of the residentially designated "Medium- Low" development areas.

3. "Medium Density" Residential (5-8 dwelling units per acre)

The 1974 Development Plan designated four areas of the Coastal Area as "Medium" density residential (5-8 dwelling units per acre). Through the LWRP process changes to each of these areas to a lower density classification have been made. The areas west of South Avenue and south of Denning's Avenue have been changed partially to "Medium Low" and partially to "Low". The Spy Hill area has been changed to "Low". The small area southeast of Spy Hill (already developed) has been changed from "Medium" to "Medium-High". The Monell Place area has been changed to "Low" density, as was the lands north of 1-84. These changes are in accordance with existing development patterns and/or existing zoning.

Through the LWRP process a portion of the Coastal Area previously designated for "Medium-High" density residential (10-15 dwelling units per acre) was changed to "Medium" density residential (5-8 units per acre). This is the area located to the west of Bank Street and to the north of Branch Street known as the Prizzi property, and a small parcel surrounded by the Prizzi property. This change has been made in order to reflect the actual development potential of the subject properties for townhouse development.

An additional area of the Coastal Area previously designated for "High" density residential (20-60 units per acre) be designated as "Medium" density residential. This is the area near the old Tool and Die property/Academy Street and includes the firehouse, St. Andrews Church and the Martin Luther King Center. This change is made in order to reflect the densities present in the actual development in the area.

Thus, the LWRP has a Proposed Land Use Development Plan that has less land designated for "Medium" density residential than the 1974 Plan.

4. "Medium-High" Density Residential (10-15 dwelling units per acre)

Through the LWRP process the designation of several of the areas marked for "Medium-High" density development in the 1974 Plan has been changed. As noted above, the LWRP has changed the designation of the area to the west of Bank Street and to the north of Branch Street from "Medium-High" to "Medium". As also noted above, the LWRP has changed the designation of the Bayview/Kitteridge area from "Medium- High" to "Medium-Low". The LWRP has also changed the designation of the High Street area and the North Avenue area between Lafayette and Tompkins Avenues from "Medium-High" to "Medium-Low". These changes are consistent with development patterns in these neighborhoods. Additionally, the LWRP has changed the designation of the area across from Hammond Plaza from "Medium-High" density residential to "Local Business" in order to be consistent with the existing office uses there.

Several other areas which were designated for "Medium-High" density development in the 1974 Plan have not been changed within the LWRP.

These include Fishkill Landing South, (bounded by River Street, Beekman Street and Main Street) and the areas between Ferry Street and Beekman Street (known as Urban Renewal Parcels L and W). The Fishkill Landing South area is already developed. Parcels L and W will be developed in the future. Since this is a major vacant parcel within the Coastal Area, the planning of this site will be very important to the integrity of the LWRP. Strict architectural and design controls will be the most important factor in assuring high quality development and the preservation of views within this portion of the Coastal Area. The area to the northwest of Tompkins Avenue, also remains designated "Medium-High", as it was in the 1974 Plan. This area is fully developed, and the designation conforms to the existing developed land uses.

No new areas have been designated for "Medium-High" density residential. Thus, there has been an overall reduction in the amount of land in the Coastal Area designated for this density of land use.

5. "High" Density Residential (20-60 dwelling units per acre)

The South Davies Terrace site, designated in the 1974 Plan as "High" density, has remained the same. The other area designated as "High" density on the 1974 Plan (the Dutchess Tool and Die area) has been changed to a "Medium" density designation to conform to the pattern of existing development in the area.

6. Local Business

The 1974 Plan designated only the frontage on the north side of Wolcott Avenue east of South Avenue for local business use. As noted above, certain of the area, west of Uppers Plaza, has actually been developed for "Medium-High" density residential use. Accordingly, the LWRP has changed these areas from "Local Business" to "Medium-High" density residential.

Two other areas of the City, previously designated "Medium-High" density residential, have been changed to "Local Business" use. These include the property across from Hammond Plaza, now used for the Epstein Office building, and the property diagonally across the street at the intersection of Ferry and Beekman Streets.

