



CITY OF BEACON, NEW YORK  
ONE MUNICIPAL PLAZA  
BEACON, NY 12508

Mayor Randy Casale  
Councilman Lee Kyriacou, At Large  
Councilman George Mansfield, At Large  
Councilwoman Peggy Ross, Ward 1  
Councilman Omar Harper, Ward 2  
Councilwoman Pam Wetherbee, Ward 3  
Councilman Ali Muhammad, Ward 4  
City Administrator Anthony Ruggiero

February 8, 2016  
City Council Workshop Agenda

1. Presentation by Plan Beacon
2. Discussion of LED Light Fixtures
3. Parking Meters
4. Discussion of Linkage District Zoning Petition
5. Discussion of Every Week Recycling Collection Pilot Program
6. Code Definition of "owner" and "owner occupied"
7. Discussion of Chapter 45 and Section 223-54 to 223-60 of the City Code
8. Establishing a Committee to Identify Properties for the Location of a Single Consolidated Firehouse
9. Board and Commission Attendance
10. Budget Amendments
11. Executive Session - Sale of Real Property

**Upcoming Agenda Items:**

1. Main Street Parking Regulations (Requested by Council Member Mansfield)
2. Beacon Correctional Facility (Requested by Council Member Kyriacou)

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Presentation by Plan Beacon**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description

Plan Beacon Recommendations

Type

Cover Memo/Letter

Mayor Randy Casale  
The City of Beacon  
1 Municipal Plaza  
Beacon, NY 12508

NOV 12 2015

November 11, 2015

Dear Mayor,

Thank you for listening to our suggestions regarding potential improvements to the safety, functionality, and aesthetics of Main Street during the Plan Beacon meeting you attended. As you know, Plan Beacon is an independent, technically-oriented group of local professionals that focuses on improving Beacon's streetscapes, parks and other publicly-owned lands. We are a civic-minded collection of planners, urban designers, architects, and other professionals who use our collective experiences and know-how to make Beacon an even better place to live. Our goal is to work directly with the City of Beacon, community groups, and other organizations to improve the City's quality of life through improvements to its public spaces.

After extensive internal discussions, we respectfully ask that the City consider the following recommendations for improvement to Main Street. We believe these improvements could each be implemented temporarily and at low cost if required.

1. Improve the crosswalk across Main Street at South Avenue. This intersection is a primary gateway to the core of downtown Beacon and an important school crossing. It is also heavily used, especially during warm times of the year. We suggest installing some type of barrier (large potted plant, granite block, etc.) to protect pedestrians and calm traffic.

2. Re-align and move the crosswalk at Main Street and Cross Street (by Hudson Beach Glass). The current alignment is at a dangerous bend in the curve of the road. It should be moved further east. In addition, we suggest converting some of the striped "No Parking" areas in this section of Main Street to planters with native plants and storm water management capabilities.

3. Move the crosswalk at Veterans Place and create a new public open space (by the Post Office). Veterans Place is an underutilized street that would better serve as public open space. The cross walk at that intersection should be moved closer to the post office. The current bus stop on Veterans Place would be better located as a pull off loading zone on Main Street. These changes would create a safer and more vibrant pedestrian-friendly zone in the middle of Main Street.

4. Create a new crosswalk at Main and South Street. The current crossing is dangerous due to changes in elevation and a bend in Main Street. A small seating area already

exists on the east side of the intersection that could be connected to a crosswalk. From an urban design perspective, the creation of a clear pedestrian crossing at this intersection would emphasize a visual connection to the Mill Dam on Fishkill Creek.

In addition to these specific suggestions, we also suggest the City perform an overall streetscape evaluation of Main Street to evaluate compliance with the Americans with Disabilities Act so that the street is as accessible as possible to our entire community.

Due to the volunteer nature of our group, please keep in mind that these suggestions should not be considered final or in any way complete. We suggest the City have these recommendations be reviewed and evaluated by a paid professional prior to implementation.

We thank you for consideration of our suggestions. If you have any questions, concerns, or requests please do not hesitate to contact us.

Sincerely,



Bryan Quinn  
Plan Beacon

On behalf of our members:

Claire Agre  
David Burke  
Joseph Donovan  
Jennifer Epstein  
Herman Gratz  
Nick Page  
Bryan Quinn  
Jill Reynolds  
Margaret Ross

Cc: Omar Harper, Lee Kyriacou, George Mansfield, Ali Muhammed, Peggy Ross, Anthony Ruggiero, Pamela Wetherbee

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Discussion of LED Light Fixtures**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description	Type
Wendel Street Light Update	Backup Material
Wendel Metroscope	Backup Material
Wendel Specs	Backup Material

# STREET LIGHT UPDATE

City of Beacon LED project

# Time Line

## Schedule

- Preliminary Assessment
- Comprehensive Energy Audit
- Design
- Contract
- Approval Of Decorative Lights
- Phase 1 – Decorative Light City Owned Cobraheads
- Approval Of PSC For Phase 2
- Phase 2 – Cobrahead Lights On Utility Poles
- Completion Of Construction

## Status

Complete

Complete

Complete

Complete

In Progress

Expected May 2016 (12 week lead time)

Expected June 2016

Expected Start June 2016

6 Months After PSC Approval



# Goals of The City

- Cost Effective
  - ▣ Initial Cost Vs. Lifetime Cost
  - ▣ Mitigate FERC Rate Increases To The Hudson Valley
  - ▣ Efficiency
  - ▣ Streamline Fleet Of Lights
    - Minimize Number Of Different Lights
    - GIS Integration
  - ▣ Maintenance
    - Increase Life From LED
    - Pick Options That Have The Least Maintenance.
- Safety
  - ▣ Increased Light
  - ▣ Better Quality Light
  - ▣ Reduce Glare
  - ▣ Can Meet Or Exceed Current Light Output



# Existing Decorative Lights

## High Hat



## Post Top - Lantern



# Decorative Lights – Without Glass

## Philips – Metroscape – Route 9

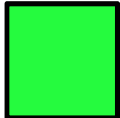


# Decorative Lights – With Glass

Philips - City Post – Main Street  
and Neighborhoods



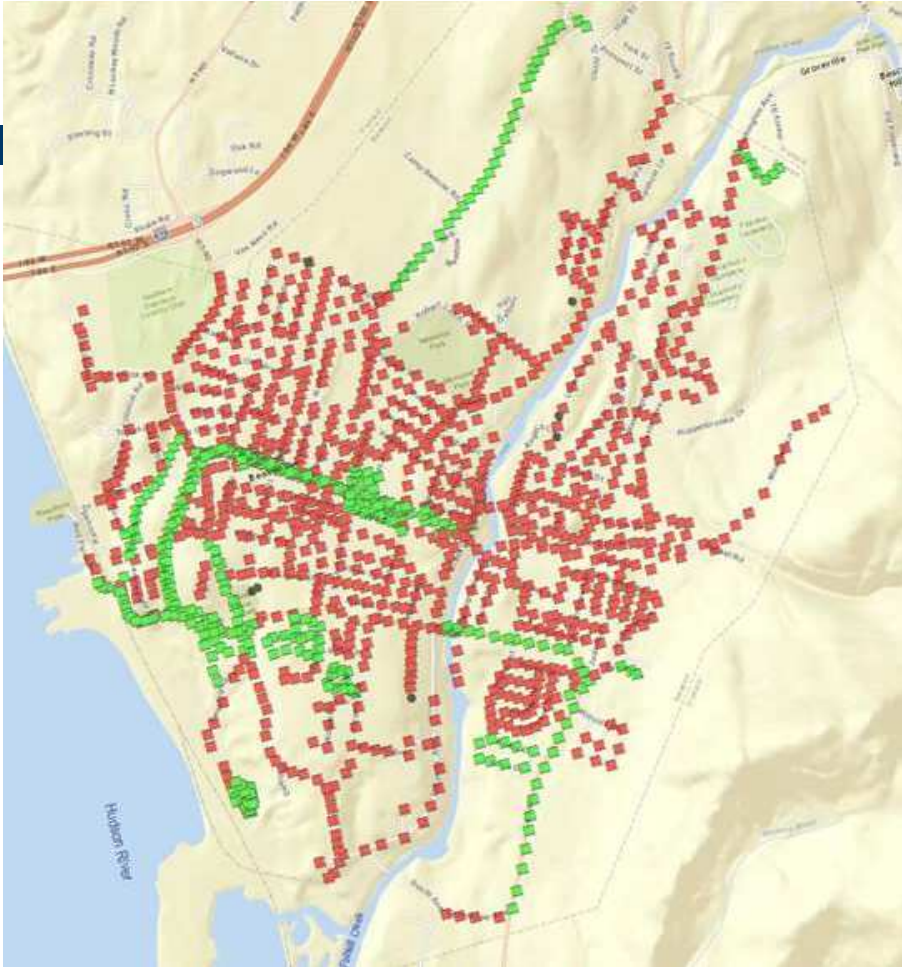
# Phasing of the Project



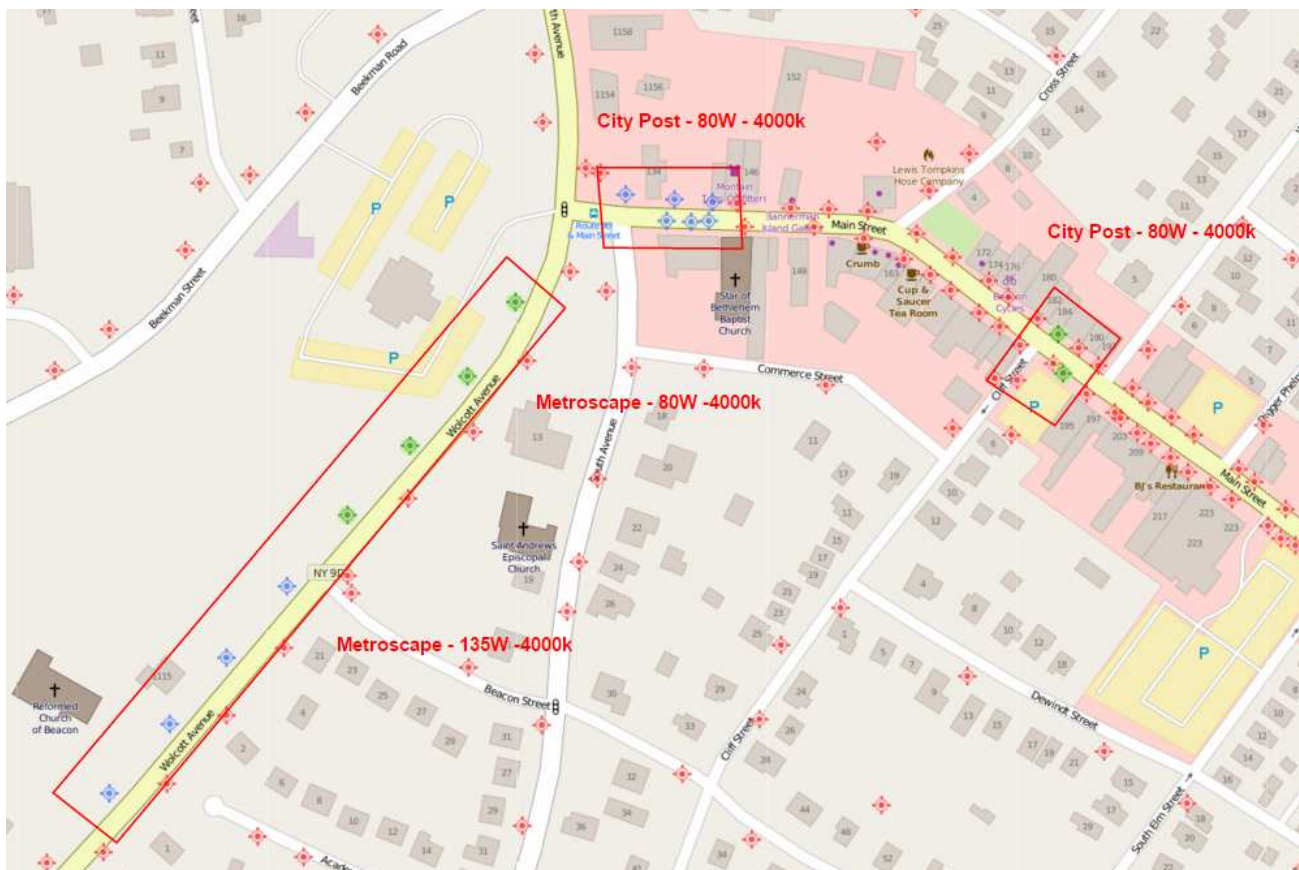
Phase 1



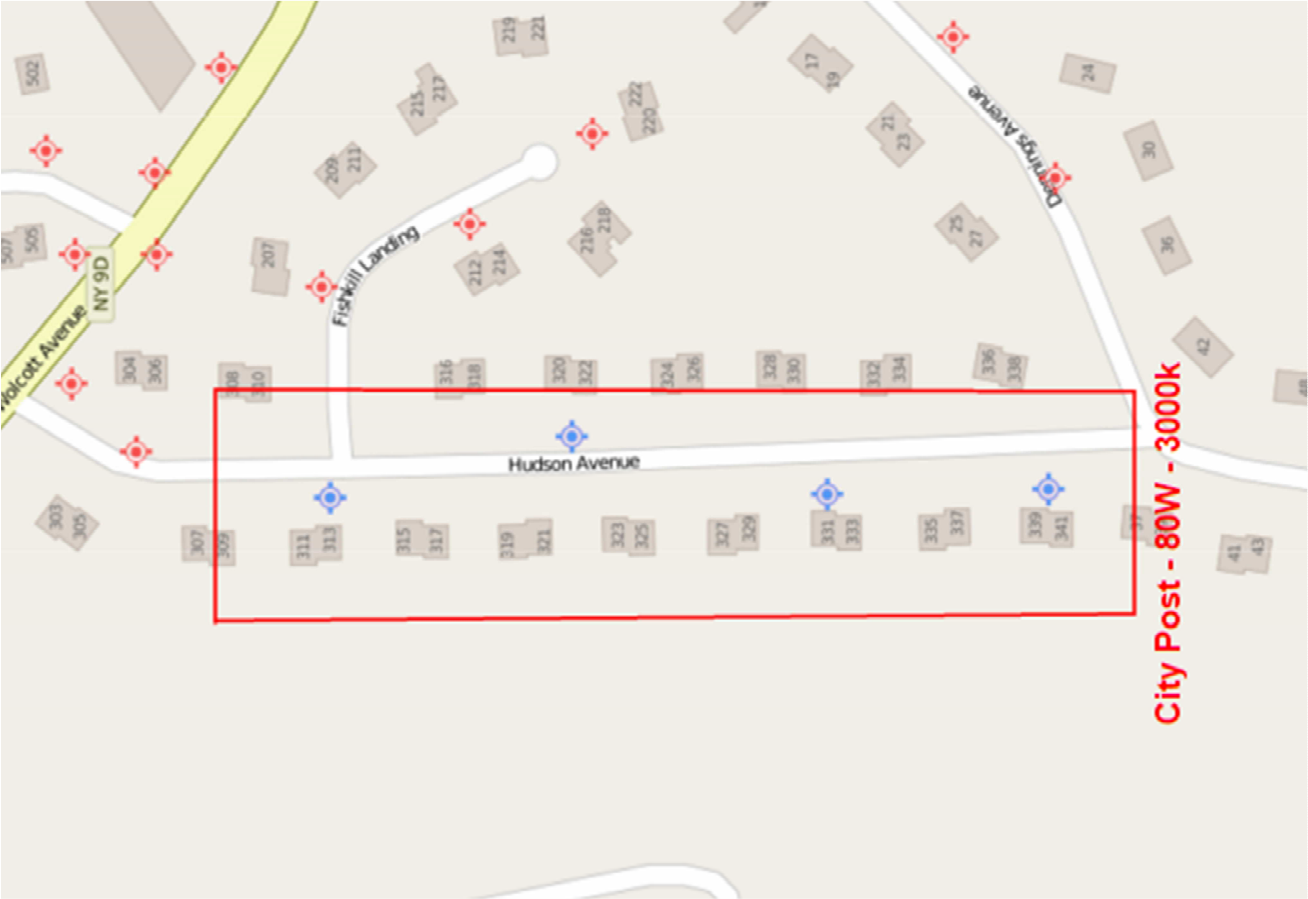
Phase 2



# Pilot Light Locations

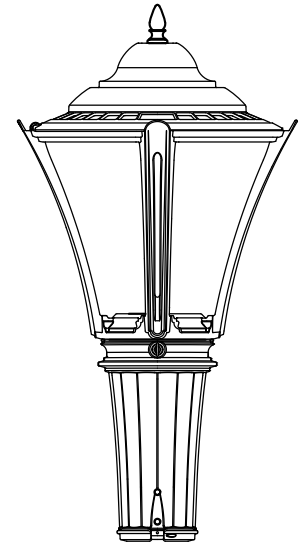


# Pilot Light Locations



# Classic elegance meets advanced lighting technology

## METROSCAPE LED POST-TOP URBAN LUMINAIRE



### PHILIPS LUMEC METROSCAPE LED POST-TOP URBAN LUMINAIRE

The Philips Lumec MetroScape LED post-top luminaire features flexible, robust energy-saving solutions for heritage-styled urban architectural lighting. Crowned with an ornamental hood, the post-top model comes with a flat lens to highlight the thinness of the LEDs. The luminaire provides attractive lighting at night, adding appeal to the surroundings and promoting safe use of the environment.

Project: \_\_\_\_\_  
 Location: \_\_\_\_\_  
 Catalog No: \_\_\_\_\_  
 Fixture Type: \_\_\_\_\_  
 Mfg: \_\_\_\_\_ Lamps: \_\_\_\_\_ Qty: \_\_\_\_\_  
 Notes: \_\_\_\_\_

### Ordering guide

Luminaire	LED Module	Optical System	Voltage	Driver Options	Luminaire Options	Mounting	Pole	Accessories	Finish
<b>MPTR</b>						<b>-</b>	<b>-</b>		
<b>MPTR</b> <sup>1</sup> : MetroScape Post-Top LED Luminaire	<b>16W16LED4K-T</b> <sup>2</sup> <b>24W16LED4K-T</b> <sup>2</sup> <b>30W16LED4K-T</b> <sup>2</sup> <b>48W16LED4K-T</b> <sup>2</sup> <b>35W32LED4K-T</b> <sup>2</sup> <b>55W32LED4K-T</b> <sup>2</sup> <b>72W32LED4K-T</b> <sup>2</sup> <b>97W32LED4K-T</b> <sup>2</sup> <b>55W48LED4K-T</b> <sup>2</sup> <b>80W48LED4K-T</b> <sup>2</sup> <b>108W48LED4K-T</b> <sup>2</sup> <b>140W48LED4K-T</b> <sup>2</sup> <b>70W64LED4K-T</b> <sup>2</sup> <b>110W64LED4K-T</b> <sup>2</sup> <b>90W80LED4K-T</b> <sup>2</sup> <b>135W80LED4K-T</b> <sup>2</sup>	<b>LE2</b> : Type II (ASYM) flat lens <b>LE3</b> : Type III (ASYM) flat lens <b>LE3W</b> <sup>3</sup> : Type III (ASYM) wide flat lens <b>LE4</b> : Type IV (ASYM) flat lens <b>LE5</b> : Type V (SYMM) flat lens	<b>120</b> : 120V <b>208</b> : 208V <b>240</b> : 240V <b>277</b> : 277V <b>347</b> : 347V <sup>4</sup> <b>480</b> : 480V <sup>4</sup>	<b>CDMG</b> : Dynadimmer for standard dimming <b>CLO</b> : Pre-set driver to manage lumen depreciation <b>AST</b> : Pre-set driver for progressive start-up <b>OTL</b> : Pre-set driver to signal end of life of the lamp <b>DALI</b> : Pre-set driver compatible with the DALI control system	<b>HS</b> : House Side Shield <b>OVR</b> : Dynadimmer override function <b>PH8</b> : Photoelectric cell <b>PH8XL</b> <sup>5</sup> : Photoelectric cell, extended life <b>PH9</b> : Shorting Cap <b>RCD</b> <sup>6</sup> : 5-Pin receptacle for dimming photoelectric cell <b>TN3</b> <sup>7</sup> : Fitter to fit over a 3" (76 mm) O.D. by 4" (102 mm) long tenon <b>TN3.5</b> <sup>7</sup> : Fitter to fit over a 3 1/2" (89 mm) O.D. by 4" (102 mm) long tenon	Consult the Philips web site for details and the complete line of Mountings	Consult the Philips web site for details and the complete line of Poles	<b>SPC</b> <sup>7a</sup> : Starsense Photo-cell Control Node On-Off <b>SPCD</b> <sup>7a</sup> : Starsense Photo-cell Control Node Dimming	<b>BE2TX</b> <b>BE6TX</b> <b>BE8TX</b> <b>BG2TX</b> <b>BKTX</b> <b>BRTX</b> <b>GN4TX</b> <b>GN6TX</b> <b>GN8TX</b> <b>GNTX</b> <b>GR</b> <b>GY3TX</b> <b>NP</b> <b>RD2TX</b> <b>RD4TX</b> <b>TG</b> <b>TS</b> <b>WHTX</b> <i>(Consult pg 4 for code descriptions)</i>

1. Luminaire is always shipped with a dimmable 0-10V driver (except for 35W32LED4K).  
 2. 347V and 480V not available.  
 3. Not available with HS option.  
 4. Not available with driver options.  
 5. Use of photoelectric cell or shorting cap is required to ensure proper illumination.

6. Not available with Motion Response.  
 7. Luminaire option RCD is required with this accessory.  
 8. CDMG, CDMGP and DALI are not available with SPC and SPCD.

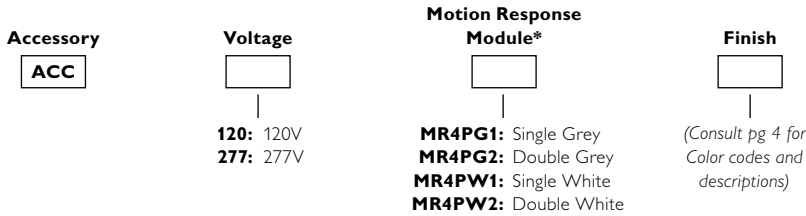


# METROSCAPE LED POST-TOP URBAN LUMINAIRE

## Ordering Guide (Accessories) - Motion Response\*

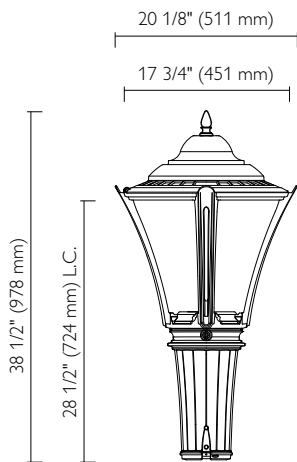
Must be ordered as a separate line item

example: ACC-120-MR4PGI-BKTX



\*OVR option is required for Motion Response Accessory

## Dimensions - MetroScape Post-Top LED (MPTR) Luminaire



**EPA:**  
1.97 sq ft

**Luminaire Weight:**  
31.1 lbs (14.1 kg)

## Specifications (continued)

### Finial:

Decorative cast 356 aluminum, mechanically assembled.

