

Tranist Orient Development - Discussion at the September 8th Workshop

Date of Comment	Constituent	Topic	Discussion
9/8/2009	Mark Hurley	Bids	Urge the City of Beacon to open the competition to all architects to create a contemporary design for the TOD
9/8/2009	George Mansfield	Commercial Space	Why not let office space if the Market demands this. Why not have entire building with Office Space. This has a less impact of cost of services.
9/8/2009	Kevin Byrne	Commercial Space	Potential fiscal impacts of the Plan were summarized as follows: 1) Growth patterns that encourage solely single-family residential development will lead to net fiscal deficits for the City, and, accordingly, increased tax rates. 2) Growth patterns that encourage solely mixed-use and commercial development will contribute to a net positive fiscal situation
9/8/2009	Kevin Byrne	Commercial Space	Commercial and Job Producing and Income Opportunities for this property. This is backed up in the Comprehensive Plan in a many areas.
9/8/2009	Chris Ancliffe	Commercial Space	No Commercial Development on the riverside of the tracks - City should be very careful allowing commercial development in this zone. From my recollection of the waterfront committee it was envisioned that this is would be mostly green space, open space. The MTA talked about having a footprint on this side for gateway, visitor center. We as a committee did not realize that this would open up for a restaurant area per say. Some talked about having another Newburgh on the waterfront, and the City should be very careful allowing that kind of development on the Riverside of the tracks
9/8/2009	Cabot Parsons	Cost	Should be a high level of confidence in these cost of service reports.
9/8/2009	John Gilvey	Cost	Motive of MTA MTA reason for the TOD is to have the City built a new parking garage.
9/8/2009	Thomas Cunningham	Cost	The numbers presented regarding the fiscal impact down at the waterfront turned out to be incorrect. On the agenda today there is a resolution to perform another cost of service study, which this cost of study should include all three developments: TOD, Edgewater and RD.1-7
9/8/2009	Thomas Cunningham	Cost	Residential Increase in Development will bring in a net increase in revenue dollars, it is important that these developments brings in revenue and not costing more money to the taxpayers
9/8/2009	Thomas Cunningham	Cost	Balancing the Budget of the City - We should recognize that when we talk about all these developments that they are not going to balance the budget next year. So the City should keep in mind if we change the zoning at the train station the budget problem of the city will not go away

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9/8/2009	Thomas Cunningham	Cost	Cost of Services RFP's - Urge that the City uses creditable and reasonable multipliers for children especially but also residents that will be brought in by the development. The numbers must be defended. If you have a three bed room apartment there are statically proven demonstrated numbers that the kind of children that we expect to have. The study should use those numbers and not different numbers. From the school perspective the total number of potential development units that is on the table now is fifteen hundred. Six hundred at TOD, three hundred at Edgewater, possibility three hundred and Beacon Terminals, and two additional at Fishkill Creek which would be approx. two hundred. If all these are currently envisioned the city is talking about fifteen hundred additional dwelling units in the City. The city at present has approx fifty five hundred dwelling units, this is an extreme increase with a related increase in children and services that will be required.
9/8/2009			
9/8/2009	Mark Roland	Cost	This is like a home equity loan for the MTA, they will maximize there hundreds and millions of dollars of property and what is that going to do for the citizens of Beacon
9/8/2009	Elliot _____	Cost	The School District has not been mentioned at all. Will we have representation from the School District to voice their concerns? What I see is a new school being built, which will cost the taxpayers
9/8/2009	Elliot _____	Cost	Taxes / Budget Shortfall. - The taxes from real estate go to Beacon, from a commercial stand point, not all the taxes go to Beacon. The taxes are not going to be generated next year or the year after, and the City already has a shortfall
9/8/2009	Tom Buzinski	Cost	Concerned about the cost to the taxpayers
9/8/2009	Cabot Parsons	Council Participation	To that end, the City needs to claim their right, in addition to the zoning ordinance under consideration and the planning and approvals boards and processes, to be an ACTIVE participant at every level to shape the initial profile of the plan and to raise expectations. We will be working closely with the mayor and the City as this project develops to help this happen, but initially at this stage. The City, via the mayor, administration and council as appropriate, should have, MUST have, a seat at the table in creating the RFP for the TOD and co-signatory authority with the MTA. Our TOD does NOT have to be the same as other TODs. We have the power to retain control of this process at the municipal level, and should make every effort to do so.

