

INTRODUCTION

The Town of Fishkill is an established, largely developed, but evolving, lively community nestled at the foot of the Hudson Highlands, wrapped around the City of Beacon and the Village of Fishkill, flanked by the Hudson River and its scenic shoreline on the West. Its fabric is woven with many friendly and attractive neighborhoods, numerous parks, trails, cultural and historic places, ample convenient shopping areas with charming restaurants, enjoyed by longstanding residents, newcomers and visitors. The Town is sustained by its volunteers, community groups and clubs, schools, sports leagues, emergency service providers, Town officials and staff, Library staff, owners of businesses and services, houses of worship, post offices and many other gathering places.

Our Town is a desirable / a great place to live and work because of its location within the Hudson Valley, with access to commuter rail service, interstate and state highways, which makes it an ideal place to live with options for a peaceful home life, access to the region's employment opportunities, urban-style entertainment and endless ways to enjoy outdoor activities. The community's residents value convenient travel to work or infrastructure that supports work-from-home with ample shopping and services for daily needs. The community's residents enjoy social and leisure activities that range from a game at Renegades (Dutchess) Stadium, kids camp or a walk at Stony Kill Farm, an afternoon at Blodgett Memorial Library followed by Splashdown, Fishkill Recreation Center activities for all ages, a tennis or basketball game at Geering Park, browsing the Van Wyck Homestead and grounds, or a vigorous hike on the Mount Beacon Trail, maybe an early evening picnic at Jena Van Pelt Park.

The Town preserves its precontact, historic and cultural heritage; its network of freshwater wetlands, watercourses and water bodies; fields, steeply sloped and wooded lands; and aquifers and other natural resources.

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VISION

Town residents recognize the value of and will continue to preserve Fishkill's historic and cultural heritage; the ecologically significant network of freshwater wetlands, watercourses, and water bodies; meadows, steeply sloped and wooded lands; and aquifers and other natural resources. The ongoing protection of our resources will be balanced by planned opportunities for sensible levels of residential and nonresidential land development.

The Town of Fishkill will pursue an environmentally and economically sustainable future by protecting and enhancing existing natural resources, expanding renewable energy infrastructure, pursuing connectivity by developing alternative transportation infrastructure, focusing development on abandoned or obsolete sites, and preserving its remaining open space, historic, scenic and cultural assets. The Town will strive to enhance and diversify the local economy by pursuing innovative strategies that focus on the needs of the community and the region, while preserving precious and important open space by encouraging mixed use, walkable development in areas that have already been developed. The Town of Fishkill will be a place where a diverse and inclusive community of residents, families and stakeholders can afford to live, work and play, where trails and sidewalks connect neighborhoods with services and amenities, and with each other.

Town of Fishkill Comprehensive Plan Update (CPU)
Outline Draft October 6, 2021 Revised September 22, 2022 with CPU Committee Comments from
October 13, 2021 to September 14, 2022 & Survey Results
INTRODUCTION, VISION, GOALS, OBJECTIVES AND REALIZATION

This Comprehensive Plan Update is intended to provide a clear vision, goals, and actions with an implementation plan designed to achieve completion of implementation tasks in the next five to ten years. By doing so, the Town will strive to become a more connected, inclusive, and vibrant community.

SUMMARY OF COMPREHENSIVE PLAN UPDATE (CPU) COMMITTEE ONLINE SURVEY RESULTS

Below is a summary and a set of observations, prepared by Jon Kanter, CPU Committee Member, on June 21, 2022, of the results of the on-line Town of Fishkill Comprehensive Plan Update Committee Survey (06/21/2022).

As a follow up to the Committee meeting on June 8, 2022, and in order to better understand the results of the on-line survey conducted by the Comprehensive Plan Update (CPU) Committee, I went through the tabulations provided by Liz Axelson, Planning Consultant to the CPU Committee, and summarized the results for most questions. I reviewed the 316 completed on-line surveys for this summary. The 37 paper surveys have not been tabulated yet, and it would be too time consuming to go through and summarize the raw data from the paper surveys at this time. The Committee may want to discuss how the results of the paper/hard copy surveys should be combined with the results of the on-line survey.

Executive Summary (Observations by Jon Kanter)

Some of the recurring themes expressed by survey respondents included the following:

Problems/Areas of Concern:

- Traffic congestion and safety (Esp. Rt. 9, Rt. 9D, Main St. in Village, Rt. 52 west of Village)
- Too much development (especially commercial development)
- Too many vacant, underutilized, unsightly buildings or sites (Dutchess Mall was cited often)
- Loss of remaining greenspace/natural areas
- Lack of sidewalks, walkability (esp. in Town outside of Village)

Strengths/What People Like in the Town:

- The Village (esp. Main St., village character/charm, businesses, restaurants, services, walkability)
- Town Parks, Recreation Center and recreation programs
- Open space, natural areas, the mountains, Hudson River, scenic beauty, Fishkill Creek
- Community events (e.g., parades, festivals, art and craft fairs, car shows)
- Historical importance, historic sites (e.g., Mt. Gullian, Van Wyck House, Dutch Church, Kipp House)

Suggestions/Opportunities:

- Traffic: Add by-pass around Main St. in Village; coordinate timing of traffic signals; add traffic signals in specific locations; restrict truck traffic through Village; add roundabouts at specific locations
- Getting around Fishkill in general: Add sidewalks and bike lanes at specific locations; build Rail Trail on old railroad along Fishkill Creek (Beacon to Hopewell Junction); better access to public transit
- Development: redevelop abandoned sites/vacant buildings (esp. Dutchess Mall, also former Texaco Research site); encourage small shops/diverse local shops/services/restaurants; avoid over development; discourage more big box stores, car dealerships, chain stores, warehouses; retain small town atmosphere and historic character, try to attract a good supermarket/grocery store (cited Trader Joe's, Wegman's, Stew Leonard's)
- Community events, parks, gathering places: Add more community gatherings, events, activities, volunteer projects; take better care of and make better use of Town parks; beautify streetscapes and public places
- Greenspace, natural areas: Preserve remaining open space and important natural areas, aquifers, wetlands, trees

Specific Survey Results (the following are summaries, not intended to be complete. Q stands for question.)

Q 1 – Where do you live?

84.39% (265) of respondents said they live in the Town of Fishkill full-time.

9.55% (30) said they live in the Village of Fishkill.

Q 2 – Which areas do you live near? *

27.74% (86) of respondents said they live near the Village.

21.94% (68) said they live near Glenham.

20.97% (65) said they live near Brinkerhoff/Dutchess Park.

17.42% (54) said they live near Rombout.

14.19% (44) said they live near Castle Point/9D Corridor.

12.90% (40) said they live near Merritt Blvd.

* [These responses add up to more than 100% because some respondents selected more than one area that they live near.]

Q 3 – What areas of the Town do you go to? **

84.98% (266) of respondents said they go to the Village.

68.05% (213) said they go to Merritt Blvd.

56.87% (178) said they go to Brinkerhoff/Dutchess Park.

53.04% (166) said they go to Rombout.

46.65% (146) said they go to Glenham.

41.85% (131) said they go to Castle Point/9D.

** [These responses add up to more than 100% because some respondents selected more than one area that they go to.]

Q 4 – Rate in order of importance to you general issues of interest & concern. (cumulative summary)

#1 most important (rating of 5.25): “Getting around Fishkill” (walking, biking, driving, traffic ...).

#2 most important (rating of 4.81): “Economy” (places to work, shop, eat, services, development).

#3 most important (rating of 4.59): “Environment & Natural Resources” (wetlands, streams/creeks, forests/woods, aquifers, habitats).

#4 most important (rating of 4.18): “Community Connections” (recreational & social activities, educational & creative opportunities, volunteering, tourism ...).