### Hood:

Made of die cast A360.1 Aluminum alloy 0.100 (2.5mm) minimum thickness, mechanically assembled to the cast aluminum heat sink.

### Access-Mechanism:

A die cast A360.1 Aluminum alloy 0.100 (2.5mm) minimum thickness technical ring with latch and hinge.

### Light Engine:

LEDgine is composed of 4 main components:  
LED lamp / Optical System / Heat Sink / Driver  
Electrical components are RoHS compliant.

### LEx Lens

**Flat Lens:** Made of soda lime clear tempered glass, mechanically assembled and sealed onto the ring of the access mechanism.

### LED Module

LED type Philips Lumileds LUXEON T. Composed of high performance white LEDs. Color temperature of 4000 Kelvin nominal, 70 CRI. Operating lifespan 100,000 hours (see chart for specific lifetime based on mA) based on TM 21 extrapolation to get results after which 50% of LEDs still emits over 70% (L70) of its original lumen output. Use of metal core board ensures greater heat transfer and longer lifespan of the light engine.

### Optical System:

Composed of high performance optical polymer refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. System is rated IP66. Performance shall be tested per LM 63, LM 79 and TM 15 (IESNA) certifying its photometric performance. Street side indicated. Dark Sky compliant with 0% uplight and U0 per IESNA TM 15.

### Heat Sink:

Made of cast aluminum optimizing the LEDs efficiency and life. Product does not use any cooling device with moving parts (only passive cooling device).

### Driver:

High power factor of 95%. Electronic driver, operating range 50/60 Hz. Auto adjusting universal voltage input from 120 to 277 and 347 to 480 VAC rated for both application line to line or line to neutral, Class I, THD of 20% max. Maximum ambient operating temperature from 40F (40C) to 130F (55C) degrees. Certified in compliance to UL1310 cULus requirement. Dry and damp location. Assembled on a unitized removable tray with Tyco quick disconnect plug resisting to 221F(105C) degrees. Dimmable driver 0-10V.

The current supplying the LEDs will be reduced by the driver if the driver experiences internal overheating as a protection to the LEDs and the electrical components. Output is protected from short circuits, voltage overload and current overload. Automatic recovery after correction. Standard built in driver surge protection of 2.5kV (min).

### Surge Protector:

Surge protector tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line Ground, Line Neutral and Neutral Ground, and in accordance with U.S. DOE (Department of Energy) MSSLC (Municipal Solid State Street Lighting Consortium) model specification for LED roadway luminaires electrical immunity requirements for High Test Level 10kV / 10kA.

## Specifications

### Cage:

In a round shape with 4 arms and a built-in mechanical ring, this cage is a one piece die cast A360 Aluminum alloy 0.100 (2.5mm) minimum thickness, mechanically assembled to the fitter.

### Fitter:

Made of die cast A360.1 Aluminum alloy 0.100 (2.5mm) minimum thickness, the fitter is complete with a watertight access door giving access to the driver rated IP66, and a terminal block that accepts (#2 max.) wires from the primary circuit. Comes with an easy self adjusting system with two (2) set screws 3/8 16 UNC for ease of maintenance and installation. Fits on a 4" (102mm) outside diameter by 4" (102mm) long tenon.

## Specifications (continued)

### Driver Options

**CDMG:** Dynadimmer standard dimming functionalities including pre-programmed scenarios to suit many applications and needs from safety to maximum energy savings.

Scenario	Dimming Time	Dimming Level	Ordering Code
Safety	4 hours	25% power dimming	CDMG <b>S25</b>
Safety	4 hours	50% power dimming	CDMG <b>S50</b>
Safety	4 hours	75% power dimming	CDMG <b>S75</b>
Median	6 hours	25% power dimming	CDMG <b>M25</b>
Median	6 hours	50% power dimming	CDMG <b>M50</b>
Median	6 hours	75% power dimming	CDMG <b>M75</b>
Economy	8 hours	25% power dimming	CDMG <b>E25</b>
Economy	8 hours	50% power dimming	CDMG <b>E50</b>
Economy	8 hours	75% power dimming	CDMG <b>E75</b>
Programmable	Determined by user	Determined by user	CDMG <b>P</b>

**CLO:** Pre-set driver to manage the lumen depreciation by adjusting the power given to the LEDs offering the same lighting intensity during the entire lifespan of the LED module.

**AST:** Pre-set driver for progressive start-up of the LED module(s) to optimize energy management and enhance visual comfort at start-up.

**OTL:** Pre-set driver to signal end of life of the LED module(s) for better fixture management.

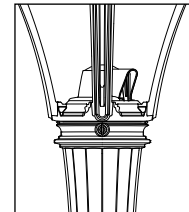
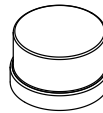
**DALI:** Pre-set driver compatible with the DALI control system.

### Luminaire Options

**HS:** House Side Shield



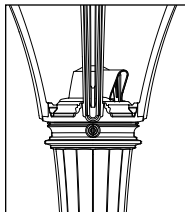
**PH9:** Shorting cap, Twist-lock Type complete with receptacle.



**PH9** installed on luminaire

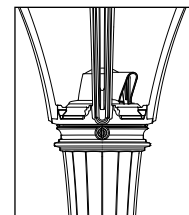
**OVR:** Dynadimmer override function

**PH8:** Photoelectric cell, Twist-lock Type complete with receptacle and a decorative cap made of polycarbonate with a plastic lens. Allows a 90 degree rotation. Color of cap is grey.



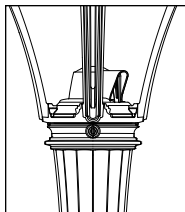
**PH8** installed on luminaire

**RCD:** Receptacle with 5 pins allowing dimming, can be used with a twist-lock Starsense, photoelectric cell or a shorting cap.



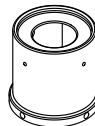
**RCD** installed on luminaire

**PH8XL:** Extended life photoelectric cell, Twist-lock Type complete with receptacle and a decorative cap made of polycarbonate with a plastic lens. Allows a 90 degree rotation. Color of cap is grey.

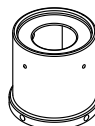


**PH8XL** installed on luminaire

**TN3:** Fitter to fit over a 3" (76 mm) O.D. by 4" (102 mm) long tenon



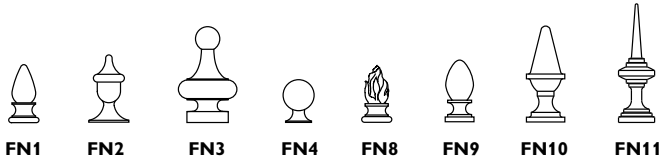
**TN3.5:** Fitter to fit over a 3 1/2" (89 mm) O.D. by 4" (102 mm) long tenon



# METROSCAPE LED POST-TOP URBAN LUMINAIRE

## Specifications (continued)

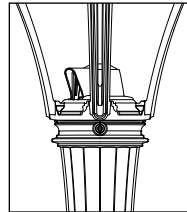
### Finials:



### Luminaire Accessories:

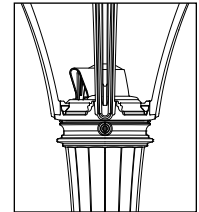
#### Connected Lighting

**SPC:** Starsense telemanagement system for monitoring, controlling, metering and diagnosing outdoor lighting networks. Starsense is based on two-way wireless communication using the latest in mesh network technology. This option gives ON/OFF control of the luminaires but does not support dimming. Complete with a decorative cap made of polycarbonate with a plastic lens. Allows a 90 degree rotation. Color of cap is grey.



**SPC** installed on luminaire

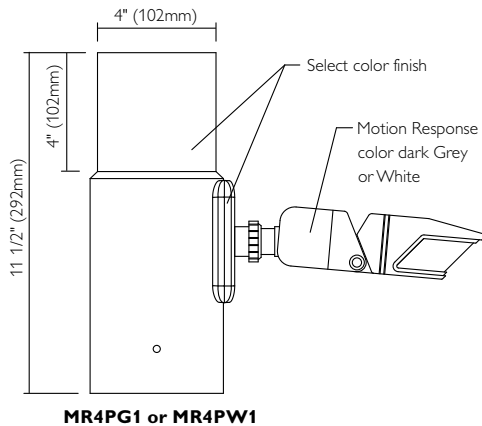
**SPCD:** Starsense telemanagement system for monitoring, controlling, metering and diagnosing outdoor lighting networks. Starsense is based on two-way wireless communication using the latest in mesh network technology. This option gives ON/OFF and full dimming control of the luminaires. Complete with a decorative cap made of polycarbonate with a plastic lens. Allows a 90 degree rotation. Color of cap is grey.



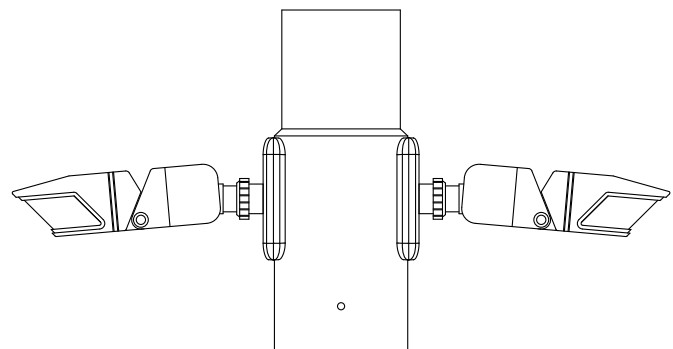
**SPCD** installed on luminaire

#### Motion Response

Tenon mount motion response provides 270° coverage on an adjustable knuckle. The coverage equals to up to 6 times the sensor height. It is an option offered jointly with the Dynadimmer OVR option, that can bring the light up to 100% when the motion response is triggered. It is available in a single or double mounting option. Finish options for the motion response device are white or dark gray. Finish options for the tenon must be specified to match the luminaire and pole. The tenon mount is fully rotatable 360°. This option is available for a 4" OD x 4" long tenon. See instruction sheet for time setting functionality (12 second to 16 minute turn off options) and for mounting instructions.



**MR4PG1 or MR4PW1**



**MR4PG2 or MR4PW2**

# METROSCAPE LED POST-TOP URBAN LUMINAIRE

## Specifications (continued)

### Finish:

Color to be in accordance with the AAMA 2603 standard. Application of polyester powder coat paint (4 mils/100 microns) with  $\pm 1$  mils/24 microns of tolerance. The Thermosetting resins provides a discoloration resistant finish in accordance with the ASTM D2244 standard, as well as luster retention in keeping with the ASTM D523 standard and humidity proof in accordance with the ASTM D2247 standard.

The surface treatment achieves a minimum of 2000 hours for salt spray resistant finish in accordance with testing performed and per ASTM B117 standard.

Available options:

<b>BE2TX:</b>	Textured Midnight Blue
<b>BE6TX:</b>	Textured Ocean Blue
<b>BE8TX:</b>	Textured Royal Blue
<b>BG2TX:</b>	Textured Sandstone
<b>BKTX:</b>	Textured Black
<b>BRTX:</b>	Textured Bronze
<b>GN4TX:</b>	Textured Blue Green
<b>GN6TX:</b>	Textured Forest Green
<b>GN8TX:</b>	Textured Dark Forest Green
<b>GNTX:</b>	Textured Green
<b>GR:</b>	Gray Sandtex
<b>GY3TX:</b>	Textured Medium Grey
<b>NP:</b>	Natural Aluminum
<b>RD2TX:</b>	Textured Burgundy
<b>RD4TX:</b>	Textured Scarlet
<b>TG:</b>	Hammertone Gold
<b>TS:</b>	Hammertone Silver
<b>WHTX:</b>	Textured White

### LED products manufacturing standard

The electronic components sensitive to electrostatic discharge (ESD) such as light emitting diodes (LEDs) are assembled in compliance with IEC61340 5 1 and ANSI/ESD S20.20 standards so as to eliminate ESD events that could decrease the useful life of the product.

### Quality Control:

Manufactured to ISO 9001 2008 and ISO 14001 2004 International Quality Standards Certification.

### Vibration Resistance:

Meets the ANSI C136.31, American National Standard for Roadway Luminaire Vibration specifications for Bridge/overpass applications. (Tested for 3G over 100 000 cycles by an independent lab)

### Certifications and Compliance:

CSA, cULus Listed for Canada and USA.  
MetroScape is on the DesignLights Consortium (DLC) Qualified Products List (QPL).



## LED Wattage and Lumen Values - MetroScape Post Top MPTR Luminaire

LED = Philips Lumileds LUXEON T, CRI = 70, CCT = 4000K (+/- 350K)

System (LED + driver) rated life = 100,000 hrs<sup>9</sup>/ 90,000 hrs<sup>10</sup>

LED Module	Typical delivered lumens	Typical system wattage (W) <sup>11</sup>	Typical System Current (A) @				LED current (mA)	HID <sup>12</sup> equivalent	Luminaire Efficacy Rating (Lm/W)	BUG rating
			120V	208V	240V	277V				
16W16LED4K-T-LE3	1691	20	0.170	0.105	0.096	0.090	350	50-70	84.6	B0-U0-G0
16W16LED4K-T-LE2	1704	20	0.170	0.105	0.096	0.090	350	50-70	85.2	B1-U0-G0
16W16LED4K-T-LE3W	1704	20	0.170	0.105	0.096	0.090	350	50-70	85.2	B0-U0-G1
16W16LED4K-T-LE4	1704	20	0.170	0.105	0.096	0.090	350	50-70	85.2	B0-U0-G0
16W16LED4K-T-LE5	1704	20	0.170	0.105	0.096	0.090	350	50-70	85.2	B1-U0-G0
24W16LED4K-T-LE2	2363	29	0.247	0.147	0.131	0.120	530	70-100	81.5	B1-U0-G1
24W16LED4K-T-LE3	2363	29	0.247	0.147	0.131	0.120	530	70-100	81.5	B1-U0-G1
24W16LED4K-T-LE3W	2363	29	0.247	0.147	0.131	0.120	530	70-100	81.5	B1-U0-G1
24W16LED4K-T-LE4	2363	29	0.247	0.147	0.131	0.120	530	70-100	81.5	B1-U0-G1
24W16LED4K-T-LE5	2363	29	0.247	0.147	0.131	0.120	530	70-100	81.5	B2-U0-G1
30W16LED4K-T-LE3	2979	38	0.324	0.189	0.167	0.148	700	70-100	78.4	B1-U0-G1
30W16LED4K-T-LE2	3000	38	0.324	0.189	0.167	0.148	700	70-100	78.9	B1-U0-G1
30W16LED4K-T-LE3W	3000	38	0.324	0.189	0.167	0.148	700	70-100	78.9	B1-U0-G1
30W16LED4K-T-LE4	3000	38	0.324	0.189	0.167	0.148	700	70-100	78.9	B1-U0-G1
30W16LED4K-T-LE5	3000	38	0.324	0.189	0.167	0.148	700	70-100	78.9	B2-U0-G1
35W32LED4K-T-LE2	3318	37	0.312	0.190	0.173	0.162	350	70-100	89.7	B1-U0-G1

9. L<sub>70</sub> = 100,000 hrs (at ambient temperature = 25°C and forward current = 700 mA)

10. L<sub>70</sub> = 90,000 hrs (at ambient temperature = 25°C and forward current = 1050 mA)

11. System wattage includes the lamp and the LED driver.

12. Equivalence should always be confirmed by a photometric layout.

**Note:** Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.

# METROSCAPE LED POST-TOP URBAN LUMINAIRE

## LED Wattage and Lumen Values - MetroScape Post Top MPTR Luminaire (continued)

LED = Philips Lumileds LUXEON T, CRI = 70, CCT = 4000K (+/- 350K)  
System (LED + driver) rated life = 100,000 hrs<sup>9</sup> / 90,000 hrs<sup>10</sup>

LED Module	Typical delivered lumens	Typical system wattage (W) <sup>11</sup>	Typical System Current (A) @				LED current (mA)	HID <sup>12</sup> equivalent	Luminaire Efficacy Rating (Lm/W)	BUG rating
			120V	208V	240V	277V				
35W32LED4K-T-LE3W	3318	37	0.312	0.190	0.173	0.162	350	70-100	89.7	B1-U0-G1
35W32LED4K-T-LE4	3318	37	0.312	0.190	0.173	0.162	350	70-100	89.7	B1-U0-G1
35W32LED4K-T-LE5	3318	37	0.312	0.190	0.173	0.162	350	70-100	89.7	B2-U0-G1
35W32LED4K-T-LE3	3318	37	0.312	0.190	0.173	0.162	350	70-100	89.7	B1-U0-G1
48W16LED4K-T-LE3	4036	55	0.465	0.263	0.228	0.198	1050	70-100	73.4	B1-U0-G1
48W16LED4K-T-LE2	4068	55	0.465	0.263	0.228	0.198	1050	70-100	74.0	B1-U0-G1
48W16LED4K-T-LE3W	4068	55	0.465	0.263	0.228	0.198	1050	70-100	74.0	B1-U0-G1
48W16LED4K-T-LE4	4068	55	0.465	0.263	0.228	0.198	1050	70-100	74.0	B1-U0-G1
48W16LED4K-T-LE5	4068	55	0.465	0.263	0.228	0.198	1050	70-100	74.0	B3-U0-G1
55W32LED4K-T-LE2	4602	55	0.465	0.274	0.244	0.220	530	100-150	83.7	B1-U0-G1
55W32LED4K-T-LE3	4602	55	0.465	0.274	0.244	0.220	530	100-150	83.7	B1-U0-G1
55W32LED4K-T-LE3W	4602	55	0.465	0.274	0.244	0.220	530	100-150	83.7	B1-U0-G1
55W32LED4K-T-LE4	4602	55	0.465	0.274	0.244	0.220	530	100-150	83.7	B1-U0-G1
55W32LED4K-T-LE5	4602	55	0.465	0.274	0.244	0.220	530	100-150	83.7	B3-U0-G1
55W48LED4K-T-LE3	4946	55	0.463	0.282	0.255	0.236	350	100-150	89.9	B1-U0-G1
55W48LED4K-T-LE2	4954	55	0.463	0.282	0.255	0.236	350	100-150	90.1	B1-U0-G1
55W48LED4K-T-LE3W	4954	55	0.463	0.282	0.255	0.236	350	100-150	90.1	B1-U0-G1
55W48LED4K-T-LE4	4954	55	0.463	0.282	0.255	0.236	350	100-150	90.1	B1-U0-G1
55W48LED4K-T-LE5	4954	55	0.463	0.282	0.255	0.236	350	100-150	90.1	B3-U0-G1
72W32LED4K-T-LE2	5840	73	0.616	0.356	0.313	0.280	700	100-150	80.0	B1-U0-G1
72W32LED4K-T-LE3W	5840	73	0.616	0.356	0.313	0.280	700	100-150	80.0	B1-U0-G2
72W32LED4K-T-LE4	5840	73	0.616	0.356	0.313	0.280	700	100-150	80.0	B1-U0-G1
72W32LED4K-T-LE5	5840	73	0.616	0.356	0.313	0.280	700	100-150	80.0	B3-U0-G1
72W32LED4K-T-LE3	5844	73	0.616	0.356	0.313	0.280	700	100-150	80.1	B1-U0-G1
70W64LED4K-T-LE2	6624	73	0.609	0.362	0.322	0.292	350	100-150	90.7	B1-U0-G1
70W64LED4K-T-LE3	6624	73	0.609	0.362	0.322	0.292	350	100-150	90.7	B1-U0-G2
70W64LED4K-T-LE3W	6624	73	0.609	0.362	0.322	0.292	350	100-150	90.7	B1-U0-G2
70W64LED4K-T-LE4	6624	73	0.609	0.362	0.322	0.292	350	100-150	90.7	B1-U0-G2
70W64LED4K-T-LE5	6624	73	0.609	0.362	0.322	0.292	350	100-150	90.7	B3-U0-G2
80W48LED4K-T-LE3	6859	81	0.675	0.399	0.353	0.319	530	150-200	84.7	B1-U0-G2
80W48LED4K-T-LE2	6863	81	0.675	0.399	0.353	0.319	530	150-200	84.7	B1-U0-G1
80W48LED4K-T-LE3W	6863	81	0.675	0.399	0.353	0.319	530	150-200	84.7	B1-U0-G2
80W48LED4K-T-LE4	6863	81	0.675	0.399	0.353	0.319	530	150-200	84.7	B1-U0-G2
80W48LED4K-T-LE5	6863	81	0.675	0.399	0.353	0.319	530	150-200	84.7	B3-U0-G2
97W32LED4K-T-LE3	7919	110	0.920	0.533	0.468	0.414	1050	150-200	72.0	B1-U0-G2
97W32LED4K-T-LE2	7920	110	0.920	0.533	0.468	0.414	1050	150-200	72.0	B2-U0-G1
97W32LED4K-T-LE3W	7920	110	0.920	0.533	0.468	0.414	1050	150-200	72.0	B1-U0-G2
97W32LED4K-T-LE4	7920	110	0.920	0.533	0.468	0.414	1050	150-200	72.0	B1-U0-G2
97W32LED4K-T-LE5	7920	110	0.920	0.533	0.468	0.414	1050	150-200	72.0	B3-U0-G2
90W80LED4K-T-LE2	8204	86	0.726	0.429	0.382	0.347	350	150-200	95.4	B2-U0-G1
90W80LED4K-T-LE3	8204	86	0.726	0.429	0.382	0.347	350	150-200	95.4	B1-U0-G2
90W80LED4K-T-LE3W	8204	86	0.726	0.429	0.382	0.347	350	150-200	95.4	B2-U0-G2
90W80LED4K-T-LE4	8204	86	0.726	0.429	0.382	0.347	350	150-200	95.4	B1-U0-G2
90W80LED4K-T-LE5	8204	86	0.726	0.429	0.382	0.347	350	150-200	95.4	B3-U0-G2
108W48LED4K-T-LE2	8715	107	0.896	0.519	0.457	0.407	700	200-250	81.4	B2-U0-G2
108W48LED4K-T-LE3W	8715	107	0.896	0.519	0.457	0.407	700	200-250	81.4	B2-U0-G2
108W48LED4K-T-LE4	8715	107	0.896	0.519	0.457	0.407	700	200-250	81.4	B1-U0-G2

9. L<sub>70</sub> = 100,000 hrs (at ambient temperature = 25°C and forward current = 700 mA)

10. L<sub>70</sub> = 90,000 hrs (at ambient temperature = 25°C and forward current = 1050 mA)

11. System wattage includes the lamp and the LED driver.

12. Equivalence should always be confirmed by a photometric layout.

**Note:** Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.

# METROSCAPE LED POST-TOP URBAN LUMINAIRE

## LED Wattage and Lumen Values - MetroScape Post Top MPTR Luminaire (continued)

LED = Philips Lumileds LUXEON T, CRI = 70, CCT = 4000K (+/- 350K)  
System (LED + driver) rated life = 100,000 hrs<sup>9</sup> / 90,000 hrs<sup>10</sup>

LED Module	Typical delivered lumens	Typical system wattage (W) <sup>11</sup>	Typical System Current (A) @				LED current (mA)	HID <sup>12</sup> equivalent	Luminaire Efficacy Rating (Lm/W)	BUG rating
			120V	208V	240V	277V				
108W48LED4K-T-LE5	8715	107	0.896	0.519	0.457	0.407	700	200-250	81.4	B3-U0-G2
108W48LED4K-T-LE3	8719	107	0.896	0.519	0.457	0.407	700	200-250	81.5	B1-U0-G2
110W64LED4K-T-LE3	9167	105	0.879	0.512	0.449	0.400	530	200-250	87.3	B2-U0-G2
110W64LED4K-T-LE2	9169	105	0.879	0.512	0.449	0.400	530	200-250	87.3	B2-U0-G2
110W64LED4K-T-LE3W	9169	105	0.879	0.512	0.449	0.400	530	200-250	87.3	B2-U0-G2
110W64LED4K-T-LE4	9169	105	0.879	0.512	0.449	0.400	530	200-250	87.3	B2-U0-G2
110W64LED4K-T-LE5	9169	105	0.879	0.512	0.449	0.400	530	200-250	87.3	B3-U0-G2
135W80LED4K-T-LE2	11313	132	1.105	0.639	0.561	0.498	530	250-320	85.7	B2-U0-G2
135W80LED4K-T-LE3	11362	132	1.105	0.639	0.561	0.498	530	250-320	86.1	B2-U0-G2
135W80LED4K-T-LE4	11362	132	1.105	0.639	0.561	0.498	530	250-320	86.1	B2-U0-G2
135W80LED4K-T-LE3W	11769	132	1.105	0.639	0.561	0.498	530	250-320	89.2	B2-U0-G2
140W48LED4K-T-LE3	11803	162	1.355	0.772	0.672	0.589	1050	250-320	72.9	B2-U0-G2
140W48LED4K-T-LE2	11806	162	1.355	0.772	0.672	0.589	1050	250-320	72.9	B2-U0-G2
140W48LED4K-T-LE3W	11806	162	1.355	0.772	0.672	0.589	1050	250-320	72.9	B2-U0-G2
140W48LED4K-T-LE4	11806	162	1.355	0.772	0.672	0.589	1050	250-320	72.9	B2-U0-G2
140W48LED4K-T-LE5	11806	162	1.355	0.772	0.672	0.589	1050	250-320	72.9	B4-U0-G2
135W80LED4K-T-LE5	11817	132	1.105	0.639	0.561	0.498	530	250-320	89.5	B4-U0-G2

9. L<sub>70</sub> = 100,000 hrs (at ambient temperature = 25°C and forward current = 700 mA)

10. L<sub>70</sub> = 90,000 hrs (at ambient temperature = 25°C and forward current = 1050 mA)

11. System wattage includes the lamp and the LED driver.

12. Equivalence should always be confirmed by a photometric layout.

**Note:** Due to rapid and continuous advances in LED technology, LED luminaire data is subject to change without notice and at the discretion of Philips.