7. Office Research/High Industrial

The LWRP has changed the use of some heavy industrial parcels to light industrial, and some light industrial parcels to residential and/or waterfront development uses. However, the total amount of "Office Research/Light Industrial" space on the 1974 Development Plan will remain about the same under the LWRP. Among the areas in the Coastal Area designated for "Office Research/Light Industrial" are the areas on the north side of Main Street west of North Avenue, the areas west of River Street, the Federal Paperboard (Nabisco) site, and the lands along Dennings Avenue east of the railroad

lands and west of the residential parcels. As noted above, the width of this industrial zone has shrunk somewhat since the residential use line has been moved in a westerly direction on lower South Avenue to take in more of the slopes in this area. Also, included as light industrial is the parcel at the mouth of the Fishkill Creek south of the Maryann Bridge, previously designated for heavy industrial use (Tuck Tape site).

It is recommended that the City consider performance and other standards applicable to industry in order to assure maximum protection of the public health, safety and welfare. Additionally, it is recommended that the principal and accessory uses permitted in the General Business zoning district also be allowed in the Light Industrial zone. This would expand the range of uses permitted in the Light Industrial zoning district to those appropriately found in this kind of zone.

8. Heavy Industry

The 1974 Development Plan designated the Long Dock peninsula and the area along the River east of the railroad tracks and adjacent to the Fishkill Creek for heavy industrial use. These have been eliminated. In fact, there is no more land within the Coastal Area designated for heavy industrial use. The sites near the Fishkill Creek will be better suited to sound environmental planning if redesignated for light industrial use. The "Heavy Industry" designation for Long Dock has been changed to "Waterfront Development" as a part of a plan to use underutilized riverfront land as part of a comprehensive revitalization of the riverfront area (discussed in the following section).

9. Waterfront Development

"Waterfront Development" is a new land use designation and zoning district developed as part of the LWRP. This designation is intended to encourage the revitalization of the riverfront by providing for mixed use development. It includes residential, marina, restaurant and retail uses. It is intended to bring about significant change in the character of the underutilized areas of the City's riverfront. It replaces the designation of Long Dock properties as predominantly "Heavy Industry". The "Waterfront Development" land use will encourage revitalization of the riverfront while also providing for uses that complement the existing publicly owned lands at the riverfront. The "Waterfront Development" lands, in conjunction with the publicly owned "Open Space/Recreation" lands, can be used to provide a complementary interface, including potential pedestrian linkages, between Riverfront Park and Denning's Point. More details are presented in Appendix C.

10. Recreation/Open Space

The 1974 Development Plan combines the designation of "Open Space" and "Recreation". The LWRP has continued this combination. However, it is important to distinguish active recreation uses from passive open space uses. Three areas within the Coastal Area provide opportunities for active recreation. These include the Southern

Dutchess Country Club, the City's Waterfront Park, and the old Ferry Pier. These three locations should remain available as active recreational facilities.

Since the adoption of the 1974 Plan, Denning's Point has been acquired by the State of New York (NYS Office of Parks, Recreation and Historic Preservation - OPRHP).

Accordingly, this area, previously designated on the 1974 Plan for "Heavy Industry" has now been changed to "Open Space/Recreation." The OPRHP has not yet completed studies and plans for the nature and extent, of the public uses to be provided on this site. It may be that uses will be limited to passive rather than active, or that public access will be limited due to environmental and/or safety considerations on the site.

The 1974 Plan proposed a local park in the Bayview/Kitteridge area. The LWRP has deleted this because the area is developed fully for residential uses.

The LWRP leaves the proposal intact for a local park in the Monell Place if the need arises for same in the future.

11. Mixed Use Areas

The 1974 Plan showed two mixed use areas. First, a transportation center was shown at the Railroad Station. This area has now been designated as part of the "Transportation" areas. Second, a mixed use, "High" density, residential office-business area was shown west of North Avenue from above Tompkins Avenue to just south of Beekman Street. This mixed use has been deleted. Instead, part of this area is shown as "Medium-Low" density, part as "Light Industry," and part as "Medium-High" density.

12. Utilities and Proposed Transportation Center

On the 1974 Plan, utilities included railroad lands and a proposed mixed use transportation center at the train station. The LWRP has changed that category to "Transportation" and includes not only railroad lands but also the I-84 corridor.