(Followed by “Leisure”, “Sustainability”, and “Options for Places to Live”, in that order).

Q 5 – Other specific areas of interest or concern.

#1 issue cited (42 respondents): traffic problems/congestion (specific locations stated included Rt. 9, Rt. 9D, Village (Main St.), Rt. 52 (in Town)).

#2 issue (18 respondents): overdevelopment (too much commercial development, too much high density housing, undue influence of developers, need for moratorium, ...).

#3 issue (9 respondents): need to redevelop abandoned/already developed sites/buildings (Dutchess Mall cited often).

#3 issue (9 respondents – tied with above): taxes too high.

#5 issue (8 respondents): need for more trails, sidewalks, Rail Trail.

#6 issue (7 respondents): crime, public safety.

#7 issue (5 respondents): need to protect environment, preserve natural areas/open space.

(Other issues cited included need to maintain & repair Town parks, need to improve infrastructure (sewer, water, roads), need to preserve historic structures/sites, need for affordable workforce or senior housing, need for a community pool, need for new/larger library, need for bike lanes, in that order.)

Q 6 – (Intentionally skipped)

Q 7 – Locations where you encounter traffic problems.

- #1 – 80.19% (251) said Rt. 52 between Rt. 9 and I-84.
- #2 – 64.54% (202) said Intersection of Rt. 9 and Rt. 52
- #3 – 37.06% (116) said Intersection of Rt. 9D and I-84.
- #4 – 31.63% (99) said Intersection of Rt. 9 and I-84.
- #5 – 28.43% (89) said Rt. 52 between Rt. 9 and Rt. 82.
- #6 – 26.20% (82) said Rt. 9D between Red Schoolhouse Rd. and I-84.

Q 8 – Ideas for fixing/reducing traffic problems.

- #1 (20 respondents): Stop overdevelopment.
- #2 (19 respondents): Build by-pass around Main St. in Village (change traffic pattern).
- #3 (14 respondents): Better coordination and timing of traffic signals.
- #4 (13 respondents): Restrict/reduce truck traffic (through Village on Main St.)
- #5 (10 respondents): Add roundabouts (some suggested specific locations, e.g., Rt. 52/Old Glenham Rd. near Town Hall, intersection of Rt. 52/Rt. 82).
- #6 (8 respondents): Build new interchange/access to I-84 from Rt. 9D (at Dutchess Stadium or Red Schoolhouse Rd.)
- #7 (7 respondents): Add traffic signals (specific locations e.g., Merritt Blvd., Cedar Hill Rd./Rt. 52, Castle Point Rd./Rt. 9D).
- #8 (6 respondents): Add turning lanes/widen Rt. 9D southbound (e.g., approaching Bridge over I-84).
- #8 (tied – 6 respondents): Add bike lanes, sidewalks (specific locations, e.g., Rt. 52 from Recreation Center to Village).

(Other suggestions included traffic police controlling traffic at peak hours (e.g., at intersection of Rt. 9 and Rt. 52), improve public transit, build rail trail, more opportunities for walking and biking, make Main St. in Village one-way west bound.)

Q 9 – Top three choices for getting around.

- #1 Drive – 98.08% (306 respondents)
- #2 Walk – 69.55% (217 respondents)
- #3 Get ride (from friend/family) – 37.50% (117 respondents)
- #4 Bike – 29.81% (93 respondents)
- #5 Take taxi, uber or lyft – 13.46% (42 respondents)
- #6 Take a bus – 7.69% (24 respondents)

(The overwhelming choices involve travel by car, whether it is driving your own car, getting a ride from someone else, or taxi, uber or lyft. A large number prefer walking when they can. A relatively low number chose to take a bus. A moderate number chose to ride a bike.)

Q 10 – It would be easier to get around Fishkill if ...

These responses largely parallel Q 8 – ideas for fixing/reducing traffic problems and include (as examples):

- Less development
- More sidewalks, bike lanes, trails (safer opportunities for walking, biking)
- By-pass around Main St. in Village
- More access to public transit
- Better timing/coordination of traffic lights

- Build the Rail Trail on the old railroad tracks along Fishkill Creek

Q 11 – (Intentionally skipped)

Q 12 – Where/how sidewalks, bike lanes and related improvements would help provide safe opportunities for biking, walking?

#1 (21 respondents): Add sidewalks and/or bike lanes on Rt. 52 (west of Village, e.g., Town Hall complex to Village).

#2 (20 respondents): Build Rail Trail on old railroad tracks along Fishkill Creek.

#3 (18 respondents): Add wider shoulders, sidewalks and/or bike lanes on Rt. 9D (at least between I-84 and Red Schoolhouse Rd.

#4 (17 respondents): Add sidewalks throughout Town, especially on major roads, follow “Complete Streets” policies adopted by Town.

#5 (8 respondents): Add sidewalks on Rt. 52 east of Rt. 9.

#5 (tied – 8 respondents): Add sidewalks and/or bike lanes on all of Rt. 52 to connect Town areas to Village.

#5 (tied – 8 respondents): Add sidewalks connecting neighborhoods to businesses and/or major roads (e.g., Regency at Fishkill to Rt. 9).

#8 (5 respondents): Add sidewalks along Old Glenham Rd.

#9 (4 respondents): Add better/safer crosswalks (e.g., Rt. 9 near Shop Rite and other major roads).

Q 13 Do you have wishes, ideas for new or needed businesses or service development?

Yes: 44.16% (136 respondents)

No: 55.84% (172 respondents)

Q 14 – If Yes, what businesses/services are needed?

#1 Supermarket (cited Trader Joe’s, Wegman’s, Stew Leonard’s) (21 respondents)

#2 Small shops, diverse local shops, cafes, restaurants, etc. (19 respondents)

#3 Redevelop abandoned former Dutchess Mall (10 respondents)

#4 Redevelop existing vacant buildings, abandoned properties (two cited former Texaco Research Facility site to develop offices, business, shops, housing) (total 6 respondents)

(Other suggestions included a hospital, mixed-use development, a new, bigger library, waterfront access)

Q 15 – Businesses: If yes, Where?

#1 (26 respondents): Old Dutchess Mall site

#2 (16 respondents): Village of Fishkill

#3 (10 respondents): Vacant/underutilized building, sites (one cited Dutchess Park Plaza which has a number of vacant storefronts)

#4 (8 respondents): Rt. 9D across from Dutchess Stadium

#4 (tied – 8 respondents): Rt. 9

#6 (6 respondents): Main roads, existing commercial areas, major intersections

#7 (5 respondents): Former Texaco Research site in Glenham (one cited mixed-use development, one said develop it but not in a way that would destroy fabric of neighborhood)

#8 (2 respondents): Add small shops, businesses near neighborhoods where people can walk to businesses

Q 16 – If No (business, services), Why not?

#1 (30 respondents): Can get what we need with existing businesses/ like what is here now

#2 (15 respondents): Too much commercial development already

#3 (11 respondents): Traffic is already bad/too much traffic congestion

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#4 (10 respondents): Too many vacant buildings/sites (re-use existing buildings, redevelop abandoned sites)

#5 (6 respondents): No more land clearing/preserve remaining open spaces

#6 (3 respondents): Too much commercial development is ruining our beautiful, historic town, small town character)

Q 17 – Concerns about new business or service development?

Yes: 60.20% (183 respondents)

No: 39.80% (121 respondents)

Q 18 – If yes (concerns about new business or service development), please elaborate.