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[www.philips.com/luminaires](http://www.philips.com/luminaires)

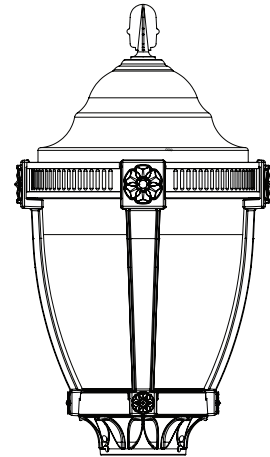
MetroScape MPTR Spec 06/14 page 7 of 7

Philips Lighting  
North America Corporation  
200 Franklin Square Drive  
Somerset, NJ 08873  
Phone: 855-486-2216

Imported by: Philips Lighting,  
a division of Philips Electronics Ltd.  
281 Hillmount Rd,  
Markham, ON Canada L6C 2S3  
Tel. 800-668-9008

# Traditional design, performance, and value combined.

## CityPost LED POST TOP LUMINAIRE



### PHILIPS HADCO, CITYPOST LED POST TOP LUMINAIRE, TX1

An optimal balance of standard features and accessories results in a competitively positioned luminaire to address a variety of outdoor lighting projects, efficiently illuminating streets, parks, cities, campuses and city centers. Powered by the Philips LEDgene platform, CityPost can considerably reduce operating and maintenance costs while offering superior photometric performance. This IP66 lighting solution delivers a soft and diffused light at night which will contribute to the beautification of its surroundings with a decorative and traditional look and feel during the day.

Project: \_\_\_\_\_  
 Location: \_\_\_\_\_  
 Catalog No: \_\_\_\_\_  
 Fixture Type: \_\_\_\_\_  
 Mfg: \_\_\_\_\_ Qty: \_\_\_\_\_  
 Notes: \_\_\_\_\_

### Ordering guide

example: TX1 32 BHLPA1A2ENA3N

Series	LED	Globe	Fitter/Pod	Roof	Cage/ Band	Finial	Fasteners	Finish	Optics	Photo Control	Color Temp.	Voltage	Drive Current	Dimming Control
TX1				L										
	32 32 LEDs 48 48 LEDs 64 64 LEDs 80 <sup>1</sup> 80 LEDs		H Round Contemporary J Tapered Fluted w/Round stepped fitter L Round fluted long S <sup>2</sup> Traditional		P Ribbed Q Smooth		1 <sup>3</sup> Hex Head 2 Allen Head		2 Type II 3 Type III 4 Type IV 5 Type V		N 4000K C <sup>4</sup> 5700K		3 350 5 <sup>4</sup> 530	
TX1		B Opal C Clear D Vertical Rib		L Traditional		A A Finial B B Finial C C Finial D D Finial E E Finial F F Finial G G Finial H H Finial N None		A Black B White G Verde H Bronze J Green		E <sup>3</sup> 120 VAC Button Eye H <sup>3</sup> 208/240/277 VAC Button Eye K <sup>3</sup> 347V Button Eye R <sup>3</sup> Twist-lock Receptacle N None		A 120-277 VAC B <sup>5</sup> 347-480 VAC		N None A 4 Hrs, 25% reduction B 4 Hrs, 50% reduction C 4 Hrs, 75% reduction D 6 Hrs, 25% reduction E 6 Hrs, 50% reduction F 6 Hrs, 75% reduction G 8 Hrs, 25% reduction H 8 Hrs, 50% reduction J 8 Hrs, 75% reduction Z Custom Dimming Schedule

1. 80 LED configuration available with 350 mA only.  
 2. Photo control options not available with 'S' pod.  
 3. Not available with Traditional 'S' pod.

4. Consult factory, Cool White option increases lead times.  
 5. No dimming options available with 347-480 VAC.  
 6. Not available with 80 LED array.



## Specifications

### Applications

**The TX1 is the perfect LED solution for decorative street lighting. Other application locations include:** residential streets, city streets, campuses and parking lots. The performance, energy savings, and uniformity of this luminaire make it an ideal post top LED solution.

### Optional Pods

**H:** Round contemporary fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Optional internal twist-lock photo eye receptacle or optional internal button eye photocell. Easy access to photocell through tool-less door on pod. Heavy cast aluminum post fitter utilizes three 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Pod height is 10" and width is 10". Finish is polyester thermoset powdercoat.

**J:** Tapered fluted fitter with round stepped fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Accepts standard HADCO Twistlock ballast assemblies up to 250W HPS or 250W MH. Optional internal twist-lock photo eye receptacle. Tool-less access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes six 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe. Pod height is 14" and width is 10". Finish is polyester thermoset powdercoat.

**L:** Round fluted long fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum with a side-hinged door providing entry into the fitter assembly for easy access to the electrical components. Optional internal twist-lock photo eye receptacle or button eye photocell. Tool-less access to photo eye through the door on the pod. Heavy cast aluminum post fitter utilizes three 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Pod height is 12-1/2" and width is 10-3/4". Finish is polyester thermoset powdercoat.

**S:** Short fitter is constructed of 356 HM High-Strength, Low-Copper cast aluminum. Heavy cast aluminum post fitter utilizes six 5/16-18 black cadmium stainless steel set screws (Hex head or Allen head as specified) for mounting to 3" O.D. post tenon. Globe is attached using four 5/16-18 black cadmium stainless steel fasteners (Hex head). Pod height is 2 15/16 and width is 9 1/4". Finish is polyester thermoset powdercoat.

### Roof

**L:** Roof is 0.06" thick spun aluminum. 9 3/8" height and 15 1/4" width. The roof is secured to the cage with 4 8-32 screws. Finish is polyester thermoset powdercoat. Roof is easily removable to access LED engine and driver.

### Cage

**P:** Cage is constructed 356 HM high strength aluminum alloy. Cage has 4 legs each with square decorative flower block. Ribbed rectangular band around top of cage. Height of cage is 18 1/2" and width of cage is 18 1/2". Finish is polyester thermoset powdercoat.

**Q:** Cage is constructed 356 HM high strength aluminum alloy. Cage has 4 legs each with square decorative flower block. Solid rectangular band around top of cage. Height of cage is 18 1/2" and width of cage is 18 1/2". Finish is polyester thermoset powdercoat.

### Finials

All finials are cast aluminum mounted with 1/4-20 stainless steel threaded studs. Standard finial finish will match fixture finish as specified. Finish is thermoset powdercoat.

### Fasteners

Used to secure post fitter to post tenon and globe to globe holder.

- 1: Hex Head Bolts: Black cadmium stainless steel.
- 2: Allen Head Bolts: Black cadmium stainless steel.

### Globe

Vertical Rib globe is constructed of clear injection-molded vertically ribbed U.V.stabilized acrylic. The bottom section of the globe has a neck opening of 7 3/8" and an outside neck diameter of 8". Globe (less roof) has a 15 1/2" height and a 15" width.

Frosted Globe is made from a 50/50 mix of acrylic and UV Stabilized acrylic and polymethyl methacrylate. 14 3/4 Diameter

Clear Globe is made from a UV Stabilized acrylic. 14 3/4 Diameter

### LED Specifications

Refer to IES files for energy consumption and delivered lumens for each option. Based on in-situ thermal testing and data from Philips Lumileds and Philips Advance, fixture run at 350mA can be expected to reach 100,000 hours (at >L70 lumen maintenance @ 25°C). Fixtures run at 530mA can be expected to reach 70,000 hours (at >L70 lumen maintenance @ 25°C). The Philips LEDGENE uses Philips Lumileds LEDs. Color temperatures available are ANSI Bins 4000K and 5700K CCT. Four distributions are available including Type 2, 3, 4 and 5

### Electronic Driver

The driver included in the TX1 is the Philips Advance XITANIUM LED driver and is available in a 350mA & 530mA drive current. Standard driver offers 0-10V dimming capability and universal voltage input from 120-277VAC or 347-480VAC. Input frequency is 50-60Hz and all XITANIUM drivers are RoHS compliant. The driver has <3kV surge suppression built in, and the 10kV/10kA is included in an additional surge protector. Programmable dimming 0-10V is optional.

### Finish

Thermoset polyester powdercoat is electrostatically applied after a five-stage conversion cleaning process and bonded by heat fusion thermosetting. Laboratory tested for superior weatherability and fade resistance in accordance with ASTM B117 specifications. For larger projects where a custom color is required, contact the factory for more information.

### IP Rating

The LED driver is IP66 rated. IP66: Dust-tight and sealed against direct jets of water.

### Certifications

cETL listed to Canadian safety standards for wet locations. Manufactured to ISO 9001:2008 Standards. UL8750 and UL1598 compliant. Vibration tested to ANSI C136.31 for Normal Applications. ETL listed to U.S. safety standards for wet locations. cETL listed to Canadian safety standards for wet locations. Luminaire photometric testing performed in accordance with IESNA LM-79 guidelines. Photometric .ies files that include "LM79" in the file name are verified by an independent NVLAP accredited lab. LEDs tested by an ISO 17025-2005 accredited lab in accordance with IESNA LM-80 guidelines in compliance with EPA ENERGY STAR, extrapolations in accordance with IESNA TM-21. RoHS compliant LEDs and LED drivers.

### Warranty

5 year extended warranty

### Awards and Recognitions

Buy American and ARRA Compliant - commercially available off-the-shelf (COTS) product proudly designed and Made in the U.S.A.

### Options

Optional integral surge suppression device tested in accordance with ANSI/IEEE C62.45 per ANSI/IEEE C62.41.2 Scenario I Category C High Exposure 10kV/10kA waveforms for Line-Ground, Line-Neutral and Neutral-Ground. Enclosure for surge suppression device is constructed of high temperature, flameproof material with an 85°C maximum surface temperature rating. The device consists of a thermally protected transient overvoltage circuit and is designed for use with universal voltage ballasts and drivers.

### Max EPA

1.70 sq. ft.

### Max Weight

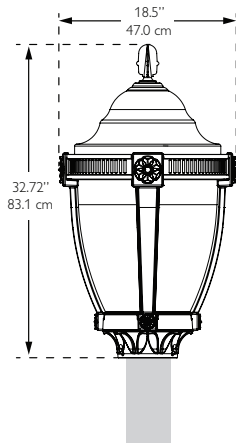
1.70 sq. ft.

### IESNA Classifications:

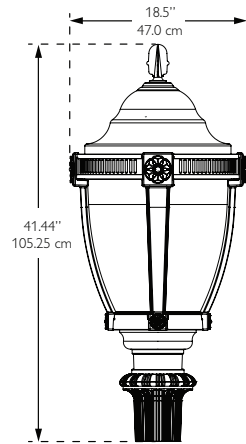
See .ies files. Deprecated: Refer to BUG Ratings.

## Dimensions

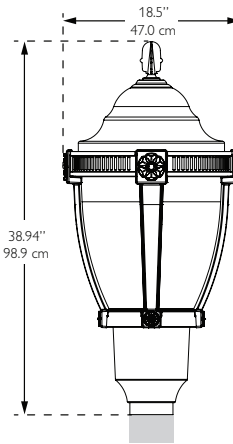
Traditional (S)



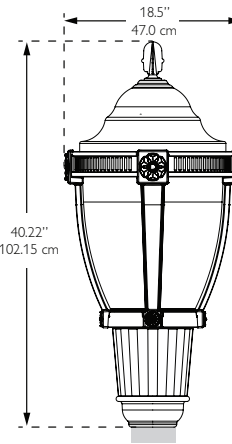
Tapered Fluted with Round Stepped Fitter (J)



Round Contemporary (H)



Round Fluted Long (L)



## TX1 Performance Data - Clear Globe

# of LEDs	Optic	Color Temp.	Driver	Wattage	Delivered Lumens	Efficacy	BUG Rating
32	Type 3	4000K	350mA	35	2413	68	B1-U2-G1
48	Type 3	4000K	350mA	54	3634	68	B1-U2-G1
64	Type 3	4000K	350mA	69	4646	67	B1-U2-G1
80	Type 3	4000K	350mA	86	5787	67	B1-U2-G1
32	Type 3	4000K	530mA	52	3399	66	B1-U2-G1
48	Type 3	4000K	530mA	79	5118	65	B1-U2-G1
64	Type 3	4000K	530mA	101	6544	65	B2-U3-G2

# of LEDs	Optic	Color Temp.	Driver	Wattage	Delivered Lumens	Efficacy	BUG Rating
32	Type 5	4000K	350mA	35	2463	70	B2-U2-G1
48	Type 5	4000K	350mA	55	3719	68	B2-U2-G1
64	Type 5	4000K	350mA	69	4759	69	B3-U2-G1
80	Type 5	4000K	350mA	86	5908	69	B3-U2-G1
32	Type 5	4000K	530mA	52	3470	67	B2-U2-G1
48	Type 5	4000K	530mA	78	5242	67	B3-U2-G1
64	Type 5	4000K	530mA	101	6706	66	B3-U2-G1

## TX1 Performance Data - Opal Globe

# of LEDs	Optic	Color Temp.	Driver	Wattage	Delivered Lumens	Efficacy	BUG Rating
32	Type 3	4000K	350mA	36	2194	62	B1-U3-G1
48	Type 3	4000K	350mA	54	3376	63	B1-U3-G2
64	Type 3	4000K	350mA	69	4323	63	B1-U3-G2
80	Type 3	4000K	350mA	86	5348	62	B2-U3-G3
32	Type 3	4000K	530mA	126	8320	66	B3-U2-G2
48	Type 3	4000K	530mA	79	4756	61	B1-U3-G2
64	Type 3	4000K	530mA	102	6089	60	B2-U3-G3

# of LEDs	Optic	Color Temp.	Driver	Wattage	Delivered Lumens	Efficacy	BUG Rating
32	Type 5	4000K	350mA	35	2282	65	B1-U3-G2
48	Type 5	4000K	350mA	54	3446	64	B2-U3-G2
64	Type 5	4000K	350mA	69	4410	64	B2-U3-G2
80	Type 5	4000K	350mA	86	5474	64	B2-U3-G3
32	Type 5	4000K	530mA	52	3215	62	B2-U3-G2
48	Type 5	4000K	530mA	79	4857	62	B2-U3-G2
64	Type 5	4000K	530mA	101	6214	61	B3-U3-G3

## TX1 Performance Data - Vertical Ribbed Globe

# of LEDs	Optic	Color Temp.	Driver	Wattage	Delivered Lumens	Efficacy	BUG Rating
32	Type 3	4000K	350mA	35	2442	69	B1-U2-G1
48	Type 3	4000K	350mA	54	3687	69	B1-U2-G1
64	Type 3	4000K	350mA	69	4718	68	B1-U2-G1
80	Type 3	4000K	350mA	86	5856	68	B2-U2-G1
32	Type 3	4000K	530mA	52	3440	66	B1-U2-G1
48	Type 3	4000K	530mA	79	5196	66	B1-U2-G1
64	Type 3	4000K	530mA	102	6648	65	B2-U3-G2

# of LEDs	Optic	Color Temp.	Driver	Wattage	Delivered Lumens	Efficacy	BUG Rating
32	Type 5	4000K	350mA	35	2463	70	B2-U2-G1
48	Type 5	4000K	350mA	53	3719	70	B2-U2-G1
64	Type 5	4000K	350mA	69	4759	69	B3-U2-G1
80	Type 5	4000K	350mA	86	5907	69	B3-U2-G1
32	Type 5	4000K	530mA	52	3469	67	B2-U2-G1
48	Type 5	4000K	530mA	78	5241	67	B3-U2-G1
64	Type 5	4000K	530mA	101	6705	66	B3-U2-G1

Note: Data shown for Type 3 and Type 5 distributions only. Refer to IES file charts for complete wattage and lumen output information for each option.



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**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Parking Meters**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description	Type
Parking Analysis	Backup Material
Parking Recommendations	Backup Material
AIT 2013-03-21	Backup Material
AIT 2013-05-01 summary	Backup Material
Res. dedicated budet line	Resolution

# Beacon Center City Parking Analysis



*Prepared by the Dutchess County Department of Planning and Development  
With assistance from the City of Beacon  
November 2014*

*Urban problems often become widely recognized only after solutions become available, and now that performance parking prices are available it is easier to recognize all the problems caused by requiring too much parking. Minimum parking requirements maximize the likelihood that everyone will own a car and drive wherever they go. They do provide the free parking we want, but we give up a lot to get it. As Little Richard once sang, "He got what he wanted, but he lost what he had."*

- Shoup, Donald, The High Cost of Free Parking. American Planning Association Planner's Press, page 705

## Introduction

With the aim of measuring and managing current and projected parking impacts, Beacon City leaders requested that the Dutchess County Department of Planning and Development (“the Planning Department”) lead a Center City Parking Analysis. The Planning Department, which hosts the Poughkeepsie-Dutchess County Transportation Council (PDCTC), has completed numerous transportation and land use analyses for local municipalities. We applaud Beacon’s efforts to proactively address parking concerns and we hope that this Analysis enhances Beacon’s progress as a thriving, diverse, healthy, and multi-modal community.

Several factors propel development in Beacon. The City is served by major highways and a rail station which conveniently connects to New York City and cities throughout the Northeast and beyond. The Hudson River, Fishkill Creek and Hudson Highlands are close at hand. Main Street contains a variety of public and private uses, including government, residential, non-profit, varied services, galleries, offices, restaurants, grocers and entertainment venues. Beacon’s reputation as a desirable place to live, work and play has grown and dovetails with strong demographic and cultural trends favoring mixed-use, vibrant communities that are walkable, bikeable and provide transportation options beyond the single occupancy vehicle. The opening of DIA: Beacon in 2003 helped establish Beacon as “up and coming.” Subsequent projects along Main Street, the waterfront, and the Fishkill Creek have further set the stage for the significant activity currently underway. While it is true that no new buildings have been constructed on Main Street in several decades, many existing structures were rehabilitated in the last ten years. The pace of activity has quickened, particularly in

the West and East Ends. The Roundhouse at Beacon, a very significant East End project, is nearing completion.

## Land Use Decisions & Parking Policy

Key City policy directives reflect broad support for center city development. The City’s 2007 Comprehensive Plan promotes infill on vacant parcels and parking lots and establishment of a string of activity nodes/public greens along Main Street (p. 12). Main Street is forwarded as *“the most important civic space... and the City expects to benefit from (increased development) through the physical revitalization of the area, economic revitalization of local businesses where new residents will shop, and increased property tax revenues”* (p. 56). In 2013, the City Council rezoned a large portion of downtown into the Central Main Street (CMS) District. The CMS encourages infill development by raising development potential and lowering parking requirements. The Planning Department supports new development on Beacon’s Main Street and Linkage Districts as a matter of policy.

Land use decisions by the City Council, Zoning Board of Appeals and Planning Board typically accommodate reasonable requests to reduce parking provisions for specific projects below required minimums. Residents, business owners and elected representatives, however, recognize that vehicle parking can be a “limiting factor” to Beacon’s continued revitalization. High parking demand is likely a sign of success, but the costs that it imposes cannot be ignored. Excessive parking provision will undercut Beacon’s potential by keeping buildings widely spaced apart, rendering walking and bicycling unpleasant and unsafe. Greenway Connections states that: “Centers work best when they are close-knit and compact in form, supporting central utilities and having a mixture of uses

within a five to ten minute walk of surrounding residential areas.” (p. 24) Parking facilities generate environmental costs, such as air, noise and water pollution and heat island effects. Despite the high cost to build and maintain, parking in Beacon is free to users; on-street and off-street parking is not charged and time restrictions are not enforced. When parking is provided for free, economically rational consumers use it at a high rate and are less inclined to choose alternative means of transportation. Parking demand is greater in some portions of center city and at certain time periods. Concern about the impact of anticipated development is high, given these projects will increase parking demand. This Analysis quantifies utilization of existing parking resources and seeks to project and plan for growing demand.

### **Analysis Methodology**

The Planning Department and the City jointly developed a methodology that sought to answer the following key questions:

- What is the available supply of downtown parking spaces on city streets and in private and municipal parking lots?
- What are the parking utilization rates at different days and time periods? When and where do they exceed the optimal rate?
- How much will parking demand increase over the next 10 years and how can this increase be effectively accommodated?