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9/8/2009	Cabot Parsons	Design	This could be a distraction, because that is not necessarily what we have. Public needs to be mindful that what Mr. Clarke has presented might not even look remotely like it.
9/8/2009	Cabot Parsons	Design	T.O.D. will be the flagship development project that will have the most visual and experiential impact on the total water front development.
9/8/2009	Cabot Parsons	Design	This huge new project and the availability to exceed expectations and create something amazing, and make every effort for the highest quality outcome. City of Beacon has one shot at this and opportunities missed will have negative dividends to come.
9/8/2009	Cabot Parsons	Design	Developer-driven design often promises much, but delivers much less, and when the MTA and chosen developer have finished their processes and are counting their profits, it is the people of Beacon, their children, and their children's children, who will be livingday to day with the results.
9/8/2009	Cabot Parsons	Design	Public and private spaces within the winning proposal should be integrated in innovative ways which create opportunities for community-building among TOD and other Beacon residents; design can either separate residents from pedestrians and visitors or cross-pollinate the two living streams into one flowing vibrant whole.
9/8/2009	Cabot Parsons	Design	Completion of specific design, environmental, public space and transit features in the chosen design MUST be tied to any Certificates of Occupancy, so that the features and priorities important to the city are not removed from the project on the back end due to cost or other considerations. These specifics must be identified and communicated to the winning developer(s) prior to official approval of the plan by the city.
9/8/2009	Mark Hurley	Design	TOD will be the first impression that many visitors will experience of our City of Beacon. Should create instant curiosity, and desire. TOD should be an ultra modern contemporary appearance so that the TOD can be the connecting link between DIA the waterfront and Main Street. With increase business on Main Street
9/8/2009	Mark Hurley	Design	Create an Ultra Modern Architectural Structure that will strengthen Beacon's Contemporary Image, which will propel us into the national and International spot light. Encourage Architectural Structure to spill over onto Main Street
9/8/2009	Mark Hurley	Design	Combining Beacon's Industrial, Residential and Brick buildings with architectural elements, such as transparent facades, flowing moments and green standards will elevate Beacon with a one of a kind in the Hudson Valley
9/8/2009	Mark Hurley	Design	Encourage all new structures in the City to be of a contemporary design thus creating an ultra modern look for Beacon.

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9/8/2009	James Korn	Design	It would be nice from one hundred years from now people experience the same joy from the buildings we construct today as of those that were constructed one hundred years ago.
9/8/2009	John Gilvey	Design	Nice Proposal drawn by DC Planning and Development. No reality, no developer who has embraced this plan. The plan that we are looking at is very confusing to the public
9/8/2009	Jill Rubin	Design	Character of any construction is specifically defined. If this is not considered there will be no character in that area
9/8/2009	Jill Rubin	Design	Housing - Building housing in this area, along with commercial building, what brings people to Beacon is a combination of the museum and the outdoor opportunities with the beauty of the river. Make sure that there is continued access to the river and trails linked from Beacon to Cold Spring
9/8/2009	Naomi Baat-Canaan	Government Cost	Will the city need a new pump stationed at the waterfront, what about flooding? The extra cost for services for the Police, Fire, Highway and Government Services. If we are not careful we will end up with two Beacons' and the new one will be built at the expense and destruction of the present Main Street.
9/8/2009	Dennis Pavelock	Government Cost	Fireboat - Entities involved can offset costs
9/8/2009	George Mansfield	Main Street	Main Street should be the Priority and not have TOD trickle up to Main Street.
9/8/2009	Cabot Parsons	Main Street	Overall plan should both design and cover costs for one end of an integrated sustainable inner-city transit mechanism or system that will link the TOD district directly with the Main Street corridor and beyond to the rest of Beacon; simply stating the need for linkage will not result in an actual transportation solution
9/8/2009	James Korn	Main Street	Existing the top of a parking garage will significantly change the climb to the end of Main Street. From calculations the corner of River Street and Beekman is roughly a third of the elevation to the actual level at the end of Main Street. Which is roughly one hundred and thirty five feet. People who are not really willing to walk approx 135 feet are not going to be willing to walk 90 feet. This idea is flawed and the prospect of walking through a parking garage to get to Main Street is not a very attractive idea.
9/8/2009	Naomi Baat-Canaan	Main Street	Having two Main Streets will not produce the revenue that is sought. Business on the Waterfront will have a direct effect on the business on Main Street.
9/8/2009	John Gilvey	Main Street	How much Main Street Business is this Council willing to sell out in order to build Metro North Parking on the waterfront? Which ones? Selling the waterfront is short sided