(This is another way of phrasing Q 16, and was answered in much the same way as Q 16. A brief summary of these responses follows):

#1 (43 respondents): Traffic congestion

#2 (25 respondents): Better to re-use existing buildings/abandoned sites

#3 (10 respondents): Do not build big box stores, car dealerships, chain stores warehouses

#4 (8 respondents): Town is over developed

#5 (7 respondents): Overcrowding, too many people

#5 (tied - 7 respondents): Retain what is left of small town character

#7 (6 respondents): Need to preserve remaining greenspace, limited land left

Q 19 – Place, event or something you like about T/of Fishkill.

#1 (39 respondents): Village/Main St. in Village/Village character (charm), walkability

#2 (29 respondents): Restaurants (variety)

#3 (28 respondents): Town parks (cited Sarah Taylor, Dog park, Geering, Doug Philips)

#4 (25 respondents): Open space, natural areas, the mountains, Hudson River, scenic beauty, aquifers, Fishkill Creek

#4 (tied- 25 respondents): Community events (e.g., car shows, parades, concerts, farmers market, art and craft fairs, fireworks, cupcake festival, etc.)

#6 (20 respondents): Recreation/Community Center, recreation programs

#7 (16 respondents): Historical importance, historic sites (Mt. Gulian, Van Wyck House, Dutch Church, Kipp House)

#8 (11 respondents): Small town atmosphere

#9 (10 respondents): Stony Kill Farm

#10 (8 respondents): Dutchess (Renegades) Stadium

#11 (6 respondents): Nature trails (e.g., Fishkill Ridge)

Q 20 – Place, event or something you do NOT like about T/of Fishkill.

#1 (52 respondents): Too much traffic (some cited specific locations, covered in Q 5 and Q 8)

#2 (15 respondents): Dutchess Mall (unsightly, abandoned buildings)

#3 (11 respondents): Large-scale commercial development (e.g., The Gap warehouse, Healey Bros. Walmart)

#4 (8 respondents): Lack of sidewalks, not walkable

#4 (tied – 8 respondents): Too much development

(Other things mentioned include the unfinished project at Rt. 52/Rt. 82, lack of access to Hudson River, loss of open space/natural areas, over crowded, high taxes)

Q 21 – One thing I would like to see more of in T/of Fishkill.

#1 (35 respondents): Community gatherings, activities, events, volunteer projects

#2 (19 respondents): More walkable community (sidewalks, crosswalks)

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#3 (13 respondents): walking and bike paths, trails
#3 (tied – 13 respondents): Small, local businesses
#5 (12 respondents): Preservation of undeveloped land, greenspace, trees, public gardens
#6 (7 respondents): Beautify streetscapes, public gathering places, more attractive development
#7 (5 respondents): Preservation of historic sites, structures
#7 (tied – 5 respondents): Affordable housing for work force and/or seniors (that stays affordable)
#9 (4 respondents): Better access to public transit
(Other things mentioned include waterfront access, diversity of population, more of a town center.)

Q 22 – Age Group.

#1: 61 -75 years: 42.12% (131 respondents)
#2: 46 – 60 years: 30.87% (96 respondents)
#3: 31 – 45 years: 13.18% (41 respondents)
#4: 76 – 90 years: 6.75% (21 respondents)
#5: 19 – 30 years: 1.61% (5 respondents)

Summary: A large majority of respondents were in older age groups (61–75, 46–60, 76–90).

Q 23 (Intentionally skipped)

Q 24 – Children under 18 years in household?

No: 78.85% (246 respondents)

Yes: 21.15% (66 respondents)

Summary: Most households said they have no children at home.

Q 25 – Household income in 2021.

#1: \$100,000 – \$150,000: 26.45% (73 respondents)
#2: > \$150,000: 25.36% (70 respondents)
#3: \$75,000 – \$99,999: 20.29% (56 respondents)
#4: \$50,000 - \$74,999: 17.75% (49 respondents)

Summary: Most households were in higher income categories.

[Note: The Committee should check most recent demographic data (from Census) to see how representative of area population our survey sample was.]

Q 26 – Q 35

SEE REVISED ALTERNATIVE PARAGRAPH BELOW Jon Kanter’s [Editorial note: I could not see any trend in the way respondents answered this series of questions in Q 26 – Q 35. I am not sure respondents understood the scale of 1 (strongly support), 3 (neutral), 5 (strongly oppose). All responses, regardless of what the questions were, leaned heavily toward “4” (oppose). I do not think that these responses will be helpful in our survey summary – they do not really show anything (except that perhaps people are opposed to everything we asked about)? If we want to get a better idea of how people feel about the things we asked about, we might want to discuss these issues in public meetings/focus groups. What do Committee members think? Any thoughts on why the numbers came out as they did in this series of questions?]

ALTERNATIVE PARAGRAPH ABOUT: Q 26 – Q 35

The results of the responses to **Q 26 – Q 35** (questions 26 to 35) did not present any noticeable trend in the way survey respondents answered the series of questions in Q 26 – Q 35. The CPU Committee working with their consultant created the series of questions in which respondents would express themselves by rating their strength or intensity of response to a series of issues presented on a scale of

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1 to 5. So for each question, there would be a scale with a range of possible responses such as: “1 (strongly support), 3 (neutral), 5 (strongly oppose)”. This would allow a response of 2 for just “support” or 4 for just “oppose”. It is not clear from the results that respondents grasped the purpose of the scale in expressing their thoughts or feelings about each issue. Also, the survey was relatively long, with respondents possibly feeling less interested by the time they would be answering Q 26 to Q 35.

For example, all responses, regardless of what the questions were, leaned heavily toward “4” (oppose). It is not clear whether the responses to these questions provide helpful input for the CPU survey summary. Similarly, the responses to Q 26 to Q35 do not clearly show anything (except that perhaps people are opposed to everything they were asked about) that would guide the CPU Committee in determining directions for the CPU. However, The CPU Committee might want to discuss the issues raised in Q 26 to Q 35 in public meetings such as Joint Town Board and CPU Committee meetings or during a public/community open house to get ideas about how people feel about the issues raised in Q 26 to Q 35.

COMPREHENSIVE PLAN UPDATE (CPU) COMMITTEE ONLINE & PAPER SURVEY PROCESS

Early in the series of CPU Committee meetings, the group indicated a desire to provide an opportunity for community and public input through a survey questionnaire. The Committee reviewed several draft survey questionnaires prepared by the Committee’s planning consultant, providing comments on each draft, tailoring the questions to specific areas and locations of concern in the Town of Fishkill, and their sense of the community in which they live, visit and work. After reviewing 9 versions of the survey questionnaire that were created and then revised per the CPU Committee (drafts dated 10/5/21, 10/8/21, 10/15/21, 11/3/21, 11/10/21, 2/28/22, 3/3/22, 3/15/22, and 3/23/22), the CPU Committee’s planning consultant provided a final version for the survey launch dated March 23, 2022. This version of the questionnaire was used to create an online questionnaire using the Survey Monkey platform. A pdf of the questionnaire was also provided so that residents who might not have access to the online form, or preferred to answer in writing on paper, would be able to participate in the CPU Committee’s survey.

A CPU Committee flier was created to inform the public about the online survey. The flier also informed citizens about how and where paper surveys could be found, and once completed, where they could be dropped off to be counted.

The online survey was launched on March 23, 2022 with the Survey Monkey platform accessible via a QR code. The platform did not request or require any information about respondents’ identities. Similarly, the paper survey did not request or require any information about respondents’ identities. However, each survey response whether providing answers online or on paper was assigned a number.

Information about the CPU Committee survey (online or paper) was provided, published and spread in many ways by the members of the Committee, Town staff, and the CPU Committee’s planning consultant via the Town of Fishkill website, fliers and paper copies of the surveys handed out to residents at apartment complexes and other residential developments and neighborhoods, stores and plazas, with copies of the fliers and survey forms available at the Town’s Recreation Department, the Town Clerk’s and Supervisor’s offices, and other Town departments. Local community facilities and

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groups, such as the library, fire departments and emergency squads, were contacted by phone and email to inform them and their patrons, supporters and members about the survey by encouraging them to inform via email and posting on websites and social media platforms as well as providing paper copies.