The Study Area includes the area within one block of Main Street from Route 9D to just east of the Fishkill Creek. It is one mile long and 0.14 mile across at its widest point (see Overview Map on page 3). A quarter-mile buffer shown on

this map demonstrates the large area of the City that lies within a short walk of Main Street.

Using in-house digital resources and Google Maps, Planning Department staff determined the parking capacity of street segments/parking lots and developed forms and maps which City staff used to record parking counts. Data was then entered into the County’s Geographic Information System (GIS), where utilization rates were generated and displayed.

Department staff reviewed key documents including the Zoning Code, Comprehensive Plan, and prior parking studies. Parking regulations within the City Code were mapped. The City Building Inspector provided data about recently approved and anticipated downtown development projects from which staff projected anticipated parking demand increase. Lastly, the Planning Department developed strategy recommendations to address current and future parking needs.

### **Previous Studies**

In 2007 Frederick Clark Associates completed a *Traffic and Parking Study: Zoning Changes Transportation Study for the Proposed Comprehensive Plan*. The Study identified 250 private lot spaces, 346 municipal lot spaces and 260 on-street spaces along Main Street-facing blocks. A parking count determined that “for each block face along Main Street, the total current parking demand was substantially lower than available parking.” (p. 14). For the entire corridor, observed weekday parking utilization was 61% on-street, 51% within municipal lots and 45% within private lots. The East End, however, revealed a “generally high demand for day, evening and overnight parking with little or no available off-street parking areas.” (p. 14) The Frederick Clark study recommended that

developments along Main Street and other areas should include adequate off-street parking spaces within each development site and that additional municipal/private parking lots and garages should be constructed “within reasonable walking distance of Main Street and each of the developments around Main Street.” (p. 1) The City was encouraged to pursue public/private shared parking arrangements for specified existing off-street lots.

In 2008, BFJ Planning completed the *Beacon Transportation Linkages Program Final Report*. This study did not include parking counts but recommended expanded use of shared parking, off-site parking, structured parking facilities and reduced parking requirements in areas well served by transit. (p. 38) The Study also made recommendations for parking signage which have been implemented to some degree. (p. 58)

### **Parking Regulations and Enforcement**

Beacon’s City Code restricts parking on several downtown streets. During weekdays, parking on Main Street is limited to two hours between 9 AM to 5 PM and along Dewindt, Henry



and Van Nydeck Streets is restricted to two hours between 7 AM to 5 PM. Other than site specific limitations bounding fire hydrants, loading zones and stop signs, parking on side streets is unrestricted. A few side streets prohibit parking at any time. Field observations by Department staff indicate that most street segments are adequately signed. Parking at municipal lots is limited to 24 hours. Parking at private lots is

typically limited to on-site business patrons, but it is not known if or where these rules are enforced or towing occurs. Some private lots, such as at Key Foods, seem to function almost as public lots. Only one private lot is gated.

The City does not enforce parking restrictions but plans to hire enforcement personnel to do so in the near future. Department staff observed low turnover at parking stalls, indicating that lack of enforcement might be impacting functional parking capacity.

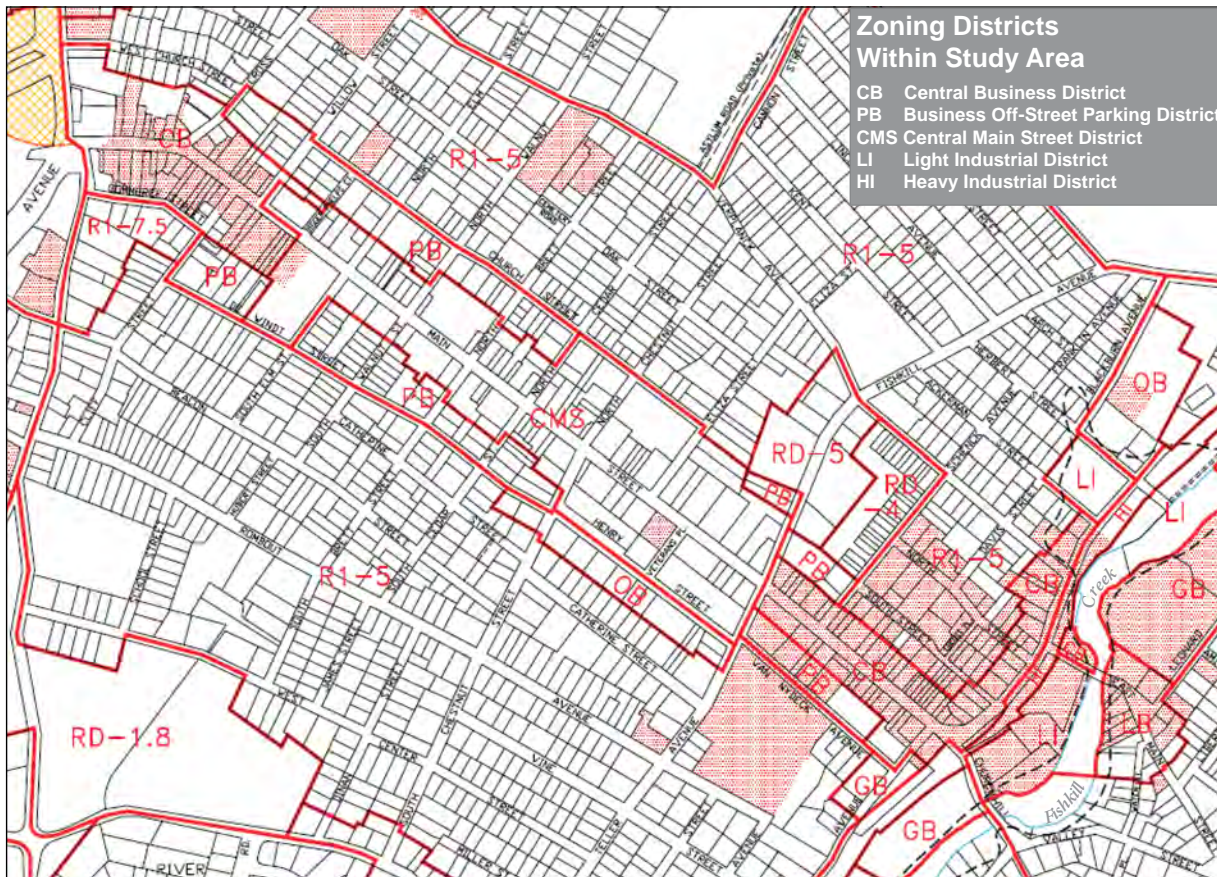
### Parking requirements in Zoning Code

Zoning regulations have an important impact upon the amount and type of parking provided in new construction. The Zoning map to the right shows that most of the center city lies within the Central Main Street (CMS) or Central Business (CB) Districts with



lesser amounts in the Business Off-Street Parking (PB), Residential (R1-5) and Light Industry (LI) Districts.

Within the PB and CB Districts, minimum parking requirements can be waived or reduced by the Zoning



consider the findings of a professional parking study for the proposed use and surrounding area to justify the provision of fewer than required parking spaces. For lots of 8,000 square feet or less, where on-site parking is not feasible, the Board may waive all parking requirements, provided that the total floor area of the building is no greater than 5,000 square feet.

The ZBA and Planning Board have provided numerous parking variances and waivers for center city projects. This may reflect a pro-development viewpoint, but also may indicate that parking requirements in the Zoning Code are too high and ill-suited to the development market and/or downtown’s fabric. Parking requirements vary by Zoning District and those in the CB and PB Districts

Board of Appeals. CMS District regulations allow for a parking modification by the Planning Board if the applicant demonstrates that adequate shared off-street parking is available to meet “foreseeable demand.” The alternative shared parking must be within 500 feet of the site and within the CMS or PB Districts. Modest reductions can be justified by providing on-site bicycle parking. Developers may also dedicate land to the City for public parking use. Such dedications can occur either on-site or via purchase/long-term lease of property within 800 feet of the site and within the CMS or PB Districts. The Planning Board may also

resemble suburban standards. Projects in the CB District, for example, must provide one parking space for each 200 sf of floor area for “Retail or service businesses” and “Offices for professional or business” uses. Minimum requirements in the CMS are a better fit with Beacon’s downtown fabric. In the CMS District, “Office and nonretail commercial” uses must provide 1 space per 400 sf floor area while “Retail Commercial and Personal Services” must provide 1 space per 333 sf. The PB Zone appears to, at least indirectly, encourage conversion of homes, businesses and vacant parcels to principal use parking lots. The Fishkill Creek Development District,

south of the Study Area contains minimum and maximum parking requirements. The City might consider application of maximum standards in center city Districts.

### Current Conditions

This Analysis quantifies parking supply and demand. Department staff derived capacity figures through a review of aerial photography. Where streets and lots are striped, capacity figures are verifiable. Several lots and side streets, however, are not striped and in these cases, staff generated approximate capacity figures in consideration of parking lot area and geometry, street length, curb cuts and other obstructions. On-site observations helped to verify relative accuracy of these estimates.

The industry-standard 85% utilization (15% vacancy) rate is

#### Center City Parking Capacity

Type	# Spaces
on-street (Main Street)	326
on-street (other than Main Street)	778
<b>on-street TOTAL =</b>	<b>1,104</b>
Private lots	316
Municipal lots*	478
<b>parking lot TOTAL =</b>	<b>794</b>
<b>Study Area TOTAL=</b>	<b>1,898</b>

\*Includes lots owned/operated by the City of Beacon, Dutchess County

the benchmark for this Analysis. 85% occupancy is defined as “optimal” because enough vacant spaces remain to accommodate newly arriving vehicles looking for a space, which facilitates ingress and egress and minimizes the amount of wasteful “cruising.” 85% utilization indicates that the supply of parking is being efficiently maximized. Note: the reader should bear in mind that the varying capacity of lots and blocks results in a different absolute number of vacant

spaces for a given utilization rate. The examples below illustrate this point:

#### Block #1 example

$$85\% \text{ utilization rate} = \frac{17 \text{ parked cars}}{20 \text{ space capacity}} = 3 \text{ vacant spaces}$$

#### Block #2 example

$$85\% \text{ utilization rate} = \frac{51 \text{ parked cars}}{60 \text{ space capacity}} = 9 \text{ vacant spaces}$$

### Parking count results

City staff and volunteers recorded point-in-time parking counts in the morning (9-11 AM), afternoon (1-3 PM) and evening (5-7 PM) on Tuesday August 5th, Thursday August 14th and Saturday September 6th. For reporting purposes, the two weekday counts for each time period have been averaged into one figure. It is important to acknowledge that the counts are representative. The City may wish to conduct additional counts to refine precision or to capture data from other time periods, such as later in the evening.

Analysis of count data indicates that, outside of specific street segments or lots at specific time periods, utilization rates generally do not exceed the 85% optimal rate. This demonstrates that, generally speaking, capacity is sufficient to meet demand. Utilization is generally low along streets perpendicular and parallel to Main Street and on several private lots. The fairly low number of instances where counts exceeded the 85% optimal utilization rate is reflected in the low values for the entire Study Area in the table at the top of the next page.

The East End and West End contained most of the counts exceeding 85% utilization. In the East End (the area east of Fishkill Avenue), the highest number of these occurred on Saturday evening. In the West end (the area west of Elm

**Utilization Rates for entire Study Area**

Time Period of count	In Parking Lots	On-street
Weekday morning	53%	38%
Weekday afternoon	59%	47%
Weekday evening	31%	40%
Saturday morning	43%	43%
Saturday afternoon	43%	44%
Saturday evening	38%	40%

that there is underutilized capacity on streets and lots around high utilization clusters on the East and West Ends. Most side streets, portions of Main Street, and numerous lots remained well below the 85% rate. On Saturday evening, the East End’s highest utilization period, 273 cars were counted on- and off-street, yet the sub-area contains approximately 455 total available spaces. During the weekday afternoon, the West End’s highest utilization period, 270 cars were counted where the area contains approximately 491 spaces.

**Utilization – projected future condition**

Indications from the parking counts completed for this project echo those from the 2007 Frederick Clark Associates study; current center city parking supply is adequate to meet demand. Anticipated development projects, however, will significantly increase demand. The City Building Inspector provided a list of downtown projects that have obtained or are seeking

Street) the time period with the most such counts was during the weekday afternoon. The parking counts also indicate

approvals/permits. Some projects are less certain to be developed than others, but herein we assume it is likely that the subject parcels will be developed in some fashion. In the list of “Anticipated Center City Projects with Parking”, the column “# Spaces Required” indicates the minimum number of parking spaces required per the use proposed and Zoning District designation. The column “# Spaces to be Provided (est.)” indicates how many on-site spaces are proposed (or assumed) to be built. As described above, the Planning and Zoning Boards can authorize less on-site parking than is required. The “Shortfall” column = (“# Spaces Required” minus “# Spaces to be Provided”). The Analysis utilizes this shortfall as an indication of potential development induced parking demand that is not provided on-site and thus must be absorbed on streets and lots.

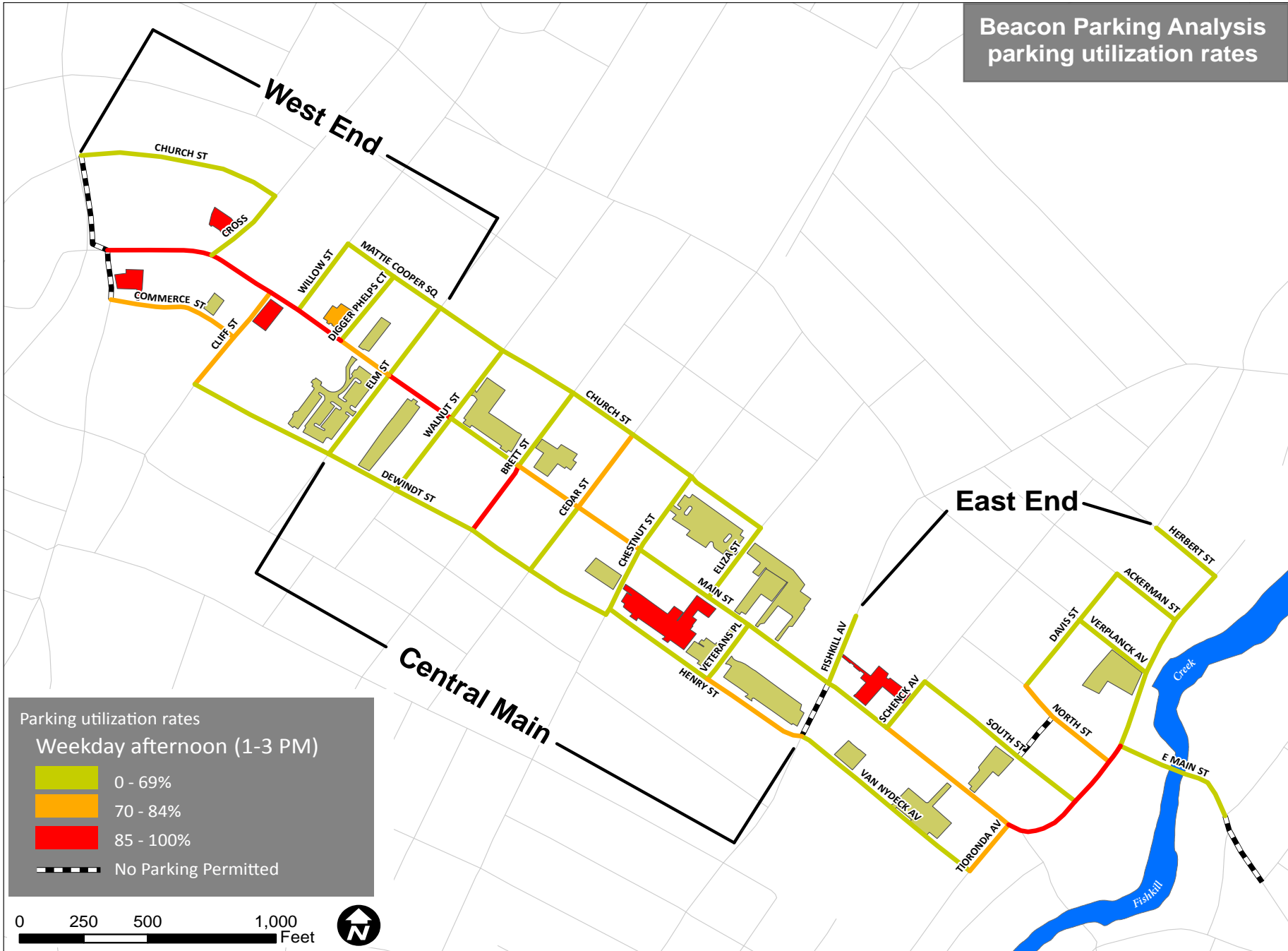
**Anticipated Center City projects with parking**

Sub-area	Address	Project Type	# Spaces Required	# Spaces to be Provided (est.)	Shortfall
West End	151 Main St.	Long View Hotel	15	--	(15)
West End	Main & Cross St.	Commercial/residential	8	8	
Central	378 Main St.	Office space 3rd floor	14	--	(14)
Central	344 Main St.	Commercial/residential	8	8	--
Central	395 Main St.	Apartments/restaurant	20	--	(20)
East End	416 Main St.	Triplex dinner theater	36	6	(30)
East End	426 Main St.	Mt. Beacon Hotel	30	20	(10)
East End	425 Main St.	Commercial	30	--	(30)
East End	445 Main St.	Theater	125	--	(125)
East End	1 East Main St.	Brewery/restaurant	80	8	(72)
East End	448 Main St.	Apartments	6	6	--
East End	536 Main St.	Commercial/residential	8	5	(3)
		<b>Total West End</b>	<b>54</b>	<b>15</b>	<b>(39)</b>
		<b>Total East End</b>	<b>357</b>	<b>53</b>	<b>(304)</b>
		<b>TOTAL Downtown</b>	<b>411</b>	<b>68</b>	<b>(343)</b>

**Beacon Parking Analysis**  
parking utilization rates



**Beacon Parking Analysis**  
parking utilization rates



**Beacon Parking Analysis**  
parking utilization rates



**Beacon Parking Analysis**  
parking utilization rates



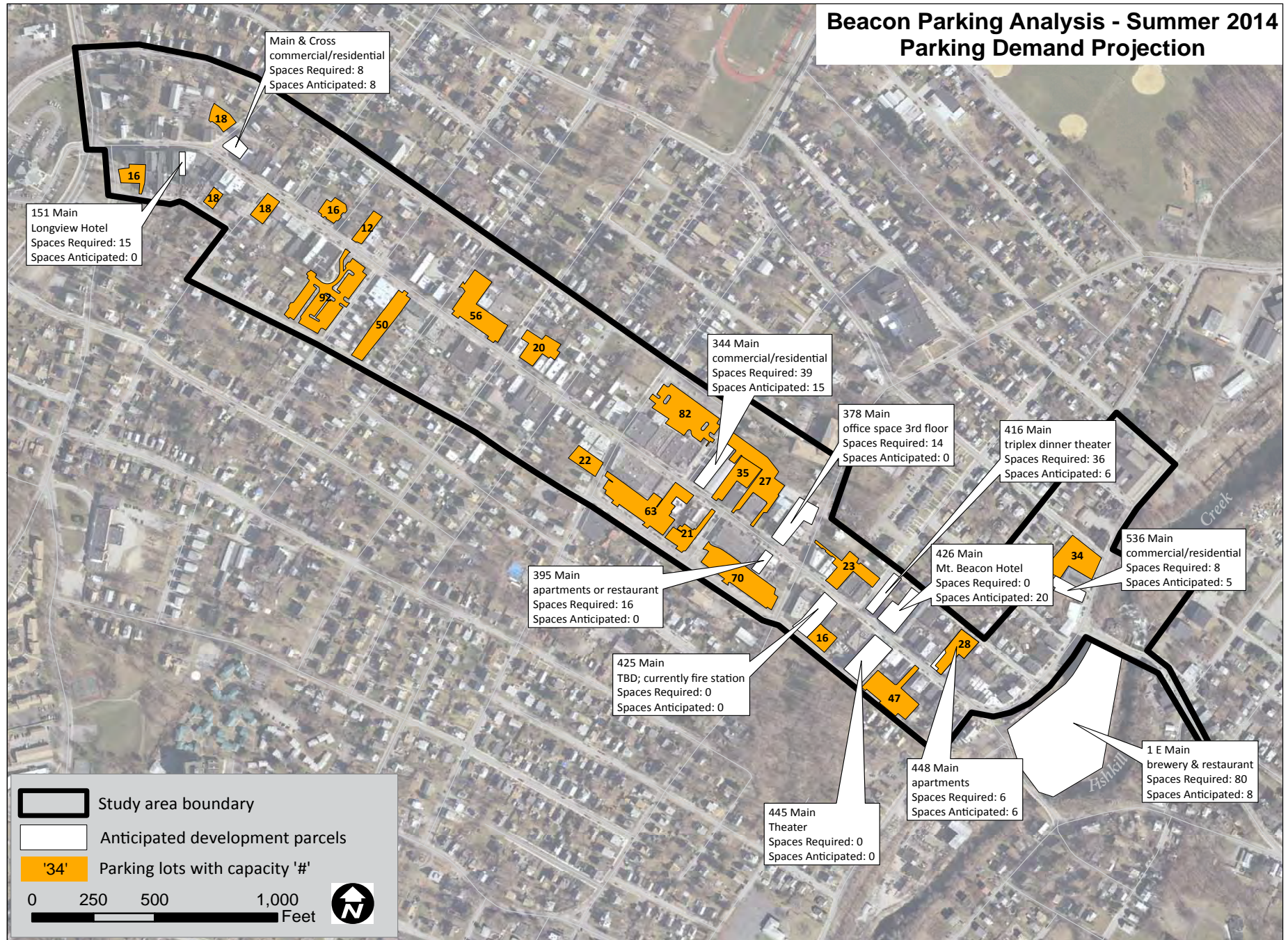
**Beacon Parking Analysis**  
parking utilization rates



**Beacon Parking Analysis**  
parking utilization rates



# Beacon Parking Analysis - Summer 2014 Parking Demand Projection



The potential increase in parking demand represented by anticipated projects is large and, in the East End, dramatic. On an existing base of 455 total existing spaces, the projects above would increase demand in the East End by 304 spaces or 75%. The increase in the West End would be more modest at an increase of 39 spaces on a base of 491 for an increase of 8%. The projected increase indicates that, within certain sections of downtown, anticipated development will result in large increases of greater than 85% utilization. The challenge facing City government and stakeholders, is to accommodate this rising demand without degrading the downtown environment and curtailing continued revitalization. In order to achieve this balance, two main goals must be sought 1) efficiently utilize capacity and 2) manage demand.