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9/8/2009	Kevin Byrne	Main Street	Concerns regarding connections to and the financial impacts on Main Street Business were the highest priority on the Comprehensive Plan.
9/8/2009	Kevin Byrne	Main Street	Keep Business locally owned and not have big business come to Beacon who has no interest in keeping the revenue here.. Keep the Retail on the Waterfront from competition with business on Main Street. Beacon should consider theaters, which can be written into the code.
9/8/2009	Mark Roland	Main Street	Bringing more business to Main Street this is all well and good, except there is also that one hundred and thirty thousand square feet of retail and other development and commercial use going down by the waterfront
9/8/2009	Tom Buzinski	Main Street	We should all look at all these issues very carefully. We should look at the most benefit for the existing residents and taxpayers of Beacon and Beacon Business and not potential. We need to improve the existing Beacon not the potential
9/8/2009	John Gilvey	Main Street	Retail Space on the Waterfront - Talks about 115 square feet of retail space on the waterfront.
9/8/2009	Dennis Pavelock	Other Communities	Conference with Newburgh Planning Department Talk to Newburgh Planning Officials as to any grey areas as to pertaining our Riverfront
9/8/2009	Naomi Baat-Canaan	Parking	At this time the underground passage way and the elevator at the Metro North Train Station is used as a toilet. With the proposal of a two floor underground parking facility this sanitary issue must be addressed. Will this parking be gated, cameras twenty four seven, and who will clean up these services when needed?
9/8/2009	Naomi Baat-Canaan	Parking	Traffic Study does not shed enough light on two issues: 1) With more parking spaces available there will be more cars driven to the waterfront and parked at the station. 2) It now can take two lights coming up the hill and two or more lights just getting onto or pass the bridge.
9/8/2009	Kevin Byrne	Parking	Parking should be linked to complementary uses and should be able to get one parking if it is an entire residential are.
9/8/2009	Dennis Pavelock	Petition	Concerned Citizens submitted TWO Petitions regarding T.O.D. Keep the Fishkill Creek side all Commercial Development
9/8/2009	Dennis Pavelock	Proposed Zoning Law	TOD Zoning Law -Intent and Purpose Section More Commercial Development brings more Employment Opportunities for our citizens.

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9/8/2009	Kevin Byrne	Quality of Life	Concerns on the impact of these proposed changes on the economy, environment and quality of life in the City, which have been addressed in the Comprehensive Plan, with sub-committees to make recommendations, unfortunately many of the most important recommendations were not adopted by the Council
9/8/2009	Mark Roland	Quality of Life	Being banding about is basically whether this will make us money or not. We need to be mindful of the quality of life issue. In ten years driving down route 9D and waiting 25 minutes to get onto route 84 and looking down at the nice promenade what will be my experience of life?
9/8/2009	Mark Roland	Quality of Life	We need to think beyond today and think about the future and not concede all these rights over to developers
9/8/2009	Cabot Parsons	Selection	Architecture firms considered should show a track record of successful, progressive designs that work well with distinctive geographic environments and provide imaginative solutions to specific site challenges. Architecture firms considered should be able to demonstrate through peer review records (awards, editorial) a strong and inventive design aesthetic
9/8/2009	Mark Hurley	Tourism	Stewart Airport is an entity that puts Beacon on the Map, A TOD which will increase the flow of tourism, otherwise Beacon will only be a transit point without giving Beacon and its attractions a second thought.
9/8/2009	Candelario Droz	Traffic	A rotary service, basically instead of putting in more traffic lights, the city should consider keeping a flowing movement of traffic. The City Hall Island which really lend itself, as you can get the traffic for Route 84 coming down toward the train station and guided out at the other side where DIA is, basically like a circle
9/8/2009	Naomi Baat-Canaan	Transportation	Any agreement, permit, license or approval to either hotel or transit district should include a four passenger electric solar connect the waterfront with downtown Beacon. This vehicle should run every two hours from Monday – Thursday, and every hour on the hour on Friday, Saturday and Sunday. This vehicle should be operated and maintained by the Hotel Conference Center and another by the Transit District.
9/8/2009	George Mansfield	Transportation	No alternative transportation listed
9/8/2009	Mark Roland	Transportation	Is it going to take this masses transit oriented development, and magically create a link to Main Street, we cant even get buses up to DIA or main Street, how is that we will be able to do it now by building more building down by the waterfront