The online Survey Monkey questionnaire ran for 6 weeks and was concluded on May 10, 2022 and paper surveys were gathered by CPU Committee volunteers and Town staff. The 37 paper survey responses were sent to the CPU Committee's planning consultant, to be scanned and tabulated. The CPU Committee's planning consultant created a full compilation of results of all 316 respondents from the Survey Monkey platform; and also obtained the results of individual respondents gathered from the Survey Monkey platform. The total combined number of respondents including online participants and those completing hard copy surveys was 353.

GOALS, OBJECTIVES, AND STRATEGIES

- A. **GOAL: CONNECT PEOPLE AND PLACES** with a network of roads, sidewalks, pedestrian paths, and bicycle trails to reduce traffic congestion; to connect neighborhoods, public spaces and businesses; and to enhance the quality of community life. The need for improved road connections, sidewalks, and other methods for travel within the community has been recognized by the Town of Fishkill as expressed in the Comprehensive Plan of 2009 and as implemented by the Town's Planning Board during the review of land development projects.
→ INSERT PHOTOS/IMAGES IN THIS SECTION
1. **Objective:** Pursue remedies to traffic congestion and safety concerns, such as traffic signal timing changes, or adding new signals, intersection realignment and improvement, traffic calming measures, etc., including consultation with the New York State Department of Transportation (NYSDOT), Dutchess County Department of Public Works (DCDPW), Town of Fishkill Highway Department, and other agencies, in the following priority areas:
 - a. New York State Route 52 between U.S. Route 9 and Interstate Route 84;
 - b. Intersection of U.S. Route 9 and New York State Route 52;
 - c. Intersection of New York State Route 9D and Interstate Route 84;
 - d. Intersection of U.S. Route 9 and Interstate Route 84;
 - e. New York State Route 52 between U.S. Route 9 and New York State Route 82; and
 - f. New York State Route 9D between Red Schoolhouse Road (Dutchess County Route 36) and Interstate Route 84; and
 - g. Consider the creation of an alternate vehicular access/interchange from I-84 to Rt. 9D at Renegades (Dutchess) Stadium or Red Schoolhouse Road in cooperation with NYS DOT.
 2. **Objective:** Examine traffic patterns in the Village of Fishkill, consider prohibiting truck traffic in the Village, and review traffic recommendations on the Village of Fishkill Comprehensive Plan.
 3. **Objective:** Pursue the addition of sidewalks, emphasizing extensions to and connections with sidewalks, including consultation with the Town of Fishkill Planning Board, the New York State Department of Transportation (NYSDOT), Dutchess County Department of Public Works (DCDPW), Town of Fishkill Highway Department, and other agencies, including neighboring municipalities, in the priority areas described below. Community members and decision-makers are encouraged to visit the online mapping system available through the Moving Dutchess Forward website created for the Dutchess County Transportation Council (DCTC). This online map was used to describe areas needing sidewalks described below:
 - a. New York State Route 52 between U.S. Route 9 and Interstate Route 84: There are some sidewalks on both sides of Route 52 from its intersection with Rte 9 running west and southwest along 52. Yet sidewalks should be provided continuously southwest along Main Street to the Village boundary and beyond, connecting existing lengths of sidewalks and neighborhoods on both sides. Specifically, sidewalks should be constructed, or existing sidewalks should be connected extending them along both sides of Rte 52, running under the I-84 overpass along the west side, continuing along both sides of Route 52B to Millholland Drive, then progressing on the north side to the City

- of Beacon boundary. Pedestrian crossings should be created all along Routes 52 and 52B.
- b. #b. Intersection of U.S. Route 9 and New York State Route 52, including extensions along Rte 52 east of the Village of Fishkill and along Rte 9 north of the Village: Refer to the description below about sidewalk connections to the east along Route 52. Sidewalks should be constructed on both sides of Route 9 to and beyond the northern boundary of the Village of Fishkill, extending on both sides of Rte 9, connecting the adjoining neighborhoods, to its intersection with Old Rte 9W. Pedestrian crossings should be created all along this section of Route 9.
 - c. Intersection of New York State Route 9D and Interstate Route 84; and Route 9D from the City of Beacon on to Red Schoolhouse Road (Dutchess County Route 36): There are sidewalks on both sides of Rte 9D just south of its intersection with I-84, crossing the Town of Fishkill boundary and into the City of Beacon. Except for a short length of sidewalk on the east side of the 9D overpass over I-84, there are no sidewalks along Rte 9D to the north of the overpass. Sidewalks should be constructed along both sides of 9D's I-84 overpass. Sidewalks should be provided from the overpass to the north along both sides of Rte 9D, connecting many neighborhoods along 9D and extending to the north of the Renegades (Dutchess) Stadium entrance and continuing on both sides to Red Schoolhouse Road (Dutchess County Route 36). Pedestrian crossings should be created all along this section of Route 9D at key points where neighborhood roads intersect with 9D, including a crossing to Farmstead Lane at Stony Kill Farm.
 - d. Intersection of U.S. Route 9 and Interstate Route 84: There are sidewalks along both sides of Route 9 to and under the I-84 overpass, including pedestrian crossings at the I-84 on and off ramps. Sidewalks continue along the west side of Rte 9 to the Dutchess Marketplace entrance. A pedestrian crossing should be created across from this entrance to the east side of Rte 9 at Van Wick Lake Road and sidewalks should be provided to the north along the east side of 9 to connect with the sidewalks and pedestrian crossing at the intersection of Rte 9 with Snook Road. The Continental Commons project includes a sidewalk along a portion of the east side of Rte 9 between Snook Road and Van Wyck Lake Road with a cross walk across Rte 9 at Van Wyck Lake Road. A sidewalk should be added along the west side of Rt. 9 from the central entrance driveway to the former Dutchess Mall to the southern entrance driveway.
 - e. New York State Route 52 between U.S. Route 9 and New York State Route 82, including extensions northeast along Rte 82: There are some unconnected sections of sidewalks from Route 52's intersection with Rte 9, and sidewalks run just on the south side of Rte 52 (Ketcham Drive) and only to Clark Drive. Sidewalks should be constructed from Old Main Street on the north side of Rte 52 at least to the intersection with Rte 82. Sidewalks should be constructed on the south side of Rte 52, beginning with a pedestrian crossing of Old Main Street, connecting to sidewalks leading to and crossing Clark Dr., and continuing along the south side of Rte 52 to Doug Phillips Dr., and connect with sidewalks on Merritt Boulevard. Pedestrian crossings should be created all along Route 52 at key points where neighborhood roads intersect with 52.