### **Recommended Strategies**

High parking utilization is an unavoidable effect of revitalization within a compact urban environment. Given that parking demand is projected to increase significantly

in the near future, the Planning Department recommends consideration of several strategies to utilize capacity more efficiently and to manage demand. Implementation involves changes to policy, parking infrastructure and modes of transport and emphasizes flexibility in response to changing conditions. Development of prime properties to their best use is an important goal and, with few exceptions, parking lots do not meet that standard. This Analysis provides a baseline of actual parking conditions. As strategies are implemented amid ever changing conditions, we recommend that the City regularly gather data to gauge strategy impacts.

### **Recommendation #1: Increase shared use of parking lots**

Parking lots typically experience parking associated with office and retail uses during the morning and afternoon periods. Residential, restaurant and entertainment uses account for a greater share of demand in the evening. City-owned lots allow parking for 24 hours and, therefore, accommodate demand generated by many types of uses. The Towne Crier entertainment venue is adjacent to a large municipal lot which experiences high utilization during the morning and afternoon, but typically low utilization in the evening. During its evening and weekend events, Towne Crier employees and guests park in this lot. A different lot, at the corner of Verplanck and East Main contains cross-access easements that permit parking by the public and for private use associated with an adjacent apartment building.

Shared parking at private lots should particularly be encouraged and incentivized. Parking counts indicate that several private lots are poorly utilized at one or all time periods. Two adjacent private lots with high capacity but very low utilization rates all day are located on the northeast

corner of Main and Eliza Street. These lots are close-by the high utilization East End and, if they could be opened up for broader use, available capacity in that area would be significantly increased. Shared parking arrangements typically generate revenue for the property owner. The City could provide incentives for private owners to open up lots for public use by placing parking stations in them and splitting the resulting revenue.



### **Recommendation #2: Develop additional capacity along the Van Nydeck Street corridor**

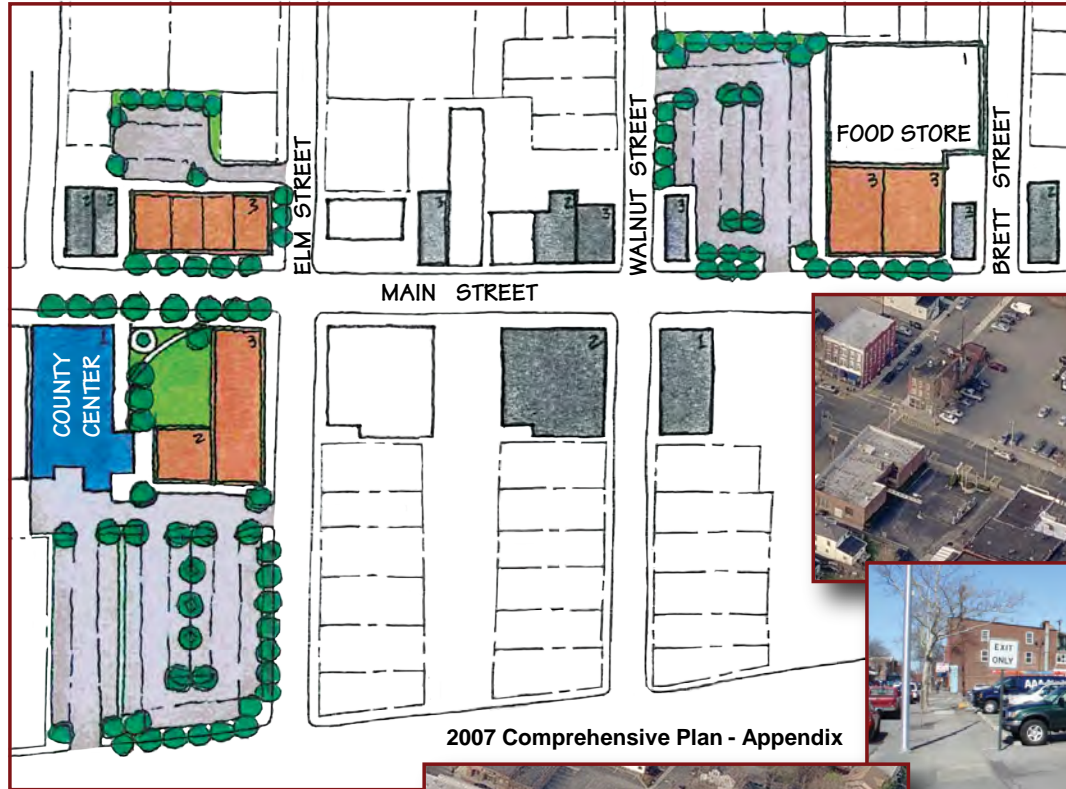
Anticipated development will likely necessitate development of additional parking capacity in the East End. The City is considering purchase of land at Churchill and Main Streets within the 1 East Main Street project site. Development of a large parking lot at this site is perhaps not the best use of this valuable Creek frontage, but including amenities such as a Greenway trail and park features could ameliorate such impact.

It appears that the Van Nydeck Street corridor between Tioranda and Teller Avenues presents a unique opportunity to significantly increase parking capacity within the East End, while also enhancing streetscape, pedestrian access, and infill development opportunities. Current parking capacity within this small corridor consists of approximately 73 off-street and 16 on-street spaces for a total of 89 spaces. Conservative estimates indicate that the corridor could be improved to accommodate a total of 177 spaces which is a net increase of 88 spaces by:

- Increasing capacity at the existing 47 space municipal lot to 52 spaces;
- Developing a parking lot on the east side of the Madam Brett House property. An attractive, well-screened and compatible lot at the site could yield 85 spaces; and
- Organizing on-street parking along the south side of Van Nydeck Street could yield a total of approximately 40 spaces.



A parking lot near the Madam Brett House, the County's oldest extant house, could generate significant revenue for its upkeep and increase visitorship by increasing local foot traffic and improving the streetscape. Infill opportunities at underutilized properties such as the firehouse would also be enhanced.



- Expand food store to street frontage;
- Multi-story buildings face Main Street;
- Relocate parking behind storefronts;
- Add trees and landscape screening.



**Recommendation #3: Increase functional capacity on existing lots and streets**

- New infill buildings along street;
- Add pocket park with visitor info, art, and bus stop next to civic use;
- Place parking lots behind buildings with trees and landscape screening.

Parking is permitted all-day on most downtown streets perpendicular and parallel to Main Street, but their current utilization is low. Many of these streets are not striped for parking. The City can encourage better parking utilization of roadways by striping parking spaces, closing defunct curb cuts, deploying way-finding and adjusting access to and from Main Street (one-way/two-way

**Main Street Infill Strategies Illustrative Sketch Plan**

streets). It is recognized that a few side streets are too narrow to accommodate more parked cars. Van Nydeck Street and Tioranda Avenue are notable examples of underutilized East End streets where parking capacity could be far better utilized.

Publicly accessible parking lots should provide the maximum number of parking spaces feasible. Opportunities to increase the number of parking spaces in municipal lots should be examined. The County Government Center, for example, is currently striped for 92 parking spaces. The site layout is inefficient, and the Illustrative Sketch Design by Department staff, completed for the Beacon Comprehensive Plan, shows how parking capacity could be increased to 107 spaces while also adding Main Street liner buildings and a small public green. This site could possibly accommodate a parking garage.

#### **Recommendation #4: Charge for parking & enforce regulations**

Parking in Beacon is currently free to users, but is expensive to build and maintain. Excluding land costs, nationwide parking construction costs in 2012 averaged to \$4,000-\$8,000 per space<sup>1</sup>. Because downtown parking is free to the user, taxpayers pay for construction and maintenance. Free parking subsidizes and, hence, encourages use of single occupancy vehicles. Where parking is free and restrictions not enforced, drivers are encouraged to park their cars in the most valuable on-street spaces and leave them there for hours. Their good fortune in securing a convenient parking space on a given day is a misfortune for others who are then unable to park. Lower turnover means foregone consumer spending. Free parking perversely discourages infill development.

The countermeasure to free parking is paid parking. Professor Donald Shoup has famously documented the beneficial changes that can accrue when communities charge for parking, increased municipal revenue being only one. The truly transformative effect is that parking demand becomes more

<sup>1</sup> Shoup, Donald, The High Cost of Free Parking. American Planning Association Planner's Press, page 185.

evenly distributed, creating availability in the most desirable center city locations.<sup>2</sup> Pricing drives parking behavior. Where utilization exceeds the optimal 85% utilization rate, parking prices should be raised until the utilization rate falls below that threshold. Where utilization is well below 85%, pricing is too high. Modern electronic stations facilitate discrete price toggling. Pricing has strong potential to maximize efficient use of capacity in Beacon's center. In the West and East Ends, at times when curb parking is over-utilized, pricing will cause some portion of drivers to make use of slightly more distant but "free" side streets and parking lots, thus stalling needless and expensive expansion of parking facilities. There are a range of detailed decision points to consider before implementing paid parking in the city center (payment station type, financing options, maintenance, etc.) that are best addressed by vendors. Start-up costs can be significant. Old-style meters have been supplanted by better looking and functioning electronic pay stations that collect data and facilitates management of the parking system. We suggest that in concert with charging for parking, the City seriously consider implementing a parking benefit district (see Recommendation #5 below). The City can also consider implementing paid parking in phases. Phase One, for example, could include pay stations just at on-street parking along Main Street (approximately 326 spaces). Later phases could expand to municipal lots, side streets and even private lots.

It is important to emphasize that business owners and center city residents stand to gain the most from paid parking in Beacon's center city, yet revenue generation can also be significant. An initial estimate of projected income from a

<sup>2</sup> Shoup (p. 205)

Phase One implementation (326 spaces along Main Street) could generate between \$612,000 to \$867,000 gross annual revenue. Subsequent Phases would increase gross revenue (as well as marginal costs).

Effective implementation of paid parking in Beacon will require enforcement. The City is reportedly already hiring such personnel. Enforcement will ensure that meters achieve the desired parking turnover crucial to center city business and also meet revenue potential. Enforcement will also generate revenue from issuance of violations.

**Recommendation #5: Develop a Center City Benefit Fund**

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This Fund would be maintained via two main sources:

The experience of other communities suggests that paid parking is more readily embraced when the resulting funds are reinvested into parking and target area needs. The City should consider reserving funds generated at parking stations for improvements within the center city. Beacon decision-makers have provided generous relief to developers seeking to build less parking than is required by Code. It can be argued that such relief is a (justifiable) public subsidy to new development, where the newly generated off-site parking impact is absorbed on-street or in municipal lots. Parking variances or waivers, however, allow development to proceed without providing the

money necessary for construction and upkeep of the actually needed parking facilities. The City should consider instituting a ‘payment-in-lieu of parking’ system that captures the costs of parking provision. Such a system facilitates infill development particularly on parcels that cannot provide required spaces on-site, pooling funds from multiple small developments to invest in facilities available to all. The City may find that spreading payments over time via quarterly billing may ease resistance from property owners and establish a larger ongoing revenue stream.

**Recommendation #6: Adjust parking regulations in Zoning Code**

Some parking requirements for the Central Business (CB) and Business Off Street Parking (PB) Districts resemble suburban standards. The frequency with which the Planning and Zoning Boards issue waivers and variances for parking requirements seems to indicate that the requirements are not in line with the development market or what the center city can to accommodate. We recommend that the City consider the following changes:

Apply Central Main Street (CMS) parking standards, which better serve downtown’s needs, to the CB and PB Districts. In addition, consider that the Fishkill Creek Development District established minimum and maximum parking requirements and that maximum standards may also be advantageously applied along Main Street.

Extend the Planning Board parking waiver process used in the CMS throughout downtown. This process is streamlined in comparison to a Zoning Board of Appeals variance process and is supportive of affordable infill development.

The PB Zone appears to, at least indirectly, encourage conversion of homes, businesses and vacant parcels to principal use parking lots. Consider eliminating the District. Concurrent adjustments to the Planning Board parking waiver process would be necessary.

### **Recommendation #7: Wayfinding**

The City should facilitate use of existing parking capacity. We recommend improving municipal lot signage by ensuring that they are all of the same design and are correctly situated.



Several of the existing municipal lot signs along Main Street are pointing in the wrong direction or are absent. A sign in front of the Beacon Center is of a different design and difficult to read. The City may consider installing all new signs with a more visible dark background and white letter design. The City should create an

easily located webpage on its website. This page should include a map of municipal and (perhaps) private lots, indicate parking limits on streets and contain information on meters if and when these are installed. The map should also be placed along Main Street at lots, kiosks or other streetside gathering areas.

### **Recommendation #8: Improve the biking and walking environment**

The goal of a balanced transportation system is to offer community residents a variety of travel choices. Beacon is already well suited to alternative transportation, exhibiting the County's highest percentage of zero car and one-car households.(p. 112) Ample opportunity exists to provide

meaningful, relatively inexpensive improvement to the City's walking and bicycling environment. The Overview Map on page 3 demonstrates the large area of the City that lies within a quarter-mile buffer of Main Street. Parking demand can be reduced by encouraging and equipping shifts from single occupancy vehicles to other travel modes.

Adopted in 2014, *Walk-Bike Dutchess* is a County-wide transportation planning tool that includes recommendations specific to Beacon:

- Install bicycle parking at key locations such as City Hall, the Beacon Welcome Center, Post Office, Library, Dutchess County Building, DIA-Beacon, Beacon High School, Riverfront Park, and along Main Street, and provide bicycle lockers at the Beacon train station;
- Mark sharrows on Beekman Street and Red Flynn Drive between Route 9D and the Beacon train station and ferry dock. Sharrows were recently added to Main Street and should be regularly painted;
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Very recently the City was awarded \$958,064 to construct pedestrian improvements at intersections along Main Street in the City Center.



**Recommendation #9: Enhance Main Street bus service**

Beacon is served by intercity and County bus service. We recommend that the City confer with County officials to develop convenient and frequent service along Main Street in order to reduce parking demand by supporting zero- or one-car households, indeed, those households most likely to choose to live in Beacon's Center City. The transit experience could be further enhanced by establishing a small number of Main Street "transit activity centers" complete with benches, route signage, shelters, retail kiosks and landscaping. These could be developed as part of scheduled projects and one potential location would be in front of the County-owned Beacon Center.

The potential increase in parking demand represented by anticipated projects is large and, in the East End, dramatic. On an existing base of 455 total existing spaces, the projects above would increase demand in the East End by 304 spaces or 75%. The increase in the West End would be more modest at an increase of 39 spaces on a base of 491 for an increase of 8%. The projected increase indicates that, within certain sections of downtown, anticipated development will result in large increases of greater than 85% utilization. The challenge facing City government and stakeholders, is to accommodate this rising demand without degrading the downtown environment and curtailing continued revitalization. In order to achieve this balance, two main goals must be sought 1) efficiently utilize capacity and 2) manage demand.



### **Recommended Strategies**

High parking utilization is an unavoidable effect of revitalization within a compact urban environment. Given that parking demand is projected to increase significantly

in the near future, the Planning Department recommends consideration of several strategies to utilize capacity more efficiently and to manage demand. Implementation involves changes to policy, parking infrastructure and modes of transport and emphasizes flexibility in response to changing conditions. Development of prime properties to their best use is an important goal and, with few exceptions, parking lots do not meet that standard. This Analysis provides a baseline of actual parking conditions. As strategies are implemented amid ever changing conditions, we recommend that the City regularly gather data to gauge strategy impacts.

### **Recommendation #1: Increase shared use of parking lots**

Parking lots typically experience parking associated with office and retail uses during the morning and afternoon periods. Residential, restaurant and entertainment uses account for a greater share of demand in the evening. City-owned lots allow parking for 24 hours and, therefore, accommodate demand generated by many types of uses. The Towne Crier entertainment venue is adjacent to a large municipal lot which experiences high utilization during the morning and afternoon, but typically low utilization in the evening. During its evening and weekend events, Towne Crier employees and guests park in this lot. A different lot, at the corner of Verplanck and East Main contains cross-access easements that permit parking by the public and for private use associated with an adjacent apartment building.

Shared parking at private lots should particularly be encouraged and incentivized. Parking counts indicate that several private lots are poorly utilized at one or all time periods. Two adjacent private lots with high capacity but very low utilization rates all day are located on the northeast

corner of Main and Eliza Street. These lots are close-by the high utilization East End and, if they could be opened up for broader use, available capacity in that area would be significantly increased. Shared parking arrangements typically generate revenue for the property owner. The City could provide incentives for private owners to open up lots for public use by placing parking stations in them and splitting the resulting revenue.



### **Recommendation #2: Develop additional capacity along the Van Nydeck Street corridor**

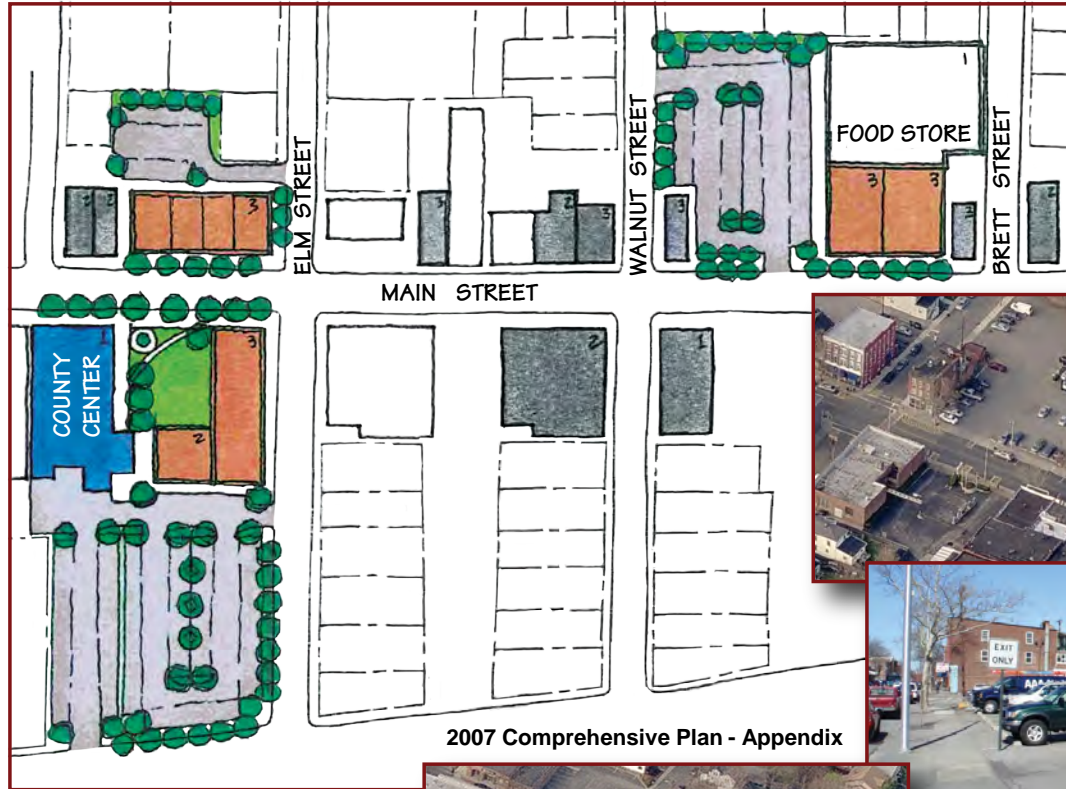
Anticipated development will likely necessitate development of additional parking capacity in the East End. The City is considering purchase of land at Churchill and Main Streets within the 1 East Main Street project site. Development of a large parking lot at this site is perhaps not the best use of this valuable Creek frontage, but including amenities such as a Greenway trail and park features could ameliorate such impact.

It appears that the Van Nydeck Street corridor between Tioranda and Teller Avenues presents a unique opportunity to significantly increase parking capacity within the East End, while also enhancing streetscape, pedestrian access, and infill development opportunities. Current parking capacity within this small corridor consists of approximately 73 off-street and 16 on-street spaces for a total of 89 spaces. Conservative estimates indicate that the corridor could be improved to accommodate a total of 177 spaces which is a net increase of 88 spaces by:

- Increasing capacity at the existing 47 space municipal lot to 52 spaces;
- Developing a parking lot on the east side of the Madam Brett House property. An attractive, well-screened and compatible lot at the site could yield 85 spaces; and
- Organizing on-street parking along the south side of Van Nydeck Street could yield a total of approximately 40 spaces.



A parking lot near the Madam Brett House, the County's oldest extant house, could generate significant revenue for its upkeep and increase visitorship by increasing local foot traffic and improving the streetscape. Infill opportunities at underutilized properties such as the firehouse would also be enhanced.



- Expand food store to street frontage;
- Multi-story buildings face Main Street;
- Relocate parking behind storefronts;
- Add trees and landscape screening.



**Recommendation #3: Increase functional capacity on existing lots and streets**

- New infill buildings along street;
- Add pocket park with visitor info, art, and bus stop next to civic use;
- Place parking lots behind buildings with trees and landscape screening.

Parking is permitted all-day on most downtown streets perpendicular and parallel to Main Street, but their current utilization is low. Many of these streets are not striped for parking. The City can encourage better parking utilization of roadways by striping parking spaces, closing defunct curb cuts, deploying way-finding and adjusting access to and from Main Street (one-way/two-way

**Main Street Infill Strategies Illustrative Sketch Plan**

streets). It is recognized that a few side streets are too narrow to accommodate more parked cars. Van Nydeck Street and Tioranda Avenue are notable examples of underutilized East End streets where parking capacity could be far better utilized.

Publicly accessible parking lots should provide the maximum number of parking spaces feasible. Opportunities to increase the number of parking spaces in municipal lots should be examined. The County Government Center, for example, is currently striped for 92 parking spaces. The site layout is inefficient, and the Illustrative Sketch Design by Department staff, completed for the Beacon Comprehensive Plan, shows how parking capacity could be increased to 107 spaces while also adding Main Street liner buildings and a small public green. This site could possibly accommodate a parking garage.

#### **Recommendation #4: Charge for parking & enforce regulations**

Parking in Beacon is currently free to users, but is expensive to build and maintain. Excluding land costs, nationwide parking construction costs in 2012 averaged to \$4,000-\$8,000 per space<sup>1</sup>. Because downtown parking is free to the user, taxpayers pay for construction and maintenance. Free parking subsidizes and, hence, encourages use of single occupancy vehicles. Where parking is free and restrictions not enforced, drivers are encouraged to park their cars in the most valuable on-street spaces and leave them there for hours. Their good fortune in securing a convenient parking space on a given day is a misfortune for others who are then unable to park. Lower turnover means foregone consumer spending. Free parking perversely discourages infill development.

The countermeasure to free parking is paid parking. Professor Donald Shoup has famously documented the beneficial changes that can accrue when communities charge for parking, increased municipal revenue being only one. The truly transformative effect is that parking demand becomes more

<sup>1</sup> Shoup, Donald, The High Cost of Free Parking. American Planning Association Planner's Press, page 185.

evenly distributed, creating availability in the most desirable center city locations.<sup>2</sup> Pricing drives parking behavior. Where utilization exceeds the optimal 85% utilization rate, parking prices should be raised until the utilization rate falls below that threshold. Where utilization is well below 85%, pricing is too high. Modern electronic stations facilitate discrete price toggling. Pricing has strong potential to maximize efficient use of capacity in Beacon's center. In the West and East Ends, at times when curb parking is over-utilized, pricing will cause some portion of drivers to make use of slightly more distant but "free" side streets and parking lots, thus stalling needless and expensive expansion of parking facilities. There are a range of detailed decision points to consider before implementing paid parking in the city center (payment station type, financing options, maintenance, etc.) that are best addressed by vendors. Start-up costs can be significant. Old-style meters have been supplanted by better looking and functioning electronic pay stations that collect data and facilitates management of the parking system. We suggest that in concert with charging for parking, the City seriously consider implementing a parking benefit district (see Recommendation #5 below). The City can also consider implementing paid parking in phases. Phase One, for example, could include pay stations just at on-street parking along Main Street (approximately 326 spaces). Later phases could expand to municipal lots, side streets and even private lots.