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9/8/2009	Mark Roland	Transportation	We are talking on a typical day a thousand trips in the morning and another two thousand trips in the afternoon. The phrase traffic mitigation is to reduce. We are talking about adding lanes to the existing highways, not mitigating
9/8/2009	Mark Roland	Transportation	Transit Oriented Development is to reduce our use of cars, facilitate public transportation. We have been talking about parking spaces, and so-called traffic mitigation
9/8/2009	Mark Roland	Transportation	Uses for alternative transportation there are terms like consideration for bicycles and pedestrians. What it comes down to is that there will be sidewalks and bike racks.
9/8/2009	Mark Roland	Transportation	Zip lock parking, a certain amount of residents by the waterfront agrees not to have vehicles. Commuters to New York City. There is a large population in New York City that would love to live in Beacon and do not want the hassle of an automobile, use a car share or rentals of bikes to get up to main Street
9/8/2009	Cabot Parsons	Viewsheds	Seven Stories that is a concern. The viewsheds are a concern. How to determine an important viewshed. Needs more clarification in this document.
9/8/2009	James Korn	Viewsheds	Viewsheds must be preserved, and should be considered a priority. The most important viewshed is Corner of River Street and Beekman Street and down to the bridge (North Beekman).
9/8/2009	James Korn	Viewsheds	The promenade that is proposed which is not only part of John Clarke design, but part of the ordinance, which is flawed. The promenade east of the tracks and look at the water from the south you will see the Conference Center, the Visitor Center, north across the platform you will see shelters where people huddle together in the cold weather. From the northern portion you will see the Sloop Club, riverfront park on the east side of the waterfront.
9/8/2009	James Korn	Viewsheds	Zoning proposes seven stories, only a handful of buildings in Beacon that is over three stories. Height is measured from grade which goes from the corner of River Street and Beekman and slopes down gradually to the waterfront (going from fifty feet to zero feet). From the Waterfront Committee Recommendations – “Preserving viewsheds to and from the river should be a primary goal this might limit structure height in some part of the development”
9/8/2009	Lou Amoroso	Wetlands	Wetlands - The study should reflect that the property in question is wetlands which will have to go down quite away in order to stabilize a building as planned
9/8/2009	Tom Buzinski	Zoning	Use of the West side of the tracks being used for retail. Concerned about the size and scope of the retail services it is entirely too large

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9/8/2009	George Mansfield	Zoning	Wish that it remains East of the Railroad Tracks.
9/8/2009	George Mansfield	Zoning	Trying to encourage that this document be explicit and clear as possible, to not leave it vague enough to have it interpreted by the boards and council of the future. Lead to litigation, too much subjective decision making. This is the opportunity to have this document as explicit as possible
9/8/2009	Cabot Parsons	Zoning	The slower the better let's get this part right so it does not leave things vague for the future generations
9/8/2009	Kevin Byrne	Zoning	It has changed the Zoning map to include the waterside of the tracks and the TOD, which has not been adequately justified or explained.
9/8/2009	Kevin Byrne	Zoning	The Comprehensive plan proposed a mix of uses to this current zoning. The current zoning will allow a mostly residential scheme with maybe a small amount of commercial; there are no percentages required.
9/8/2009	Kevin Byrne	Zoning	Comprehensive Plan considering the environmental performance standards such as lead aerating or energy star. The draft zoning allows for a plan calls for a minimum legal required performance
9/8/2009	Kevin Byrne	Zoning	Zoning Uses and the Density is the core of the zoning This has to be required or the market will not deliver them to the City. In a way that it is designed or try to encourage doing other things, unless they are strongly encouraged with things that are in the law or required. The developers are most likely not going to voluntarily provide. The market encouragement is to provide residential units.
9/8/2009	Kevin Byrne	Zoning	Land Use Plan (original) - On the waterside of the tracks that use was waterfront park, but now it is considered a Transit Oriented District. This needs to be explained on how this was changed
9/8/2009	Kevin Byrne	Zoning	Narrow Strip on the Water - This has been modified that you cannot put apartment building on this strip and a lot of other restrictions
9/8/2009	Kevin Byrne	Zoning	There are setback requirements for the road requirements and setback for the tracks. For safety reasons the MTA does not require any construction. This should be preserved as parkland and public access. Since this was not in any part of the process This should be taking out of the map or explained clearly why if was one or how this was decided.

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9/8/2009	Kevin Byrne	Zoning	Have a set mixture or a percentage of uses required : Why not have a set mixture or a percentage of uses required and why a freestanding office building is not legal in this existence code, it should be, as it is the most financial beneficial and will have the least amount of negative impacts.
9/8/2009	Richard Cantor	Zoning	DiDimonous Property on River Street - The owners of this property would like to be not part of the TOD.
9/8/2009	Chris Ancliffe	Zoning	Zoning Map - Clarification on the Map. The three areas are proposed to be TOD
9/8/2009	Chris Ancliffe	Zoning	Strip on the Riverside of the Train tracks - In the text the water enhanced uses, including apartments, which are restricted to the east side of the tracks