Sidewalks should also be added along both sides of Route 82 from its intersection with Route 52, running east to the Town ballpark, the bowling alley and the church, which

- would connect extensive neighborhoods with these amenities and also to the sidewalks on Route 52.
- f. Consider collaborating with the Town of Wappinger about extending pedestrian pathways further north to other neighborhood areas.
 - g. Generally, connect existing sidewalks that appear to end in areas along main roads where connections to neighborhoods, stores, transit stops, parks or other destinations.
4. **Objective:** Pursue additional improvements to encourage safety and convenience for pedestrians, commuters, and bicyclists, in the areas described above, including consultation with the agencies noted above, the Town of Fishkill Town Board and Planning Board, and other agencies, including the following:
- a. Connect, and coordinate access to commercial sites, including the reduction of access points along the main highway routes listed above, to improve transportation efficiency, safety, and movement.
 - b. Apply traffic calming measures to reduce speeding and create safe environment for pedestrians and bicyclists where necessary and appropriate.
 - c. Identify and upgrade existing sidewalks that are too narrow, in need of repair or realignment.
 - d. The Planning Board should be involved to encourage such connections when reviewing land development or subdivision applications, in consultation with local fire and officials and emergency service groups.
5. **Objective:** Connect people and places with public transit. Bus Routes run along Routes 9 and 9D, 52 and 52B, connecting with rail stations in Beacon, and New Hamburg.
- a. Create additional transit stops in appropriate areas.
 - b. Increase the availability and frequency of transit routes.
 - c. This strategy may be a priority that would be addressed in consultation with Dutchess County Public Transit, the public, neighborhood groups, and homeowners' associations to identify possible connections.
6. **Objective:** Connect streets and neighborhoods to improve traffic circulation and safety, and to reduce traffic congestion by encouraging walking and bicycling. Streets and neighborhoods would be connected by sidewalks, and bicycle lanes to encourage walking and bicycling to parks and other destinations.
- a. Pursue and support the creation of a new rail trail using the Metro North Commercial Railroad and Metropolitan Transportation rights-of-way (ROWs), which are a series of connected linear parcels running from the eastern boundary of the Town of Fishkill through numerous neighborhoods, the Village of Fishkill, across Route 9 and under Interstate 84, through Glenham and the Chevron properties, to and through the City of Beacon, to route 9D and the Hudson River, to make these connections. These rights-of-way, also known as the Metro-North Beacon Line, or Beacon Line, are no longer in regular use and have been desired for many years as a potential central pathway for pedestrians, commuters and bicyclists. The Town of Fishkill must actively engage in collaboration with adjoining municipalities (City of Beacon, Village of Fishkill and the Town of East Fishkill), and the Dutchess County Department of Planning and Development.
 - b. Pursue and support another new rail trail using the Metro North Commercial Railroad and Metropolitan Transportation rights-of-way (ROWs), aka Beacon Line, which would

be extended to the northeast to Hopewell Junction and would continue to make a connection with the existing Dutchess County Rail Trail.

- c. The pedestrian, commuter and bicycle connections envisioned in the objectives above would funnel into and flow from expanded sidewalks along the main highways described above. The Beacon Line pathway would serve pedestrians, commuters and bicyclists from local neighborhoods, local businesses, the larger area of southern Dutchess, as well as visitors, and tourists from farther away.
- d. Established communities and railroads tend to run alongside waterways. So, it is natural that neighborhoods and parks are located on or near the Fishkill Creek. This creates opportunities for a series of natural attractions along the future Beacon Line rail trail and the creek.
 - i. Doug Phillips park, off of Route 52, which flanks the Beacon Line ROW, already includes opportunities for fishing. Sarah Taylor Park, off of Old Main Street, also flanks the Beacon Line, and offers creekside trails, fishing and swimming. Sandwiched between Route 52 and the north side of Beacon Line, near local businesses, there is a vacant commercial parcel in the vicinity of these parks and large neighborhoods. At this point, the south side of the Beacon Line is the creek. It is situated such that could be developed for nonresidential use (GB, General Business zoning), yet with an easement for pedestrian access to the Fishkill Creek. A use related to aquatic or athletic activities might be suitable. Or perhaps due to floodplain limitations for use of this parcel, it might be considered for park land.
 - ii. The Hudson Highlands State Park Preserve shares its northwestern parcel boundary with the Beacon Line ROW boundary with a Town owned parcel on the other side of the unused tracks. While the state land includes significant wetland area, the Town land, at the end of Van Steuben Road appears to be an open field area, with a structure, which open area would be suitable for a picnic area, with opportunities for viewing wetlands and wildlife. Depending on the quality of the wetland and underlying soils, it may be possible to create a walkway and observation deck, which might foster community appreciation of the value of wetlands.
 - iii. Where the Beacon Line ROW runs east-southeast from the Van Steuben Road neighborhood toward Petticoat/Park Lane, Glenham, it is flanked by extensive wetland areas, which seem less interesting to those using the future rail trail. Interpretive signs and placards in this area explaining the role of wetlands as unique habitats, which improve water quality and serve as flood water storage areas.
 - iv. Jean Van Pelt Park, a nearly 3-sided parcel, fronts on Washington Avenue with its southern boundary on the Beacon Line ROW, and its eastern side is Fishkill Creek shoreline. Park amenities include fishing, swimming and picnicking. The Town of Fishkill owns 3 additional parcels south of Jean Van Pelt Park, on both sides of the creek, which connect with the southern boundary of the Beacon Line. These appear to present opportunities for Beacon Line connections with the Town's natural resources.

- v. The above are examples connecting existing parks, via the Beacon Line, and nearby vacant or underutilized lands to create a central greenway area in the Town of Fishkill with visual and pedestrian access to the community's natural resources. A greenway themed trail would serve to connect parks, neighborhoods, and other important sites in the Town, and enhance opportunities for recreation and alternative ways of getting around.
 - e. Connect the community with a town-wide network of hiking trails and bicycle paths that link neighborhoods, parks, shopping areas, and regional trails, including the future Hudson Highlands Fjord Trail.
 - f. The strategies within this objective may require consultation with the Town Recreation Department, the New York State Department of Transportation (NYSDOT), any organized walking, biking, or running groups, the public, neighborhood groups, and homeowners' associations to identify possible pathways and connections.
 - g. The Planning Board may also need to be involved to encourage such connections when reviewing land development or subdivision applications; and the following specific locations need pedestrian improvements:
 - i. Glenham bridge over the creek with walking paths on both sides. Dutchess County plans to construct a new bridge to accommodate pedestrians and bicyclists to replace the existing Glenham (Washington Avenue) bridge over the Fishkill Creek; and
 - ii. Consider creating a cross walk to Jean Van Pelt Park.
 - h. Continue as a partner to implement the project for which funding was obtained for "Construction of a Visitors Welcome Center, signage and amenities for Hudson Highland Fjords multi-use trail along Route 9D Corridor between Cold Spring and Beacon." Empire State Development Grant Funds were obtained for this project.
 - i. Coordinate with the Town of Wappinger to support Unfunded Projects, Appendix E, Moving Dutchess 2, including: UF-25 "Create a trail along the Fishkill Creek, either along the creek or using the Beacon rail line and connect to the Greenway Trail."; UF-26; regarding a sidewalk along Route 9D to the stadium, ... and UF-27 "Create pedestrian connections to Sarah Taylor Park and the Westage Business Center, safe pedestrian access from the west side of Route 9 ... , to Merritt Park Condominiums; a footbridge across Fishkill Creek; ..."
 - j. Review the results of any large-scale projects in the last 5 years that resulted in traffic studies and recommended mitigation; look for recent NYSDOT and/or Dutchess County Planning studies or plans about traffic and transit.
- B. GOAL: PROMOTE GOOD DESIGN OF THE BUILT ENVIRONMENT** to foster a distinctive, attractive community and stimulate continued private investment for private and municipal projects in the Town. The Town of Fishkill Comprehensive Plan adopted in June of 2009 emphasized the concept of "Smart Growth" stating the principles on page 6 of the plan as follows: "#1. Mix land uses; #2. Take advantage of compact building design; #3. Create a range of housing opportunities and choices; #4. Create walkable neighborhoods; #5. Foster distinctive, attractive communities with a strong sense of place; #6. Preserve open space, farmland, natural beauty, and critical environmental areas; #7. Strengthen and direct development

towards existing communities; #8. Provide a variety of transportation choices; #9. Make development decisions predictable, fair and cost-effective. #10. Encourage community and stakeholder participation in development decisions.”. The Town of Fishkill later amended certain chapters of the Code of the Town of Fishkill to incorporate the Dutchess County Greenway Guides, including smart growth concepts.

