Transit Oriented Development: “…this zone should allow for sufficient density to support a transit oriented community focused toward residents, workers and visitors that seek the convenience of transportation facilities in a walkable community framework.”

Beacon Comprehensive Plan, 2007
299 Units Under Construction
198 Units Approved by Planning Board
412 Units Now Before Planning Board
327 Units Under Consideration
Existing View Looking South

Elevated Station Square and Promenade with Expansive River Views

City of Beacon Riverfront
Illustrative Sketches 2010

Elevated Station Square and Promenade with Expansive River Views
Conventional Zoning:
- Text, Tables, and Map
- Negative Restrictions
- Focus on Numbers, Single Parcels, and Parking Lots
- Separated Use Districts

Form-Based Codes:
- Design Illustrations
- Positive Examples
- Emphasis on Urban Form and Streetscape Context
- Mixed-Use Neighborhoods
General Approach:

- Replace 7 previous zones with one integrated district
- Permit taller buildings
- Allow retail/restaurant uses only at the main intersection
- Reduce parking requirements
General Approach:

- Use East End and West End historic districts as models
- Encourage mixed-use infill
- Permit taller buildings with consideration of street shadows
- Prohibit auto-oriented uses, gas stations, and drive-thru lanes
- Reduce parking requirements and screen off-street lots to rear

Central Main Street District (CMS)

Shadow Analysis
Traditional Main St. Example

- Façade and roof line breaks at intervals of no more than 35'
- Top floor cornice feature
- Bay windows, balconies and open porches may encroach up to 4' over the sidewalk
- Primary window proportions greater in height than in width
- Secondary storefront cornice or first floor articulation
- Commercial first floor facing Main Street

More Modern Example

Design Standards
Consistent Examples

- Wood, brick, stucco, stone, or fiber-cement siding and trim recommended
- Metal, glass, or canvas-type awnings and canopies or projecting signs may encroach up to 6 feet over the sidewalk above 7 feet
- Street trees planted on average 30' - 40' apart
- Commercial buildings shall have at least 70% glass on first floor facades between 2' and 10' above the sidewalk
Design Standards Inconsistent Examples

- Two-story minimum required, allowing second floor occupancy
- Architectural features and windows should be continued on all sides, avoiding any blank walls
- Vinyl, aluminum, or sheet metal siding or sheet trim shall not be permitted
- Buildings should have a top floor cornice feature
- Primary window proportions shall be greater in height than in width
- Commercial buildings shall have at least 70% glass on the first floor facade
- Vinyl and aluminum awnings shall not be permitted

Design Standards Consistent Examples

- Wood, brick, stucco, stone, or fiber-cement siding and trim recommended
- Bay windows, balconies and open porches may encroach up to 4’ into the setback
- Required landscaping between the sidewalk and building to enhance the streetscape
- In the Linkage District, a setback of at least 15’ behind the facade above the third story
- Primary window proportions greater in height than in width
- Secondary cornice or first floor articulation
- Residential buildings shall have at least 30% glass on first floor facades
- Top floor cornice feature
- Façade and roof line breaks at intervals of no more than 35’
- Street trees planted on average 30’ - 40’ apart
- Metal, glass, or canvas-type awnings and canopies may encroach up to 6 feet over the sidewalk above 7 feet
Beacon County Parcel
Illustrative Sketch Plan

- 8,500 Square Feet 1st Floor Commercial
- 26 Housing Units on Three Upper Floors
- Pocket Park and 114-Space Parking Lot
Adopted Central Main Street District (CMS)

Approved 4-Story Building – 28 Units
1st Floor Commercial

Existing Building

Proposed Building

4-Story Building 18 Units
1st Floor Commercial
Under Construction
Adopted Linkage District (L)

7 Proposed Buildings
307 Units

3 Proposed
4-Story Buildings
98 Units

4-Story Building - 42 Units
Under Construction
Waterfront Development North (Metro North Parking Area)

Profile Section Cuts & Building Height Areas

Figure 10-4: Waterfront/Station Area Development Profile (North Site)

City of Beacon Comprehensive Plan Update

BFJ Planning
Figure 10-5: Waterfront/Station Area Development Profile (South Site)

CITY OF BEACON COMPREHENSIVE PLAN UPDATE
A Complete Street is a comfortable social space that is safe and convenient for walking, biking, cars, and transit regardless of age or ability.
**SLOWER, SAFER STREETS**

*Design narrow streets in cities, villages, and hamlet centers with buildings close to sidewalks, street trees, and other pedestrian-friendly features that promote slower speeds.*

Compare two main streets: one looks like a highway, while the other balances car access with walkability.
BUILDING BICYCLE NETWORKS

Develop local and regional bike plans, establishing a network of bicycle facilities to safely connect bicyclists of all abilities to schools, jobs, shops, transit stops, parks, and other destinations.

Nationwide, half of all trips are three miles or shorter, less than a 20-minute bike ride, and one out of four trips is less than one mile, only a five-minute bike ride.