13. Roads

The 1974 Development Plan proposed a number of new roads. Among them was the creation of a major Road along the west bank of the Fishkill Creek to intersect with Route 9D. However, the LWRP recommends deletion (as unnecessary) of the proposed extension of Monell Place northward across I-84 into Fishkill.

The LWRP recommends construction of a local road south from Wolcott Avenue, through Federal Paperboard (Nabisco) and leading to Denning's Point, connecting with Denning's Avenue near the City Recycling Center. This would avoid the necessity of driving through densely settled residential areas to reach industrial sites.

Designation of existing roads as "Major road", "Local road", etc. remains the same as in the 1974 Plan.

The LWRP retains the proposed local road to Riverfront Park and Long Dock. The exact location of this road will require detailed study of conditions associated with the DOT bridge reconstruction project.

Four roads shown on the 1974 Plan as "proposed" have now been constructed: Route 1-84, a portion of Ferry Street and Beekman Street, the new Route 9D, and the Beekman Street Bridge Replacement over the railroad tracks. The LWRP now reflects completion of these construction projects.

B. Proposed Projects

Within the framework of the Coastal Area Proposed Land Use Development Plan, several illustrative projects are proposed to address specific Local Waterfront Revitalization Program objectives. At this time the projects are concentrated in the Beacon Harbor-Long Dock portion of the waterfront, to build on existing improvements (e.g. Waterfront Park), and concentrate on funding and activities in one major area. More proposed projects are listed in Appendix C.

The following are projects listed in order of priority which are considered necessary to restore the Beacon Harbor and Long Dock area.

1. Repair Stone Ice Break in Harbor

The stone ice break that divides the harbor has gradually deteriorated over the years. This should be repaired and rebuilt as part of the general harbor improvements. Its existence is necessary for protection of any docks and slips which will be built inside the harbor.

2. Stabilize the Southern Side of the Harbor

The bulkheading along the southern edge of the harbor is deteriorated and ineffective. This should be replaced.

3. Construct a Deep Water Boat Ramp

Plans are under consideration for this project.

4. Sewer and Water Connection Feasibility Study

Public restrooms will be needed for the convenience of those using the park, harbor, ferry dock promenade, pedestrian walkway and for the future marine, residential or commercial development of Long Dock and Denning's Point. An engineering feasibility study is needed to analyze a number of alternative methods, including ecologically benign, for providing sewer and/or water connections to the waterfront. See Policy 32A.

5. Existing Storm Drain to be upgraded

To prevent further siltation in the Beacon Harbor the storm sewer outfall, now located south of the City's Waterfront Park, should be upgraded to current state of the art technology relative to stormwater discharges.

C. Potential Projects

The following projects are considered desirable but not necessary for rejuvenation of the waterfront area, but are included in the LWRP for future consideration.

1. Dredge and Clean Harbor

The area of the harbor generally between Long Dock and the stone ice break should be dredged to permit the mooring of boats and passage of larger vessels, such as the Sloop Clearwater. Debris and unnecessary piles should be removed from this area. A program of periodically dredging should be established to ensure that the harbor and channel remain open.

2. Create Sail Harbor

Between the old ferry pier and Long Dock, there is a capacity for boat moorings. This opportunity should be pursued.

3. Construct Fishing Pier

A fishing pier should be constructed on the south side of the old ferry dock utilizing existing pilings if possible.

4. Pedestrian Walkway and Bicycle Path between Waterfront Park and Denning's Point

Create a maintained path for walking, fishing, viewing etc. along the narrow strip of land between the river and railroad tracks from the park to Denning's Point for increased accessibility to the waterfront. The path should maximize harbor view and inter-relate the pedestrian walkway with the harbor/ferry dock promenade. Full consideration should be given to handicapped access as well as obvious safety issues.

5. Park Pedestrian Overpass Feasibility Study

To facilitate neighborhood use and additional access to both the Riverfront and any future development of Long Dock, a pedestrian overpass from Main Street should be provided. To assess the possibilities of a pedestrian overpass over the railroad tracks and engineering feasibility study should be commissioned.