➔ INSERT PHOTOS/IMAGES IN THIS SECTION

1. **Objective:** Promote better design and reduce the number of automobile trips by permitting compact, mixed-use development in identified areas of the Town to encourage walking and public transit.

There are zoning provisions about mixed use and compact development, for example the Designed multiple use development district. The encouragement of small-scale, neighborhood businesses may involve examination of existing zoning to identify potential sites where these might occur or to determine whether zoning revisions would be needed. However, there are limits to compact or cluster development as many areas of the Town of Fishkill do not have public sewer facilities or insufficient additional sewer capacity. The Town of Fishkill may have more available public water capacity yet limited public sewer capacity. Sewer capacity may be limited in terms of treatment, points of discharge (Glenham) and line capacity. ?? Brinckerhoff subdivision ?? line via railroad tracks ?? into Beacon; explore sewer connection with the Village of Fishkill along Route 9; explore capacity issues;

Explore possible connections with the existing sewer/wastewater systems:

- a. Village of Fishkill Wastewater Treatment Facility (WWTF) located on the south end of Jackson Street;
 - b. the closest Town of East Fishkill Sewer District(s);
 - c. the City of Beacon Wastewater Treatment Facility, which is associated with the DCWWA and receives all the wastewater produced in the City of Beacon and the Dutchess Park area of Fishkill; and
 - d. the NYS Matteawan property has a private sewage treatment facility.
 - e. Additionally, the Tri-Municipal Sewer Commission includes Town of Poughkeepsie, Town of Wappinger, and Village of Wappinger Falls.
 - f. Also, there may be a vacant site or a site available for redevelopment that would accommodate a wastewater treatment system.
2. **Objective:** Examine the Town of Fishkill’s landscape to identify larger parcels of vacant land, which may be available for development or redevelopment. At several meetings, noting that much of the Town has been seems to have been developed for residential or nonresidential (commercial, office, or industrial, etc.) use, the CPU Committee had often noted that there were a number of large parcels of land throughout the Town that might be considered for future development or redevelopment. CPU Committee Member Jonathan Kanter, conducted an extensive analysis of larger sites and parcels of land in the Town of Fishkill on behalf of the CPU Committee. This large parcel analysis is presented below as a narrative summary with recommendations, with a summary of key information provided in the format of a table at the end.

Town of Fishkill Comprehensive Plan Update Committee

Development Potential: Large Parcel Analysis

Summary & Recommendations

The Comprehensive Plan Update (CPU) Committee has prepared a development potential analysis of large parcels (25 acres or larger) to determine how the remaining vacant, abandoned, or underutilized parcels in the Town of Fishkill may affect future land use in the town. A total of twenty-seven (27) such parcels were identified and analyzed. The detailed parcel analysis sheets and a description of the methodology are included in Appendix ___ of the Plan Update. A summary table (Table ___) is attached. From this analysis, it is clear that there are limited amounts of land remaining for development in the town. Much of the town has already been developed. It is also evident that a large area of remaining undeveloped land in the town is owned by New York State or other private entities (such as The Fresh Air Fund) and is fortunately offering current protection of Fishkill's significant natural and scenic areas.

Future Development Potential

Table ___: Development Potential Summary shows that of the 27 large parcels analyzed, nine (9) parcels have a total future residential potential of 1,020 dwelling units (du), which includes 622 single-family lots and up to 398 multi-family du, based on existing residential zoning. Another nine (9) parcels have a total of up to 3,349,030 square feet (SF) of commercial or industrial development potential based on existing business or industrial zoning. This is indicative that there may be a current imbalance between the parcels of land available for housing versus the amount of land available for non-residential development. There appear to be only two large parcels currently zoned for multi-family housing, including a 64.92 ac parcel zoned R-MF-5 near Baxtertown Rd. and a 48.0 ac parcel zoned R-MF-5 off of Route 9D. There is a third parcel along the Hudson River Waterfront off of Industrial Way that is zoned HRWRD Hudson River Waterfront Recreation District (113.2 ac total which includes +/- 22 ac of land above high-water level) that is part of the previously approved Phase "6" of the "Waterfront at Fishkill" development. The developer has recently approached the Town Board with a concept plan to work cooperatively on planning for access over the Metro North Railroad tracks to be able to use the waterfront land. The developer has proposed to convey a portion of the waterfront to the Town for a waterfront park and trail accessible to the public and to retain a portion of the waterfront land to construct a residential condominium community (number of units TBD and subject to review and approval by the Town). Meanwhile, the project sponsor would seek grants for a bridge across the RR tracks.

One of the central themes of the Plan Update that the CPU Committee has found to be significant, based largely on comments received from the public in the online and paper survey that was conducted, is to focus development on abandoned or obsolete sites where development has previously occurred. Several of the large parcels in this analysis may provide such an opportunity. One such parcel, the former Dutchess Mall site on Route 9, already has an application before the Planning Board for redevelopment of that site to include a 350,166 SF warehouse building and associated parking (plus two vacant shopping center parcels for future development to be retained by the current owner for future commercial/retail business development). This presents an opportunity for short-term clean up and redevelopment of the abandoned and dilapidated buildings on the site.

Town of Fishkill Comprehensive Plan Update (CPU)
Outline Draft October 6, 2021 Revised September 22, 2022 with CPU Committee Comments from
October 13, 2021 to September 14, 2022 & Survey Results
INTRODUCTION, VISION, GOALS, OBJECTIVES AND REALIZATION

Another opportunity awaits the Town with the recent closing of the Downstate Correctional Facility on 99.81 ac (closed on March 10, 2022). New York State has established a panel (the “Prison Redevelopment Committee”) to recommend “innovative redevelopment opportunities” for the six NYS prisons closed in 2022. While the future of this site is unknown at this time, the Comp Plan Update presents the Town with an opportunity to work closely with the State and other agencies to determine what the most appropriate use for the site will be in a way that will benefit the Town’s economy and minimize negative impacts on the surrounding community.

A third such scenario can be seen at the former Chelsea Industrial Park site located off of Brockway Rd. and Industrial Way. This 57.42 ac site underwent remediation of the former contaminated industrial area under the direction of NYS DEC, and there is currently an application before the Planning Board to redevelop that site with a 47,000 SF office building, 15,000 SF accessory maintenance building, 14,500 SF warehouse for accessory storage and exercise use, and an accessory park and meditation area.

A fourth and very important opportunity for such redevelopment can be found at the former Texaco Research Facility (now owned by Chevron and known as the “Glenham Mills” site). This 150 +/- ac site is undergoing a remediation plan for hazardous waste contamination under the auspices of NYS DEC. A Community Advisory Committee was set up by Chevron and the Town of Fishkill several years ago to facilitate public input into a planning process for possible redevelopment of the contaminated site. The Town’s 2009 Comp Plan identified the need to redevelop sites like the Chevron site.

Consultants for Chevron prepared a “Glenham Mills Charrette Report”, April 25, 2018, discussing issues and opportunities, possible redevelopment scenarios, etc.) (https://www.glenhammills.com/wp-content/uploads/2018/05/GlenhamMills_charrette_report_2018_0425_lowres_locked.pdf).