It is important to emphasize that business owners and center city residents stand to gain the most from paid parking in Beacon's center city, yet revenue generation can also be significant. An initial estimate of projected income from a

<sup>2</sup> Shoup (p. 205)

Phase One implementation (326 spaces along Main Street) could generate between \$612,000 to \$867,000 gross annual revenue. Subsequent Phases would increase gross revenue (as well as marginal costs).

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March 21, 2013

Chief Douglas Solomon  
City of Beacon Police Dept  
One Municipal Plaza Suite 3  
Beacon NY 12508

Chief Soloman,

As a follow up to our discussion from February and a recent Parkeon dealer meeting I'm pleased to provide our insight and an overview of a fully integrated paid parking program. The City of Beacon has some unique characteristics such as curb-outs which tend to break contiguous parking into smaller sectional parking along Main Street. In order to maximize revenue, provide a better customer experience, and minimize operational efforts, we are recommending the City of Beacon implement a mix of multi space meters and single/double head meters. Parkeon and POM formed a relationship late last year allowing for integration which is now available for dealers such as ATI to implement.

Chief Soloman, for more than 11 years ATI has been focused on delivering parking solutions to the market for paid parking spaces, parking lots and garages. During this time we have helped more than 500 customers with their paid parking needs. Located in the NY State Capital District area of Albany-Schenectady-Troy, we are a short drive from the City of Beacon, our customers stretch from this area, to as far west as Syracuse and east to Vermont and Western Massachusetts.

Delivering a successful paid parking solution means providing expert advice based on experience and understanding industry and technology trends, the ability to install and implement parking equipment and any associated computer software system, and the ability to service and support this solution to ensure uptime and reliability.

Specifically as it relates to the City of Beacon the following diagram represents potential meter locations along Main Street. The number within each circle represents the number of contiguous spaces. Where there is more than one number the parking spaces are separated by a curb-out or some other obstruction. The diagram is meant to be a starting point and actual placements would further be defined once foot traffic was reviewed.

Please contact me at (518) 237-8510 or via e-mail at [todd@atiaccesscontrol.com](mailto:todd@atiaccesscontrol.com) should you have any questions regarding our proposal or need any additional information.

Sincerely,



Todd D. Schroeder

# City of Beacon Paid Parking

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## ***Parkeon Strada BNA Pay Station***

Strada pay station works in **Pay & Display** and Park-by-ID modes including Pay-by-Space and Pay-by-Plate configurations and includes features including:

A/C power supply or solar power supply. True Solar Autonomy – average of 3+ year's battery life; no special sun orientation

Strada pay station accepts coins, tokens, bills, contact and contactless credit cards and smart cards

Wireless communications & real-time on-line credit card authorization.

Strada pay station is PCI Level 1 certified, the highest rank available from the major credit card providers (VISA, MasterCard, AMEX) and is only given to those third-party providers who handle thousands of credit card transactions monthly and who meet their stringent - and audited - credit card transaction security protocols to protect your customers' personal transaction data.

Remote wireless download of rates and messages. Communicates all data on machine status, revenue, etc... wirelessly to back-office management software.

Cash box security (collection canister) without equal

Machine has ability to print not only the driver receipt for display but also collection audit reports for proper revenue counts of totals, bills, coins, etc...

Strada pay station is an open system and integrates with other technologies such as cell phone payment, citation management software, & vehicle sensors

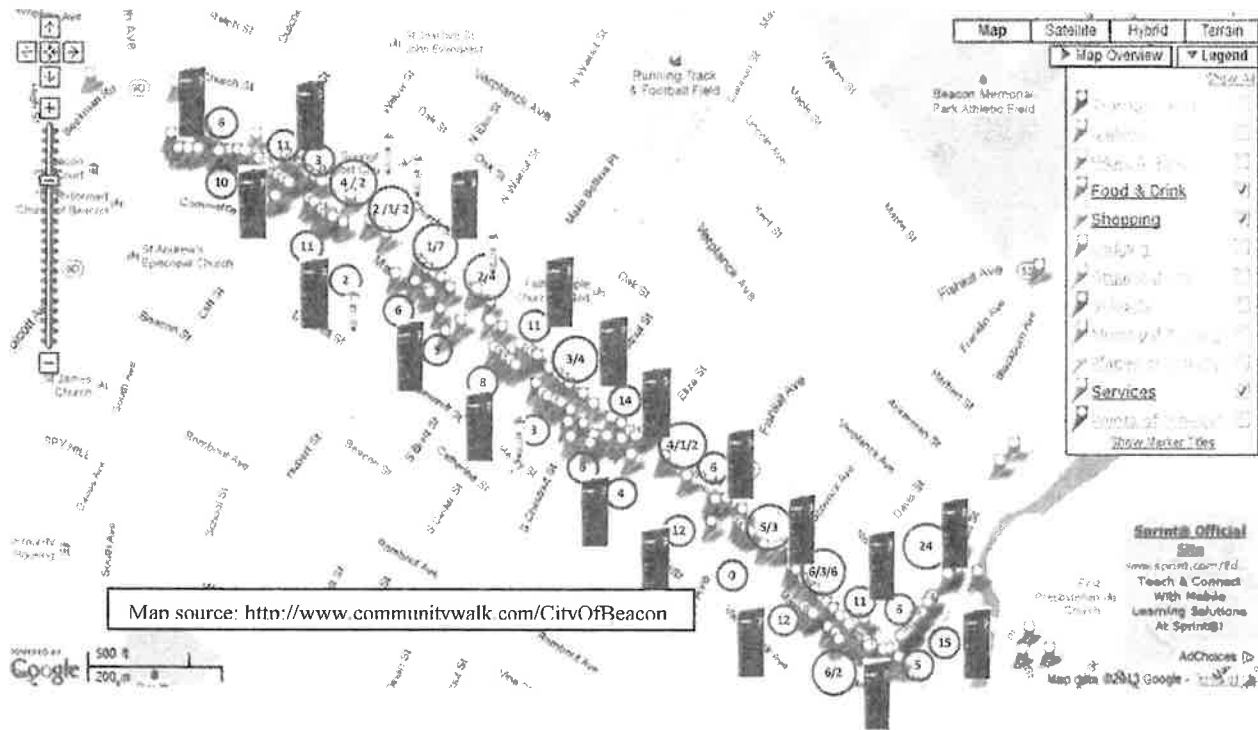
Snap-in-place components for ease of maintenance and/or repair

Strada pay station is ADA compliant, motorist-friendly & easy-to-use

Sleek design for a pay station; small footprint; Strada looks great on your streetscape

# City of Beacon Paid Parking

## DRAFT: City of Beacon multi space / single space meter locations



Represents parking spaces with potential curb-out or other obstruction.



Represents potential location for multi-space meter



Represents potential single/double space meter

		List Price	Total Sell
<b>Pay-by-Space</b>			
Parkeon Rapide (Multi-space)	19	\$10,000.00	\$190,000.00
Credit Card Setup	1	\$525.00	\$ 525.00
Single Head Meter	5	\$500.00	\$ 2,500.00
Installation	1	\$10,000.00	\$ 10,000.00
freight	19	\$225.00	\$ 4,275.00
<hr/>			
Total Estimate			\$207,300.00
Spare vaults (1 each)	10	\$250.00	\$2,500.00
Annual Credit Processing and Management	24	\$45.00	\$12,960.00

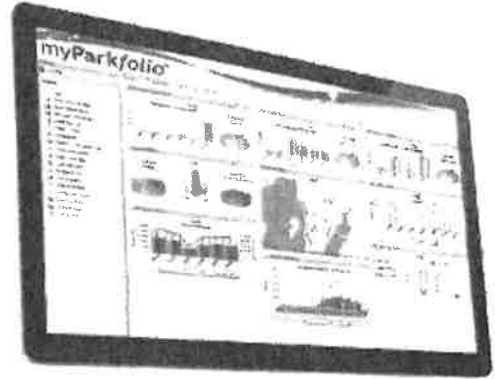
# City of Beacon Paid Parking

## Software

The Parkeon solution includes fully-equipped hosted back-office management software called myParkfolio.

myParkfolio is:

- An easy-to-use, web based parking management system, that allows you and your staff to be faster, work more efficiently, and have more control over your parking operations.
- Designed with your entire organization in mind, it provides the fast reporting your management team wants and the level of detail your financial, maintenance, collection, and enforcement teams need.
- An open system, it allows for the integration of allied parking technologies to help you build the parking system that works best for you.
- Printed reports of collection history, space use history, time studies, currently occupied/unoccupied spaces for enforcement
- Powerful reporting tool for Parking Directors, Maintenance Managers, Collection Supervisors, and Financial Analysts
- Customizable, on-demand statistical reports with a variety of displays (pie charts, line graphs, bar charts) as well as mappable statistics offering color coded indicators for easy analysis. Easy to compare past and current data for trend analysis



Example: myParkfolio Dashboard

Example: Listing of Alarms

ID	Time	Number	Water Status	Comments	Alarm
1	10/17/2011	101.00	1000000	Card failed - card expired	Card Exp
2	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
3	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
4	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
5	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
6	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
7	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
8	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
9	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
10	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
11	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
12	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
13	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
14	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
15	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
16	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp
17	10/16/2011	101.00	1000000	Card failed - card expired	Card Exp

Example: Park Occupancy Map



May 1, 2013

Chief Douglas Solomon  
City of Beacon Police Dept  
One Municipal Plaza Suite 3  
Beacon NY 12508

Chief Soloman,

As follow up to our discussion from Monday I'm pleased to provide the following a return on investment summary. The summary is meant to provide insight into potential revenue, associated startup costs and recurring expenses. For the purposes of this analysis there are several assumptions which may easily be refined in the accompanying spreadsheet for fast and simple "what-if" scenarios.

**Assumptions include:**

Car Volume Sheet

- Number of hours per day when collecting 10
- Weekday Rate & Weekend Rate \$1.00/hr
- Percent of daily revenue recognized 40, 50, 75, 80, 90%
- Enforcement Revenue varies
- Capacity / Collections after 6:00pm \$52

ROI Sheet

- Enforcement staff 4@60k per year

To accomplish "what-if" scenarios simply modify the data on the Car Volume Sheet. Staffing changes should be performed on the ROI Sheet.

Please contact me at (518) 237-8510 or via e-mail at [todd@atiaccesscontrol.com](mailto:todd@atiaccesscontrol.com) should you have any questions regarding the analysis or spreadsheet.

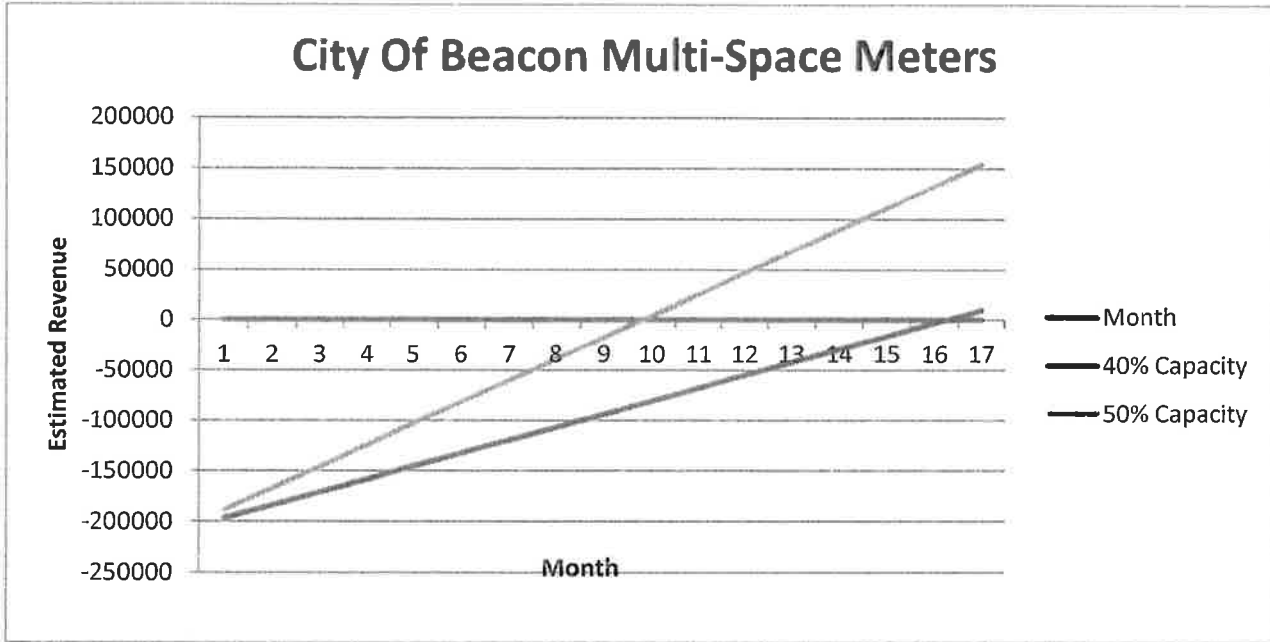
Regards,



Todd D. Schroeder

# City of Beacon Multi-Space Analysis

**Summary:** Based on several assumptions such as 210 spaces, 19 multi space meters, 5 single head meters, list price, and staffing for enforcement there is approximately sixteen month return on investment if 40% of the revenues are realized. At 50% the return on investment will be ten months.



<b>Parkeon Rapide</b>		<b>\$209,800</b>
<b>Monthly fees</b>	<b>\$</b>	<b>1,080</b>
<b>Annual Staff (4 Staff @ 60k/yr)</b>	<b>\$</b>	<b>240,000</b>
<b>Monthly Staff</b>	<b>\$</b>	<b>20,000</b>

<b>Monthly Revenues</b>		<b>40%</b>		<b>50%</b>
	<b>\$</b>	<b>33,997</b>	<b>\$</b>	<b>42,497</b>

Month	40% Capacity	50% Capacity
1	\$ (196,883)	\$ (188,383)
2	\$ (183,965)	\$ (166,967)
3	\$ (171,048)	\$ (145,550)
4	\$ (158,131)	\$ (124,133)
5	\$ (145,213)	\$ (102,717)
6	\$ (132,296)	\$ (81,300)
7	\$ (119,379)	\$ (59,883)
8	\$ (106,461)	\$ (38,467)
9	\$ (93,544)	\$ (17,050)
10	\$ (80,627)	\$ 4,366
11	\$ (67,709)	\$ 25,783
12	\$ (54,792)	\$ 47,200
13	\$ (41,875)	\$ 68,616
14	\$ (28,958)	\$ 90,033
15	\$ (16,040)	\$ 111,450
16	\$ (3,123)	\$ 132,866
17	\$ 9,794	\$ 154,283

Number of Hours 10 \$ Weekly Rate 1.00 \$ Weekend Rate 1.00

Estimate Spaces 261  
 Max #cars per day (1hr/stay) 2610

Weekday hours 10  
 Weekend Hours 10

	8am - 6pm	Est. Ticket Income	Residual 5pm+	Occupancy %	cars based on %	Total cars for day
Sunday	\$ 2,610	\$ 50	\$ 52	20%	52	209
Monday	\$ 2,610	\$ 25	\$ 52	20%	52	209
Tuesday	\$ 2,610	\$ 25	\$ 52	20%	52	209
Wednesday	\$ 2,610	\$ 25	\$ 52	20%	52	209
Thursday	\$ 2,610	\$ 25	\$ 52	20%	52	209
Friday	\$ 2,610	\$ 52	\$ 52	20%	52	209
Saturday	\$ 2,610	\$ 50	\$ 52	20%	52	209

Max Capacity + Residual \$ 18,887  
 Estimated Capacity Est. weekly total Est. monthly total Est. Annual Total Est. 5year total

40%	\$ 7,555	33,997	407,968	2,039,839
50%	\$ 9,444	42,497	509,960	2,549,799
75%	\$ 14,166	63,745	764,940	3,824,699
80%	\$ 15,110	67,995	815,936	4,079,678
90%	\$ 16,999	76,494	917,928	4,589,638



**A NYS CERTIFIED MINORITY  
& WOMEN OWNED BUSINESS (MWBE)**

# City of Beacon Multi-Space Meters



PO Box 292, Troy, New York, 12182  
(518) 237 - 8510



May 1, 2013

Chief Douglas Solomon  
City of Beacon Police Dept  
One Municipal Plaza Suite 3  
Beacon NY 12508

Chief Soloman,

As follow up to our discussion from Monday I'm pleased to provide the following a return on investment summary. The summary is meant to provide insight into potential revenue, associated startup costs and recurring expenses. For the purposes of this analysis there are several assumptions which may easily be refined in the accompanying spreadsheet for fast and simple "what-if" scenarios.

**Assumptions include:**

Car Volume Sheet

- Number of hours per day when collecting 10
- Weekday Rate & Weekend Rate \$1.00/hr
- Percent of daily revenue recognized 40, 50, 75, 80, 90%
- Enforcement Revenue varies
- Capacity / Collections after 6:00pm \$52

ROI Sheet

- Enforcement staff 4@60k per year

To accomplish "what-if" scenarios simply modify the data on the Car Volume Sheet. Staffing changes should be performed on the ROI Sheet.

Please contact me at (518) 237-8510 or via e-mail at [todd@atiaccesscontrol.com](mailto:todd@atiaccesscontrol.com) should you have any questions regarding the analysis or spreadsheet.

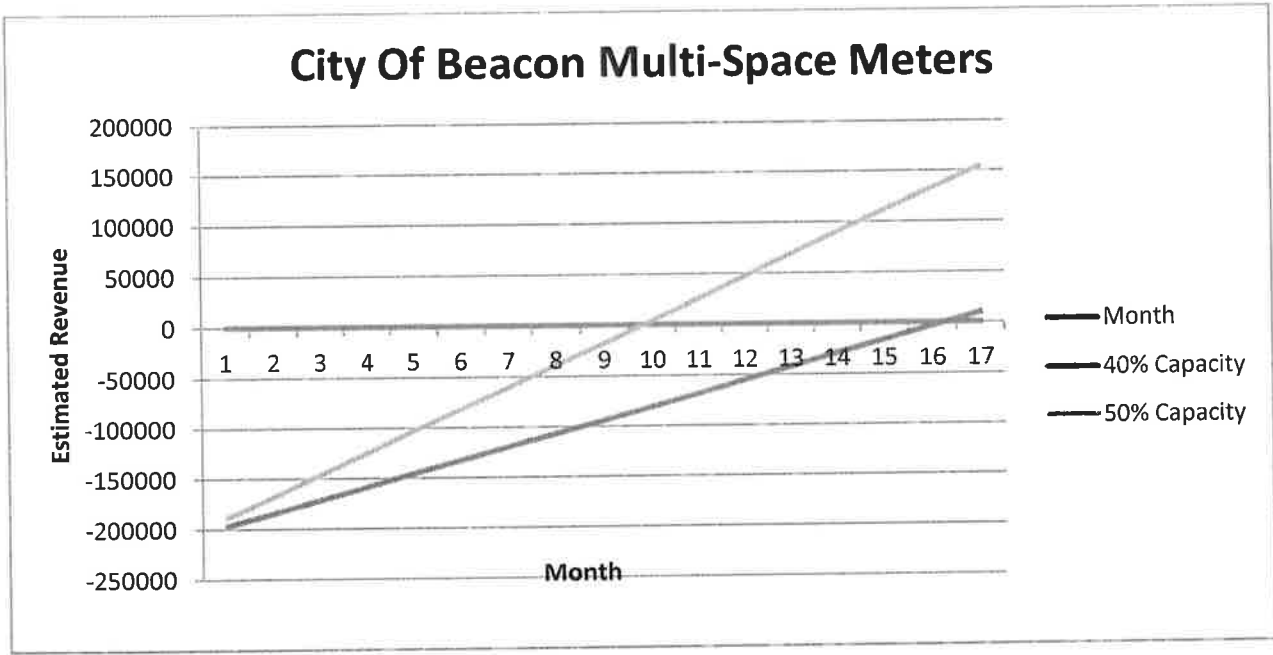
Regards,



Todd D. Schroeder

# City of Beacon Multi-Space Analysis

**Summary:** Based on several assumptions such as 210 spaces, 19 multi space meters, 5 single head meters, list price, and staffing for enforcement there is approximately sixteen month return on investment if 40% of the revenues are realized. At 50% the return on investment will be ten months.



# City of Beacon Paid Parking

---



## ***Parkeon Strada BNA Pay Station***

Strada pay station works in **Pay & Display** and Park-by-ID modes including Pay-by-Space and Pay-by-Plate configurations and includes features including:

A/C power supply or solar power supply. True Solar Autonomy – average of 3+ year's battery life; no special sun orientation

Strada pay station accepts coins, tokens, bills, contact and contactless credit cards and smart cards

Wireless communications & real-time on-line credit card authorization.

Strada pay station is PCI Level 1 certified, the highest rank available from the major credit card providers (VISA, MasterCard, AMEX) and is only given to those third-party providers who handle thousands of credit card transactions monthly and who meet their stringent - and audited - credit card transaction security protocols to protect your customers' personal transaction data.

Remote wireless download of rates and messages. Communicates all data on machine status, revenue, etc...wirelessly to back-office management software.

Cash box security (collection canister) without equal

Machine has ability to print not only the driver receipt for display but also collection audit reports for proper revenue counts of totals, bills, coins, etc...