The “Glenham Mills Charrette Report” cited above includes a “Buildout Under Current Zoning” analysis (page 42) that factored in development constraints, such as steep slopes, wetlands, streams and Fishkill Creek, and applied the max. FAR of 0.4 allowed in the PI District. The analysis assigned potential development to three geographic areas of the Glenham Mills site: Church Property (northwest of Fishkill Creek), Main Campus (north of Fishkill Creek), and Back 93 (the parcel south of Fishkill Creek). The results of the “Glenham Mills Charrette Report” buildout analysis are as follows:

- Church Property: **92,000 SF of commercial/industrial space** with 280 +/- parking spaces;
- Main Campus: **256,500 SF of commercial/industrial space** with 870 +/- parking spaces;
- Back 93: **432,250 SF of commercial/industrial space** with 1,400 +/- parking spaces, resulting in a:
- **total theoretical development potential on the Glenham Mills site of 780,750 SF of commercial/industrial space** with a **total of 2,550 +/- parking spaces.**

The PI Planned Industrial District allows business, professional, and government offices, scientific research, engineering and design laboratories, self-storage facilities, industrial, warehousing or manufacturing use, outdoor storage (in conjunction with above permitted uses) and uses allowed in the most restrictive adjoining residential district. [Any future development on this site would be subject to completion of a detailed remediation plan being administered by NYS DEC through the NYS Superfund Cleanup Program and remediation of the site subject to standards determined by NYS DEC.]

The “Glenham Mills Charrette Report” also includes four alternative future development scenarios (pages 73-81) that were prepared in conjunction with the Community Advisory Committee representing different approaches to redeveloping the Glenham Mills site. All of the described scenarios include setting aside large areas of the South 93 (parcel south of Fishkill Creek) and the Church property (northwest of Fishkill Creek) as greenspace with more concentrated development in a new “village” center, with different ranges of mixed-use development, including residential, office/maker space, community amenities, and parks and open space. **The Report also includes a series of principles and strategies that the Town could consider in conjunction with future redevelopment of the site.**

Other opportunities for redevelopment include three currently active quarry operations, two on Route 9 south of I-84 and one on Van Wyck Lake Rd. When quarry operations close, they present challenges for reclamation and redevelopment. Fortunately, both the Town and NYS DEC have permits and regulations that apply to the closure and reuse of mined/quarry sites. Typical reclamation uses for previously mined site in New York have included development of wetland and wildlife habitats, residential developments, public recreation areas, farming, and in some cases, industrial and commercial uses. **It is recommended that the Town Board review the current zoning designations on the three active quarry operations identified in this large parcel analysis and determine whether some other zoning designation would be more appropriate given the locations and characteristics of each of these sites.**

Preservation of Significant Natural Features and Important Cultural Sites

The analysis of large parcels also identified at least five (5) sites that are significant for their natural features, large contiguous areas of open space, scenic views and/or educational resources, including the Baxtertown Woods Wildlife Management Area and an adjacent NYS Wetland Preserve (both owned by NYS), Stonykill Environmental Education Center, Hudson Highlands State Park Preserve, and the Fresh Air Fund’s Sharpe Reserve, totaling several thousand acres of important open space in the town. These sites are all shown on Map 2 of the 2009 Town of Fishkill Comprehensive Plan, which recommended the establishment of a new “Recreation” Zoning District including all of these properties. The Recreation District was never implemented possibly because the proposal was not very specific. **It is recommended that the Town Board consider rezoning all of these sites to a new “Conservation” Zoning District that would allow all of the types of uses that are currently found on these sites but would limit the densities and types of future uses.**

The CPU is in the process of putting together a more specific proposal for the implementation of a new “Conservation Zoning District” to help protect these special open space areas of the town. The Town Board might want to consider evaluating the existing zoning on the two Town-owned parcels identified in this analysis and determine whether “Conservation” zoning might be appropriate for those as well.

Another site that was identified in the large parcel analysis is the Fishkill Golf Course off of Route 9. The site is currently zoned PI Planned Industrial. Significant areas of wetlands and flood area cover much of this site and would limit the amount of industrial/commercial development that could be built on this site. There have been discussions with the Town regarding development of the golf course site with a large warehouse facility similar to that proposed on the adjacent former Dutchess Mall site. No formal application has been submitted at this time. The calculated FAR on the net site area yields a theoretical potential of +/- 500,000 SF of industrial/commercial development, not including the necessary parking,

but this does not appear to be a reasonable type of amount of development that could actually be built on this site. A low intensity use such as a golf course is an appropriate use of the site. **It is recommended that the Town Board review the current zoning of this site and determine whether rezoning to a different Zoning District would be prudent based on the environmental features and site constraints of this property.**

INSERT SUMMARY TABLE

3. **Objective:** Use concerns about larger underutilized properties, sprawl and intensive development of limited raw land to focus community energy on site redevelopment of vacant buildings and forgotten properties, brownfield sites, the former prison property (former Downstate Correctional Facility), etc. A preliminary list includes the following:
 - a. The former Texaco Research Facility consists of several parcels also referred to as Glenham Mills, which parcels are owned by Chevron USA, Inc., located along Old Glenham Road and Washington Avenue. The use of these lands as per records found via Dutchess County Parcel Access are:
 - i. "Office Building" (35+ acres, parcel ID 839339);
 - ii. "Vacant Land Located in Industrial Areas" (15+ acres, parcel ID: 730327; and 4 acres, parcel ID: 812290);
 - iii. "Athletic Fields" (93+ acres, parcel ID: 835088);
 - iv. "Commercial: One Story Small Structure" (0.27 acres, parcel ID: 873373); and
 - v. "Commercial: Parking Lot"(75 X 100 [0.17 acre], parcel ID: 875360).
 - b. The former Chelsea Industrial Park consists of two parcels also referred to as Watchtower Farms, which parcels are owned by Watchtower Bible and Tract, located along Industrial Way and Chelsea Industrial Park. The use of these lands as per records found via Dutchess County Parcel Access are:
 - i. "Industrial vacant land with improvements" (52+ acres, parcel ID: 798930); and
 - ii. "Industrial: Manufacturing and Processing" (5+ acres, parcel ID 791875).
 - c. The former Downstate Correctional Facility, also referred to as the former prison, consists of a single parcel located on Red Schoolhouse Road (Dutchess County Route 36). The use of this land as per records found via Dutchess County Parcel Access is "Community Services: Correctional" (99+ acres, parcel ID: 602827).
 - d. ... additional sites to be added.
4. **Objective:** Use concerns about smaller, neighborhood-scale underutilized properties, sprawl and intensive development of limited raw land to focus community energy on site redevelopment of additional vacant buildings and forgotten properties,
 - a. Make note of formerly occupied sites in or near hamlet areas and neighborhoods.
 - b. Use publicly accessible information to learn about sites locations and land development characteristics such as online parcel and land and natural resource information, local tax parcel and historical documents.
 - c. Compile information about vacant sites with prior uses.
 - d. Pinpoint properties in core, previously developed or vacant areas of the community.
 - e. Examine small to medium underutilized parcels lining the abandoned Beacon Line (the Metro North Commercial Railroad and Metropolitan Transportation rights-of-way

[ROWs]). Depending on zoning, these parcels may have potential for nonresidential or mixed-use development or redevelopment from possible future development of a pedestrian and bicycle pathway along the old railroad ROW:

- i. For example, there are a number of vacant parcels south of the Village of Fishkill, south of the Beacon line ROW, near its intersection with Rte 9, to the west of 9, which are listed on Dutchess County's ParcelAccess mapping platform as vacant, which appear to have a prior or possible continued use with apparent access to the old railroad. This area has connections to large-scale and small-scale businesses via Elm Street and West Merritt Boulevard. The configuration of this area with nearby roads, businesses and the old railroad ROW presents the potential for a mixed use, walkable neighborhood area.
 - ii. East of the Village on either side of Route 52 near where it intersects with Route 82 is a naturally situated "hamlet" area with a mixture of nonresidential uses of varied scale, including vacant commercial properties, a school, a park, a cemetery, with numerous nearby single-family and multifamily residences, and the old railroad ROW and Fishkill Creek running through it. Any vacant or underutilized nonresidential properties and the ROW present opportunities for a revitalized neighborhood with community connections. All of the above point to the need for improved pedestrian ways including sidewalks as described in this plan.
 - iii. East of the intersection of Rte 52 and 82, along 82 are continued neighborhoods to the east with the Town ballpark, the bowling alley and the church and the old railroad ROW runs parallel to and south of these features. Opportunities for walking and biking would provide ample opportunities for community connections.
 - f. Examine opportunities and constraints contained in the zoning of each formerly occupied, underutilized or vacant site.
5. **Objective:** Give developers clear direction about the type of development the community desires, in order to facilitate the review process and achieve high quality design that enhances and builds on Fishkill's heritage.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes Design Guidelines in Article XVI, including provisions with detailed standards and requirements for all aspects of site design based in part on the Dutchess County Greenway Guides, and smart growth concepts. Incorporation of these design guidelines in the Town's zoning provides the authority to the Planning Board to require high quality design as part of their review of individual land development applications such as site plans and subdivisions.