Strada pay station is an open system and integrates with other technologies such as cell phone payment, citation management software, & vehicle sensors

Snap-in-place components for ease of maintenance and/or repair

Strada pay station is ADA compliant, motorist-friendly & easy-to-use

Sleek design for a pay station; small footprint; Strada looks great on your streetscape



## Assumptions

Expenses	
<b>A) Equipment</b>	
Number of Multi-Space Meters	22
<b>B) Staffing</b>	
Number of People	4
Annual Compensation per Person	\$60,000
<b>C) Lease Terms</b>	
Number of Payments (Months)	36
Annual Interest Rate (%)	8.00%
<b>Income</b>	
<b>A) Number of Parking Spaces</b>	
	261
<b>B) Number of Hours/Day Parking Fees Assessed</b>	
Weekdays (Mon-Fri)	10
Weekends (Sat-Sun)	10
<b>C) Meter Rates (\$/hr)</b>	
Weekdays (Mon-Fri)	\$ 2.00
Weekends (Sat-Sun)	\$ 1.00
<b>D) Occupancy Rate (%)</b>	
	20%
<b>E) Average per day parking ticket revenue (\$/day)</b>	
Weekdays (Mon-Fri)	\$25.00
Weekends (Sat-Sun)	\$50.00

EQUIPMENT PURCHASE	Year 1	Year 2	Year 3	Year 4	Year 5
Cash Outlay	(\$237,975)				
Projected Revenue	\$407,853	\$407,853	\$407,853	\$407,853	\$407,853
Projected Operating Expense	(\$251,880)	(\$251,880)	(\$251,880)	(\$251,880)	(\$251,880)
Net Income (loss)	(\$82,002)	\$155,973	\$155,973	\$155,973	\$155,973
Cumulative Net Income (loss)	(\$82,002)	\$73,971	\$229,944	\$385,917	\$541,890

EQUIPMENT LEASE	Year 1	Year 2	Year 3	Year 4	Year 5
Cash Down	\$0				
Projected Revenue	\$407,853	\$407,853	\$407,853	\$407,853	\$407,853
Projected Operating Expense	(\$251,880)	(\$251,880)	(\$251,880)	(\$251,880)	(\$251,880)
Annual Lease Payments	(\$89,487)	(\$89,487)	(\$89,487)	\$0	\$0
Net Income (loss)	\$66,486	\$66,486	\$66,486	\$155,973	\$155,973
Cumulative Net Income (loss)	\$66,486	\$132,971	\$199,457	\$355,430	\$511,403

### INSTRUCTIONS

Enter your assumptions in the Yellow fields. Numbers in the Equipment Purchase and Equipment Lease alternatives will change accordingly. You can print the Assumptions and results by choosing File then Print then OK.



**CITY OF BEACON  
CITY COUNCIL**

**Resolution No. 52 - 2015**

**RESOLUTION REQUESTING THE DIRECTOR OF FINANCE  
TO ESTABLISH A RESTRICTED FUND TITLED  
“MAIN STREET PARKING AND STREETScape IMPROVEMENT FUND”**

**WHEREAS**, the City Council of the City of Beacon anticipates authorizing a license agreement with O’Donnell Construction Corp. for the use of eighteen parking spaces for a fee and the Council anticipates potential additional revenue sources in the future to be generated in the Main Street area from parking meters and potentially other license agreements; and

**WHEREAS**, the City Council wishes to ensure that such revenue is not deposited into the City’s general fund, but rather that such revenue be deposited into a restricted fund which monies, with the approval of the Council, shall only be used for improvements to the Main Street parking and streetscape improvements.

**NOW THEREFORE, BE IT RESOLVED**, that the City’s Director of Finance is directed to establish a Restricted Fund titled “Main Street Parking and Streetscape Improvement Restricted Fund” and that all revenue derived from the license agreement between the City and O’Donnell Construction Corp. for the use of parking spaces at the Eliza Street parking lot and any future license agreements for parking in the Main Street area, and from parking meters, if installed, be deposited into said Restricted Fund; and that no monies shall be expended from the Restricted Fund unless authorized by the City Council and used specifically for improvements to the Main Street parking area or the Main Streetscape improvements;

**AND BE IT FURTHER RESOLVED**, that at no point in time shall any of the funds placed in this Restricted Fund be used for general budget purposes or for any purpose other than set forth in this resolution;

**AND BE IT FURTHER RESOLVED**, that the Council recognizes that it is appropriate to use monies from this Restricted Fund (in addition to monies from the General Fund) to purchase land for and construct new parking spaces and for the operation and maintenance of parking spaces, including but not limited to striping, signage, paving, enforcement, landscaping, drainage and lights and other work directly

related to the maintenance, repair or operation of parking spaces used in the Main Street area and other streetscape improvements.

<b>Resolution No. <u>52</u> of 2015</b>		<b>Date: <u>May 4, 2015</u></b>					
<input type="checkbox"/> <b>Amendments</b>		<input type="checkbox"/> <b>On roll call</b>				<input type="checkbox"/> <b>2/3 Required</b>	
<input type="checkbox"/> <b>Not on roll call.</b>						<input type="checkbox"/> <b>3/4 Required</b>	
Motion	Second	Council Member	Yes	No	Abstain	Reason	Absent
		<b>Ross, Peggy</b>	<b>x</b>				
		<b>Kelly, Charles P.</b>	<b>x</b>				
	<b>x</b>	<b>Wetherbee, Pamela</b>	<b>x</b>				
<b>x</b>		<b>Muhammad, Ali T.</b>	<b>x</b>				
		<b>Kyriacou, Lee</b>	<b>x</b>				
		<b>Mansfield, George</b>	<b>x</b>				
		<b>Mayor Randy J. Casale</b>	<b>x</b>				
		<b>Motion Carried</b>	<b>x</b>				

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Discussion of Linkage District Zoning Petition**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description	Type
Petition	Backup Material
River Highland Project Photos and Plans	Backup Material
K&B Memo re Linkage Zoning	Cover Memo/Letter

## Petition Requesting Amendment to Zoning, § 223.65

We, the undersigned, by signing do hereby state and acknowledge:


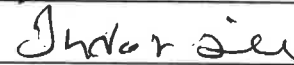



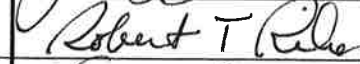

- That we are property owners in the City of Beacon;
- That each of our individual signatures and date of signing is on the line next to our name;
- That the property each of us owns is listed on the line next to our name and signature; and
- That pursuant to the City of Beacon Code, Chapter 223 Zoning, §223.65, we do hereby request an amendment to the City of Beacon Code, Chapter 223 Zoning, §223-41.20, to remove from Linkage District ("L") zoning and to restore to the zoning that existed immediately prior to enactment of §223-41.20, the following properties in the Historic Overlay Zone:
  - On Route 9D:
    - 1113 Wolcott Avenue (Dutch Reformed Church & rectory), Lot # 130200-5954-26-651901;
    - The three parcels subdivided from the Urban Renewal lot known as Parcel L, Lot # 130200-5954-26-649885, 130200-5954-26-637879, and 130200-5954-34-630770; and
    - 1085 Wolcott Ave, Lot # 130200-5954-33-616834; and
  - On South Avenue:
    - 17 South Avenue (St. Andrews Episcopal Church & rectory), Lot # 130200-5954-26-728922, and
    - 21 South Avenue (formerly the Martin Luther King Jr. Center attached to St. Andrews Church), Lot # 130200-5954-26-724907.

Address	Owner Name	Signature	Date
26 South Avenue	Maggie GARRIDO-YARNIS	M. Janelo Gaus	1-10-16
22 South Avenue	Blair Johnson	[Signature]	1-10-16
22 South Ave	Clair Agie	[Signature]	1-10-16
31 Beacon St	M. Maker	[Signature]	1-10-16
25 Beacon ST	Anna Garcia	Anna Garcia	1-10-16
23 Beacon St	James Diaz	James Diaz	1-10-16
29 Beacon st	Tristian Vargas	[Signature]	1-10-16
31 Beacon St	Gloria Patrice	[Signature]	1-10-16
33 Beacon St.	Melissa Holland	Melissa Holland	1-11-16
11 Cliff St	Leman Anderson	L Anderson	1/10/16
29 South Ave Kevin Pegram	Kevin Pegram	K Pegram	1/10/16
17 Cliff St	Sean Stever +	[Signature]	1/10/16

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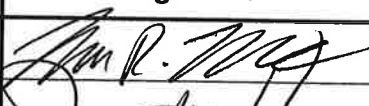

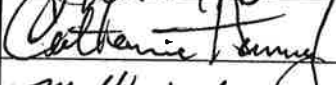
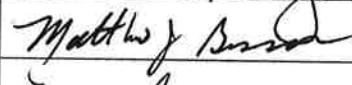
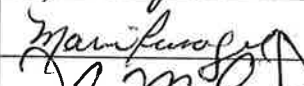
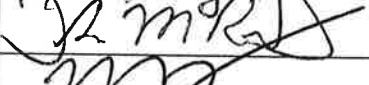
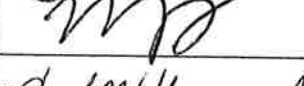
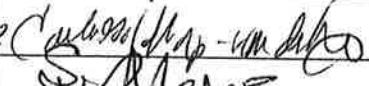

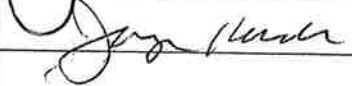
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    - 1085 Wolcott Ave, Lot # 130200-5954-33-616834; and
  - On South Avenue:
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    - 21 South Avenue (formerly the Martin Luther King Jr. Center attached to St. Andrews Church), Lot # 130200-5954-26-724907.

Address	Owner Name	Signature	Date
2 ACADEMY ST	WILFRIED STINCH		1/10/16
2 ACADEMY ST	Inderjit Singh		1/10/16
4 ACADEMY ST	WILMA MIDDLETON		1/10/16
4 STRATFORD AVE	JANE RILEY		1/10/16
10 STRATFORD AVE	John F. Barro		1-10-15
4 STRATFORD AVE	ROBERT T RILEY		1-10-16
8 Bayview Ave.	Vivian Walter		1-12-16

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Address	Owner Name	Signature	Date
11 Hammond Plaza Beacon, NY 12508	Ilana Tabak		1/16/16
12 Hammond Plaza Beacon NY 12508	James M. Harvey		1/16/16
12 Hammond Plaza Beacon NY 12508	CATHERINE HARVEY		1/16/16
16 Hammond Plaza Beacon, NY 12508 MARIE PAVOSEL	Matthew J. Basso		1/16/16
24 HAMMOND PLZ BEACON	MARIE PAVOSEL		1-16-16
13 Hammond Plaza Beacon Beacon NY	Thomas M. Rood		1-16-16
15 HAMMOND PLZ 12508	MICHAEL B JUSTICE		1/16/16
12 Hammond Plz. Beacon NY	Carla Ginkberg-vanderMerwe		1/16/16
22 HAMMOND PLZ, Beacon NY 12508	STEPHEN VANDERMERWE		1/16/16
1 Hammond Plaza	Joyce Kardon		1/16/16

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Address	Owner Name	Signature	Date
1076 Wolcott Ave.	<del>ELIZABETH A. BARRETT</del> Elizabeth Barrett	Elizabeth Barrett	1/10/16
1076 Wolcott Ave	LEE KYRIACOU	Lee Kyriacou	1/10/16
1080 Wolcott Ave	ELIZABETH A. BARRETT	Elizabeth Barrett	1/10/16
1080 Wolcott Ave	LEE KYRIACOU	Lee Kyriacou	1/10/16
17 Hammond Plaza	VICTOR HEDBERG	Victor Hedberg	1/10/16
27 Hammond Plaza	Frances Rofrano	Frances Rofrano	1/16/16
1 Hammond Plaza	Joyce Kaidon	Joyce Kaidon	1/16/16
6 Hammond Plz	VERCELL HODGE	Vercell Hodge	1/16/16
25 Hammond Plz.	Marilyn T. Cooper	Marilyn T. Cooper	1/16/16
19 Hammond Plaza	Dawn A Powell	Dawn Powell	1/16/16
26 Hammond Plaza	Garianne Carapola	G. Carapola	1/16/16
26 Hammond Plaza	Edward Carapola	Edward Carapola	1/17/16



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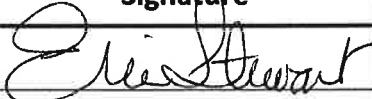


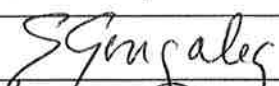
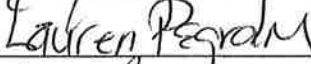


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    - 21 South Avenue (formerly the Martin Luther King Jr. Center attached to St. Andrews Church), Lot # 130200-5954-26-724907.

Address	Owner Name	Signature	Date
9 Rombout Ave	Jill Bradley-Lennon		1/10/16
9 Rombout Ave	Kevin Lennon		1/10/16
7 Academy St	John Hartman		1/10/16
7 Academy St	CHRISTINE HARTMAN		1/10/16
35 Rombout Ave.	KAREN RESTER		1/10/16
5 Bayview Ave.	Mary Sue Kelly		1/10/16
1 Kithellidge Blvd	Jacqueline Miller		1/10/16
5 Bayview Ave	CHARLES P. KELLY	Charles P. Kelly	1/10/16
1085 Wolcott Ave	Mary L. D'Aprile		1/10/16
1113 Wolcott Ave	Rebecca Mercer		1/10/16
1 Academy St	Frances Alwo		1-10-16
1 ACADEMY ST	Frances Alwo	Frances Alwo	1-10-16

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    - 21 South Avenue (formerly the Martin Luther King Jr. Center attached to St. Andrews Church), Lot # 130200-5954-26-724907.

Address	Owner Name	Signature	Date
17 Cliff Street	Erin Stewart		1/10/16
26 Cliff Street	Al Overby		1/10/16
40 Cliff	Kurt & Tan Zischke		1/10/16
67 Romboutav			
31 South Ave	Elyna Gonzalez		1/10/16
29 South Ave	Lauren Pogram		1/10/16
27 South Ave	Bruce Greene		1/10/16
26 South Ave	MATTHEW YANOWY		1-10-16

§ 223-41.19 Purpose.

The purpose of this Article IVE is to increase the vitality, attractiveness and marketability of the part of the City of Beacon lying between Main Street and the Metro North Train Station (the "Linkage District") by providing more residential development along with flexibility of land use, while enhancing urban form as recommended in the City of Beacon Comprehensive Plan adopted on December 17, 2007. This article is intended to encourage residential development to help support Main Street businesses and to create a vibrant, economically successful, walkable, and environmentally sustainable connection between Beacon's Central Business District and the train station and riverfront. It is intended to implement the general intent of the plan entitled "Connecting Beacon's Main Street with the Hudson River and Railroad Station," dated March 6, 2007 (hereinafter the "Linkage Plan"), prepared by the Dutchess County Department of Planning and Development and contained in the Appendix of the Comprehensive Plan (see Figure 21-21).<sup>[1]</sup> This article is also intended to provide a simplified and streamlined review process that facilitates redevelopment in accordance with its provisions and the intent of the Comprehensive Plan.

[1] Editor's Note: See § 223-41.21L.

# RIVER HIGHLANDS

## NEW YORK STATE ROUTE 9D BEACON, NEW YORK



**APPLICANT:**



**UNICORN CONTRACTING CORPORATION**  
3102 Route 9  
Cold Spring, NY  
10516

**PREPARED BY:**

**The Sullivan Architectural Group**  
1256 Fox Road, Eastdale, Connecticut 06027  
ph (703) 231-6600 fax (703) 231-7663



**PROPERTY INFORMATION**

SECTION 5954 BLOCK 26 LOT 649885  
SECTION 5954 BLOCK 26 LOT 637879  
SECTION 5954 BLOCK 26 LOT 630770

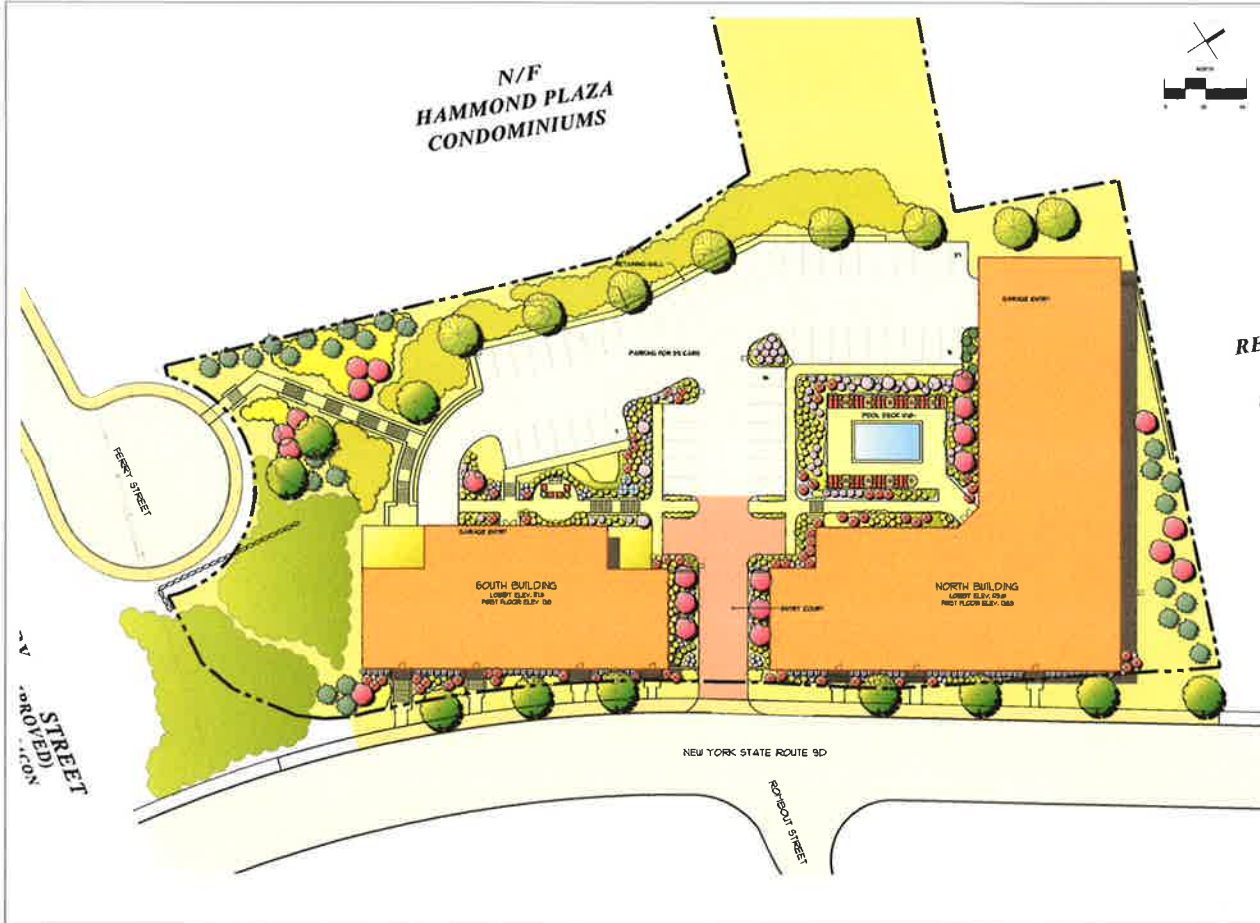
**CONTENTS**

- SP-1 RENDERED SITE PLAN
- SP-2 PRELIMINARY GRADING PLAN
- A-100 NORTH BLDG CONCEPT PLAN
- A-101 SOUTH BLDG CONCEPT PLAN
- A-200 NORTH BUILDING ELEVATION
- A-201 SOUTH BUILDING ELEVATION
- A-300 WEST VIEW OF SOUTH BLDG
- A-301 VIEW OF NORTH BLDG BY SITE ENTRANCE
- A-302 CONCEPTUAL AERIAL VIEW LOOKING NORTHWEST
- A-303 PARTIAL VIEW OF SOUTH BUILDING AT STREET LEVEL

CONCEPT REVIEW SEPTEMBER 27, 2015

**DEVELOPMENT INFORMATION**

ZONE	R-1 40 LINKAGE DISTRICT
LOT AREA	129,000SF ± (2.96 ACRES)
LOT WIDTH	450'
LOT DEPTH	180'±
FRONT SETBACK	3' MIN - 18' MAX
SIDE SETBACK	10' MIN
REAR SETBACK	38' MIN
LANDSCAPE AREA	45%
BUILDING COVERAGE	30,000 SF ± (23%)
TOTAL DWELLING UNITS	70-80 ± UNITS (25 UNITS/ACRE ±)
TOTAL PARKING SPACES PROVIDED	129 ± (1.7 PER UNIT ±)



UNICORN CONTRACTING CORP

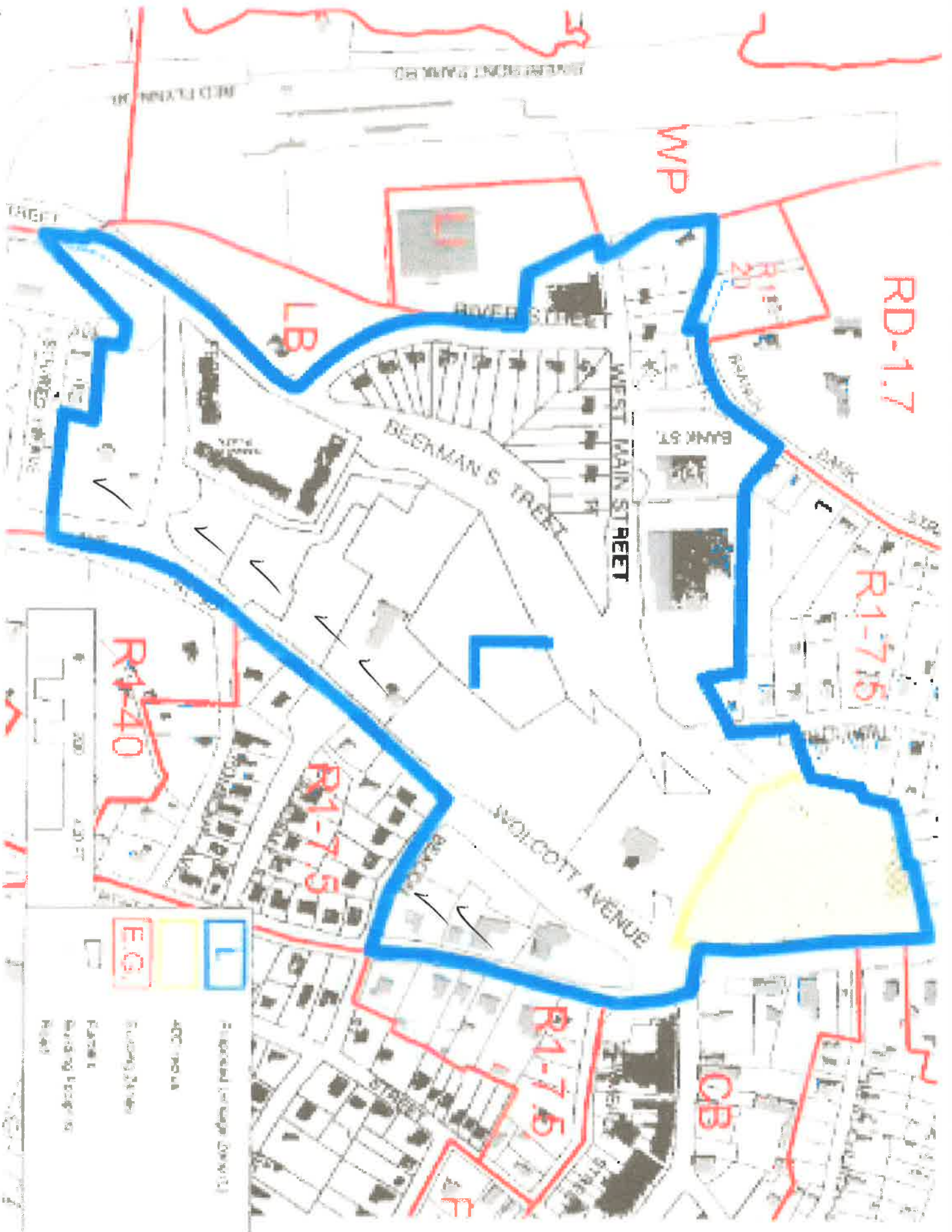
RIVER HIGHLANDS

ROUTE 9D BEACON, NY

RENDERED SITE PLAN

SP-1

**Figure 20-1: Linkage Zone Map**



TOWN  
TERACE  
APARTMENTS

RD-3

RD-1.7

WP

L

L

LB

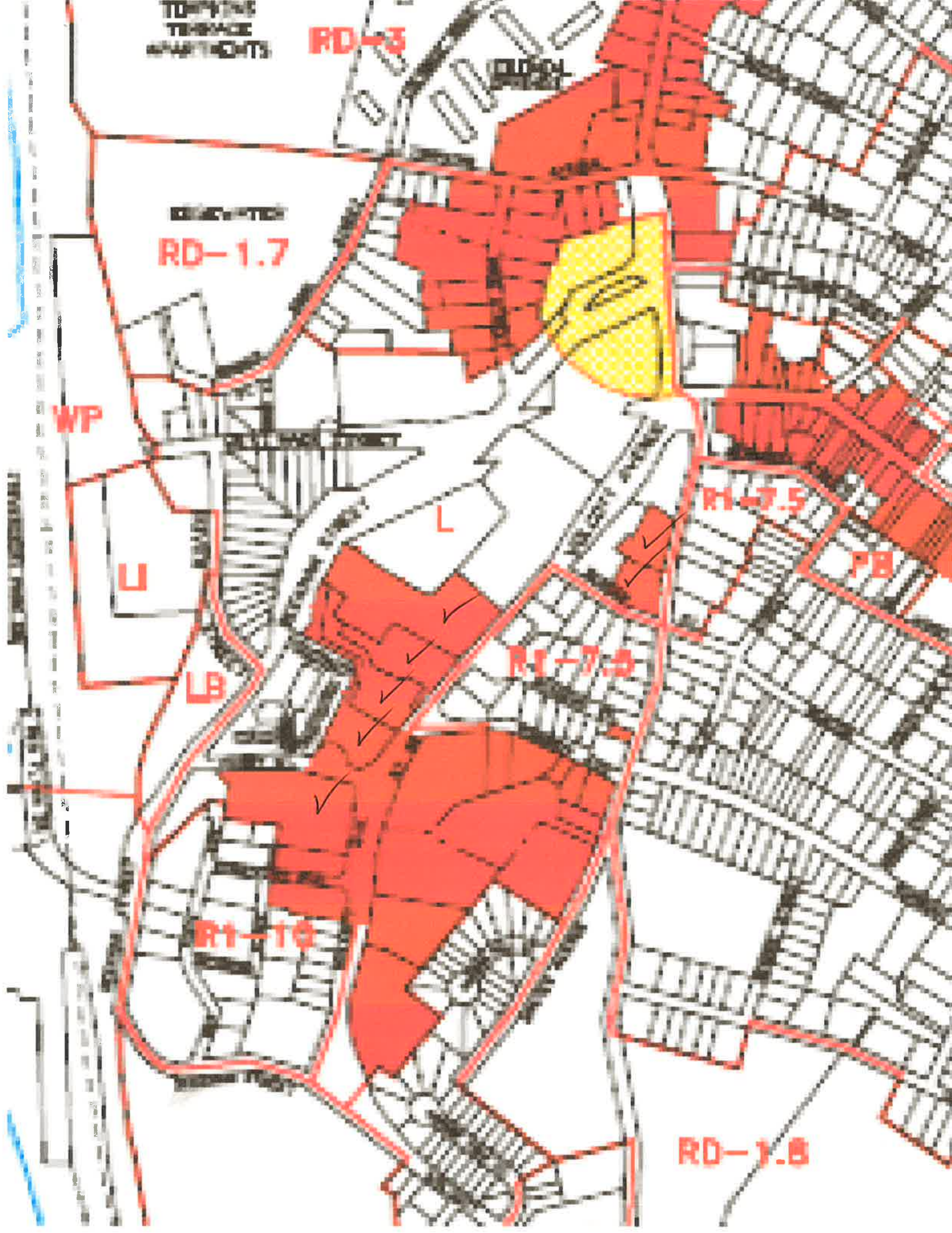
RI-7.5

PB

RI-7.5

RI-10

RD-1.8









**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Discussion of Every Week Recycling Collection Pilot Program**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description	Type
Royal Carting Weekly Recycling Pilot Program	Cover Memo/Letter

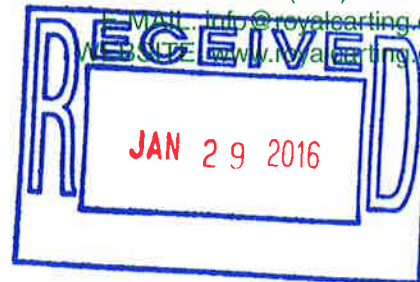
# ROYAL CARTING SERVICE CO.

TEL: (845) 896-6000  
(845) 221-4300  
(800) 522-7235

Quality Service Since 1955

FAX: (845) 227-7734

E-MAIL: [info@royalcarting.com](mailto:info@royalcarting.com)  
WEBSITE: [www.royalcarting.com](http://www.royalcarting.com)



January 26, 2016

Hon. Randy Casale, Mayor  
City of Beacon  
1 Municipal Center  
Beacon, New York 12508

✓ Anthony Ruggiero, City Administrator  
City of Beacon  
1 Municipal Center  
Beacon, New York 12508

## Re: EVERY WEEK Recycling Collection Pilot Program

Dear Mayor Casale and Mr. Ruggiero:

This follows my meeting with Mr. Ruggiero, Highway Superintendent Anthony Thomaselli and Royal Carting Route Supervisor Roy Guarino on January 15, 2016.

Enclosed is a *draft* letter to the City of Beacon Residents who will participate in the Every Week Recycling Collection Pilot Program. Upon approval, Royal will distribute the letter to the Pilot Program areas about one month before implementation. This confirms there will be no fee for the Pilot Program.

Royal Carting proposes that two neighborhoods be selected for participation, as follows:

1. Mt. Beacon Park; and
2. A neighborhood consisting of all of the homes between the intersection of North Avenue and Verplanck Avenue, proceeding along Verplanck until the intersection of Verplanck Avenue and Matteawan Road and with a northerly boundary of Tilden Avenue (see enclosed map). All homes the north side of Verplanck Avenue, west of Matteawan Road and south of Tilden Avenue will be included in the Pilot Program.



P.O. BOX 1209 HOPEWELL JUNCTION, NEW YORK 12533-1209

Printed on Recycled Paper

Hon. Randy Casale  
Anthony Ruggiero  
January 26, 2016  
Page 2

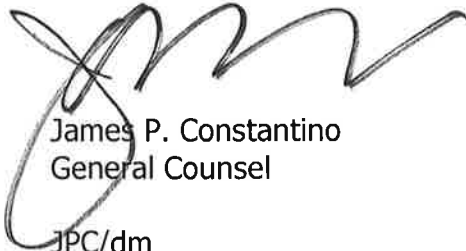
As we discussed, we propose that the Pilot Program commence the week of April 4, 2016, and run for two months until the end of May. We will keep a record of recycling tonnage collected during each *additional* week of service and provide an estimate of the participation rate (although we expect nearly 100% utilization).

I understand you will review our proposal with the City Counsel and other affected City departments and advise us whether you wish to proceed with the Pilot Program as we have described in this and the accompanying letter.

Finally, about one week before the program commences, Royal Carting will distribute a second flyer to remind each of the residents of the additional service week.

Please feel free to communicate with me if you have any questions or comments about any of the matters discussed in this or the attached letter.

Very truly yours,



James P. Constantino  
General Counsel

JPC/dm  
Enclosure

cc: Anthony Thomaselli, Highway Superintendent  
Emil Panichi, President  
Roy Guarino, Route Supervisor

# ROYAL CARTING SERVICE CO.

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(845) 221-4300  
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Quality Service Since 1955

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E-MAIL: info@royalcarting.com  
WEBSITE: www.royalcarting.com

March, 2016

To: City of Beacon Pilot Program Participant  
Re: Single Stream Recycling Pilot Expanded Collection Program

DRAFT

Dear City of Beacon Resident:

Royal Carting and the City of Beacon are pleased to advise you that your neighborhood has been selected for a special Pilot program to consider the feasibility of expanding single stream recycling collection to an every week service.

The program is simple. Commencing Monday April 4, 2016, through Friday, May 27, 2016 you will receive single stream recycling pickup *every* week on the same day that your trash is collected. Please curb your orange lidded recyclable container every week (instead of every other week) along with your refuse container. During the two-month Pilot Program Royal Carting will accumulate and report to the City recyclable production and participation statistics.

Please feel free to direct any questions or comments you may have to our Royal Carting's Pilot Program Coordinator, Roy Guarino, at 896-6000 ext 1141. You should also feel free to share your comments with City representatives.

Thank you for your anticipated cooperation. The Pilot program is the result of Royal Carting's and the City's continuing efforts to enhance refuse and recyclable service and to increase recycling for all City residents.

Very truly yours,  
DRAFT

Emil Panichi, President

cc: Hon. Randy Casale, Mayor  
Anthony Ruggiero, City Administrator  
Anthony Tomaselli, Highway Superintendent  
Roy Guarino, Route Supervisor

C:\Users\Diane McGrew\Documents\Sharon C\Beacon 2009 Bid\Ltr to participants of City of Beacon Pilot Program DRAFT 1-26-16 wpd





**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Code Definition of "owner" and "owner occupied"**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description

Counsel Memo - definitions

Type

Cover Memo/Letter

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Discussion of Chapter 45 and Section 223-54 to 223-60 of the City Code**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description  
Chapter 223. Zoning

Type  
Backup Material

City of Beacon, NY  
Monday, February 1, 2016

## Chapter 223. Zoning

### Article V. Administration and Enforcement

#### § 223-54. Board of Appeals.

A Board of Appeals, as heretofore established by City Council, is hereby maintained.

- A. The Board of Appeals shall consist of seven members appointed by the Mayor, each to serve for a term of three years, except that the members of the first Board shall be appointed for the following terms: one (1) member for one year, two members for two years and two members for three years. Vacancies for the unexpired terms of any members shall be filled for such unexpired period only.
- B. The Board of Appeals shall choose its own Chairman and, in his absence, an Acting Chairman. Such Chairman or, in his absence, the Acting Chairman may administer oaths and compel the attendance of witnesses. The Board of Appeals shall meet regularly at the City Court Room, on the fourth Monday of each and every month at 8:00 p.m., and such other times upon call of the Chairman.
- C. All meetings of such Board shall be open to the public. Such Board shall keep minutes of its proceedings, showing the vote of each member on every question. If any member is absent or fails to vote, the minutes shall indicate such fact. The concurring vote of four members of the Board shall be necessary to decide in favor of the applicant on any matter upon which such Board is required to pass under the provisions of this chapter.

#### § 223-55. Powers and duties of Board of Appeals.

- A. General. The Board of Appeals shall have all the powers and duties prescribed by the General City Law and by this chapter, which powers and duties are summarized and more particularly specified as follows, provided that none of the following sections shall be deemed to limit any of the power of the Board of Appeals that is conferred to the General City Law. The Board of Appeals shall adopt such rules and regulations as may be necessary or proper to the performance of its powers and duties hereunder and may amend or repeal the same. All provisions of this chapter relating to the Board of Appeals shall be strictly construed. The Board, as a body of limited jurisdiction, shall act in full conformity with all provisions of law and of this chapter and in strict compliance with all limitations contained therein.
- B. Interpretation. On appeal from an order, requirement, decision or determination made by an administrative official charged with the enforcement of this chapter or on request from any official or agency of the City, the Board of Appeals shall have authority to decide any question involving the interpretation of any provision of this chapter, including determination of the exact application of the rules specified in § 223-4.

- C. Variances. On appeal from an order, requirement, decision or determination made by an administrative official charged with the enforcement of this chapter, the Board of Appeals shall have the power to vary or adjust the strict application of the regulations or provisions of this chapter, where the strict application of any of the requirements of this chapter, in the case of an exceptionally irregular, narrow, shallow or steep lot or other exceptional physical conditions, would result in practical difficulty or unnecessary hardship that would deprive the owner of the reasonable use of the land or building involved, but in no other case. No variance shall be granted by the Board of Appeals unless it finds:
- (1) That there are special circumstances or conditions, fully described in the findings of the Board, applying to the land or building for which the variance is sought, which circumstances or conditions are peculiar to such land or building and do not apply generally to land or buildings in the neighborhood and have not resulted from any act of the applicant subsequent to the adoption of this chapter, whether in violation of the provisions hereof or not.
  - (2) That, for reasons fully set forth in the findings of the Board, the aforesaid circumstances or conditions are such that the strict application of the provisions of this chapter would deprive the applicant of the reasonable use of such land or building and that the granting of the variance is necessary for the reasonable use of the land or building and that the variance as granted by the Board is the minimum variance that will accomplish this purpose.
  - (3) That the granting of the adjustment is in harmony with the general purpose and intent of this chapter and of the City Development Plan and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.
- D. Exceptions. When, in its judgment, the public convenience and welfare will be substantially served and the appropriate use of neighboring property will not be injured thereby, the Board of Appeals may, in a specific case, after due notice and public hearing and subject to appropriate conditions and safeguards, determine and vary the application of the regulations of this chapter in harmony with their general purposes and intent as follows:
- (1) Grant, in undeveloped sections of the City, temporary and conditional permits for not more than two years for structures and uses in contravention of the use regulations controlling residence districts, provided that such uses are important to the undeveloped sections and also provided that such use are not prejudicial to adjoining and neighboring sections already developed.
  - (2) Grant, in appropriate cases, permits for boarding- and/or rooming houses.
  - (3) Grant a permit whenever it is provided in this chapter that the approval of the Board of Appeals is required.
- E. Conditions and safeguards. In all cases where the Board of Appeals authorizes the issuance of a building permit or occupancy permit under any of the above powers, it shall be the duty of said board to attach such conditions and safeguards as may be required to protect the public health, safety, morals and general welfare.

## § 223-56. Appeal procedure.

[Amended 7-18-2011 by L.L. No. 11-2011; 10-3-2011 by L.L. No. 12-2011; 4-21-2014 by L.L. No. 1-2014]

All appeals and applications to the Board of Appeals shall be taken in the manner prescribed by law and within such time as shall be prescribed by the Board of Appeals by general rule. All such appeals and applications to the Board shall be made by the owner or agent duly authorized, in writing, and shall be on forms prescribed by the Board. All application materials, including plans, shall be submitted in

electronic file format acceptable to the Building Department, in addition to at least five paper copies (or such other format or amount as determined by the Building Department), at least two weeks prior to the regular Board of Appeals meeting at which it will be considered. Each appeal or application shall fully set forth the circumstances of the case, shall refer to the specific provision of the chapter involved and shall exactly set forth, as the case may be, the interpretation that is claimed, the details of the adjustment that is applied for and the grounds for which it is claimed that the same should be granted or the use for which a permit is sought.

## § 223-57. Notice of hearing before Board of Appeals.

- A. Notice of any hearing shall be sent, by regular mail, at least five days prior to the date of the hearing, to all property owners within a distance of 250 feet of the property on both sides of the street on which the property fronts and to the adjoining property owner or owners to the rear of the property affected. An affidavit of mailing signed by two persons must be prepared setting forth the details of the mailing to all adjacent property owners. In addition, the Board shall give any other notice required by law.

[Amended 12-18-2000 by L.L. No. 22-2000]

- B. Notice of any hearing by certified mail, return receipt requested, shall be sent to all property owners within a distance of 250 feet of the property on both sides of the street on which the property fronts and to the adjoining property owner or owners to the rear of the property affected. In addition, the Board shall give any other notice required by law.

## § 223-58. Referral of appeal to Planning Board.

At least five days before the date of the hearing required by law on an application or appeal to the Board of Appeals, the Secretary of said Board shall transmit to the Secretary of the Planning Board a copy of said application or appeal, together with a copy of the notice of the aforesaid hearing, and the Planning Board may, prior to the date of said hearing, submit to the Board of Appeals an advisory opinion on said application or appeal.

## § 223-59. Decision by Board of Appeals.

[Amended 10-3-2011 by L.L. No. 12-2011]

Every decision of the Board of Appeals shall be by resolution, shall be recorded in accordance with standard forms adopted by the Board and shall fully set forth the circumstances of the case and the findings on which the decision was based. Prior to any final decision of the Board of Appeals, the applicant shall submit a current certificate of inspection issued pursuant to § 179-6 of this Code. Timely notice of all decisions shall be given to all parties to the proceedings. The Board shall file a copy of each such resolution in the office of the Commissioner of Public Safety, together with all supporting documents, and a copy with the Planning Board and the Building Inspector. The Board of Appeals shall report to the City Council periodically, at intervals of not greater than three months, summarizing all applications and appeals made to it since its last previous report and summarizing its decisions on such applications and appeals. A copy of such report shall be filed with the Planning Board and the Building Inspector at the same time that it is filed with the City Council.

## § 223-60. Judicial review.

Any person or persons jointly or severally aggrieved by any decision of the Board of Appeals or any Commissioner, officer, department, board or bureau of the City may apply to the Supreme Court of the State of New York for relief in the manner provided for by law.

McKinney's Consolidated Laws of New York Annotated  
General City Law (Refs & Annos)  
Chapter 21. Of the Consolidated Laws  
Article 5-a. Buildings and Use Districts (Refs & Annos)

McKinney's General City Law § 81-b

§ 81-b. Permitted action by board of appeals

Currentness

1. Definitions. As used in this section:

(a) "Use variance" shall mean the authorization by the zoning board of appeals for the use of land for a purpose which is otherwise not allowed or is prohibited by the applicable zoning regulations.

(b) "Area variance" shall mean the authorization by the zoning board of appeals for the use of land in a manner which is not allowed by the dimensional or physical requirements of the applicable zoning regulations.

2. Orders, requirements, decisions, interpretations, determinations. The board of appeals may reverse or affirm, wholly or partly, or may modify the order, requirement, decision, interpretation or determination appealed from and shall make such order, requirement, decision, interpretation or determination as in its opinion ought to have been made in the matter by the administrative official charged with the enforcement of such ordinance or local law and to that end shall have all the powers of the administrative official from whose order, requirement, decision, interpretation or determination the appeal is taken.

3. Use variances. (a) The board of appeals, on appeal from the decision or determination of the administrative official charged with the enforcement of such ordinance or local law, shall have the power to grant use variances, as defined herein.

(b) No such use variance shall be granted by a board of appeals without a showing by the applicant that applicable zoning regulations and restrictions have caused unnecessary hardship. In order to prove such unnecessary hardship the applicant shall demonstrate to the board of appeals that for each and every permitted use under the zoning regulations for the particular district where the property is located:

(i) the applicant cannot realize a reasonable return, provided that lack of return is substantial as demonstrated by competent financial evidence;

(ii) the alleged hardship relating to the property in question is unique, and does not apply to a substantial portion of the district or neighborhood;

(iii) the requested use variance, if granted, will not alter the essential character of the neighborhood; and

(iv) the alleged hardship has not been self-created.

(c) The board of appeals, in the granting of use variances, shall grant the minimum variance that it shall deem necessary and adequate to address the unnecessary hardship proven by the applicant, and at the same time preserve and protect the character of the neighborhood and the health, safety and welfare of the community.

4. Area variances. (a) The zoning board of appeals shall have the power, upon an appeal from a decision or determination of the administrative official charged with the enforcement of such ordinance or local law, to grant area variances as defined herein.

(b) In making its determination, the zoning board of appeals shall take into consideration the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant. In making such determination the board shall also consider:

(i) whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created by the granting of the area variance;

(ii) whether the benefit sought by the applicant can be achieved by some method feasible for the applicant to pursue, other than an area variance;

(iii) whether the requested area variance is substantial;

(iv) whether the proposed variance will have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district; and

(v) whether the alleged difficulty was self-created, which consideration shall be relevant to the decision of the board of appeals, but shall not necessarily preclude the granting of the area variance.

(c) The board of appeals, in the granting of area variances, shall grant the minimum variance that it shall deem necessary and adequate and at the same time preserve and protect the character of the neighborhood and the health, safety and welfare of the community.

5. Imposition of conditions. The board of appeals shall, in the granting of both use variances and area variances, have the authority to impose such reasonable conditions and restrictions as are directly related to and incidental to the proposed use of the property. Such conditions shall be consistent with the spirit and intent of the zoning ordinance or local law, and shall be imposed for the purpose of minimizing any adverse impact such variance may have on the neighborhood or community.

#### **Credits**

(Added L.1993, c. 208, § 3.)

McKinney's General City Law § 81-b, NY GEN CITY § 81-b

Current through L.2015, chapters 1 to 589.

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End of Document

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**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Establishing a Committee to Identify Properties for the Location of a Single Consolidated Firehouse**

**Subject:**

**Background:**

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Board and Commission Attendance**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description	Type
Code Section 45-3	Backup Material
Advice of Counsel - Board Members	Cover Memo/Letter

*City of Beacon, NY  
Wednesday, February 3, 2016*

## **Chapter 45. Planning Board and Zoning Board of Appeals**

### **Article I. Establishment of Planning Board and Zoning Board of Appeals**

#### **§ 45-3. Removal of members.**

[Amended 10-17-2005 by L.L. No. 12-2005]

Any member of the City Planning Board and any member of the City Zoning Board of Appeals may be removed by the appointing authority for cause and after a public hearing. In the event any member of the City Planning Board or any member of the City Zoning Board of Appeals misses three consecutive meetings or four meetings in any calendar year, such absences shall be grounds for removal.

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Budget Amendments**

**Subject:**

**Background:**

**ATTACHMENTS:**

Description	Type
2016-02-16 budget amendments	Budget Amendment

Council Budget Amendments  
February 16, 2016 Meeting

1. Amend the 2016 General Fund Police budget to accept a grant from the NYS Department of Criminal Justice Service and provide for additional funds to purchase a new fingerprinting and photographing system. Data will be synced with the State program. This is a state mandated program and we received notification that the City's current system is no longer being supported. Below is the proposed budget amendment:

**Increase Expense line:**

A3120_250000_ EQUIPMENT	\$ 24,250
-------------------------	-----------

**Increase Revenue line:**

A3120_338909_ STATE AID DCJS LIVE SCAN GRANT	\$ 10,000
--	-----------

**Transfer from:**

A1990-400001 CONTINGENCY FUND	\$ 14,250
-------------------------------	-----------

Respectfully submitted,

Susan K. Tucker CPA

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Executive Session - Sale of Real Property**

**Subject:**

**Background:**

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Main Street Parking Regulations (Requested by Council Member Mansfield)**

**Subject:**

**Background:**

**City of Beacon Workshop Agenda**  
**2/8/2016**

**Title:**

**Beacon Correctional Facility (Requested by Council Member Kyriacou)**

**Subject:**

**Background:**