6. **Objective:** Require that new commercial development enhances the Town's character and reflects vernacular site layout and historic architectural styles.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes Design Guidelines in Article XVI, including provisions with detailed standards and requirements for Building façade and design; Roofs; Windows; and Building materials at sections 150-145 through 150-148.

- a. Discourage standard corporate franchise architecture.

b. Discourage “big box” designs surrounded by asphalt.

7. **Objective:** Develop and enforce standards for lighting to enhance community character.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes Design Guidelines in Article XVI, including provisions with detailed standards and requirements for lighting at sections 150-149 and 150-152.

8. **Objective:** Ensure that adequate but not excessive off-street parking is provided for residential and commercial development, and that parking lots are designed to enhance the appearance of the community.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes Design Guidelines in Article XVI, including provisions with detailed standards and requirements for parking at section 150-150. Shared parking is encouraged in these provisions, which may result in the creation of fewer parking spaces on sites with adjacent uses utilizing the same parking areas. The Planning Board also has the authority to waive/reduce parking requirements in appropriate circumstances.

9. **Objective:** Begin retrofitting existing commercial strips and adjacent areas as traditional neighborhoods.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes the Planned Shopping Center District, at section 150-72, which is intended for the redevelopment of outdated shopping centers. The Planned Shopping Center District permits a mix of residential and commercial development. Examples of such areas include the former Dutchess Mall site on Rte 9 just south of I-84 and the existing Westage Business Center on Rt. 9 just north of I-84. It is suggested that the Town Board review the provisions of the PSC Zoning District to ensure that the mix of permitted and special permit uses in the Schedule of Regulations meets the current needs and goals of the Town. The Town Board could also review areas such as the existing Dutchess Park Shopping Center on Rte 52 (east of Rte 9) to determine whether PSC zoning might be appropriate for that site.

10. **Objective:** Ensure that new residential development fits into its natural surroundings, rather than being superimposed as a dominant element of the landscape.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes Residential site design standards, including provisions with detailed standards for walkability, and street-friendly design with porches, rather than garages facing the street, for example. The standards for home siting allow for a subdivision to highlight natural features and preserve existing vegetation and farm roads or country lanes. These provisions are found at section 150-153.

11. **Objective:** Ensure that new residential subdivisions are designed as pleasant, walkable neighborhoods.

The Code of the Town of Fishkill, Chapter 150, Zoning, includes Residential site design standards, at section 150-153, as described above.

12. **Objective:** Encourage redevelopment and/or rezoning of abandoned and underutilized nonresidential (industrial, commercial, office, service, etc.) properties, as well as former mining sites and other unique properties to allow mixed uses or traditional neighborhood development, with an emphasis on affordable/workforce housing and neighborhood scale commercial and institutional uses.

As described above, the Code of the Town of Fishkill, Chapter 150, Zoning, includes the Planned Shopping Center District, at section 150-72, which is intended for the redevelopment of outdated shopping centers. The redevelopment of mining sites would likely be indicated by New York State required mined land reclamation plans and would be developed in accordance with the Town of Fishkill Code. Other unique properties such as the former “Texaco property” (now owned by Chevron) may be regulated by the environmental site remediation provisions of New York State law, as well as the Town of Fishkill Code.

- C. **GOAL: CREATE GREAT PLACES FOR PEOPLE**, including neighborhoods and streets that encourage walking and social interaction, and parks and trails that provide opportunities for active and passive recreation. → INSERT PHOTOS/IMAGES IN THIS SECTION

1. **Objective:** Design and create new recreational facilities and/or revitalize existing parks as lively community gathering places with a variety of activities for people of all ages and strong connections to the surrounding neighborhoods.
 - a. Design and building a playground for children of all abilities that includes a sensory area. A possible location would be in Doug Phillips Memorial Park, located at 24 Doug Phillips Drive, on Route 52 just east of the intersection of Routes 82 and 52 in the Brinckerhoff area of Fishkill. The all abilities and sensory area play area would be where the old tennis courts are. It would be similar to the Julie’s Jungle accessible playground in Hopewell Junction, yet on a smaller scale. The specialized equipment, matting, fencing and other materials will require funding for planning, design and construction. The Town may opt to couple grant funding with funds allocated in the Town’s budget.
 - b. Consider preparing a Town recreation plan or making an assessment of the existing Town of Fishkill parks and facilities. The purpose would be to recognize each parks assets and also explore the need for additional facilities or improvements to existing recreational amenities, including maintenance for safety and accessibility concerns. Town of Fishkill Parks include the following:
 - i. Maurer Geering Park, 1 Geering Way;
 - ii. Robert G. Shephard Memorial Park, 93 Route 82, in the Brinckerhoff area;
 - iii. Doug Phillips Memorial Park, 24 Doug Phillips Drive, in the Brinckerhoff area;
 - iv. Friendly Paws Park, at Doug Phillips Memorial Park, 24 Doug Phillips Drive, in the Brinckerhoff area;
 - v. Jean Van Pelt Park, 641 Washington Avenue, in the Glenham area;
 - vi. Dutchess Lake Park, 35 Westview Drive, in the Brinckerhoff area; and

- vii. Camp Foster, 9 Old Castle Point Road, in the Brockway area
2. **Objective:** Prepare and adopt a Local Waterfront Revitalization Program (LWRP) focused on the Town of Fishkill’s Hudson River shoreline, including public access to the River. Pursue the potential for an LWRP to include Fishkill Creek. See NYSDOS website: <https://dos.ny.gov/local-waterfront-revitalization-planning-process>
3. **Objective:** Design neighborhoods with streets that are vital public spaces and are safe for pedestrians and cyclists, not just cars. Follow the “Complete Streets” policies that have been adopted into the Code of the Town of Fishkill, Chapter 150, Zoning.
4. **Objective:** Engage the community in planning, funding, developing, and maintaining parks.

September 30, 2021 comments from Town Supervisor: The Town of Fishkill does not have much waterfront access for its citizen’s, for example there may be access via a parcel north of the Beacon Bridge in a Planned Industry zoning district;

Specific community gathering, cultural and recreational facilities and parks concerns, and remedies should be described as much as possible so that in the event the Town wishes to seek funding, an adopted plan can be referenced stating the need for and ideas, specifics about a needed improvement.

- D. **GOAL: ENSURE ECONOMIC AND SOCIAL DIVERSITY** by providing a full range of housing types and sizes, encouraging use of “green building” techniques to reduce utility costs and providing opportunities for businesses (especially small, local businesses) to thrive in the Town of Fishkill and provide opportunities for employment. → INSERT PHOTOS/IMAGES IN THIS SECTION
1. **Objective:** Accommodate the housing needs of a broad spectrum of community residents so that our local workforce, senior citizens, first time homebuyers, and the children of residents can afford to live in Fishkill.

There are several groups and agencies that study the need for various types of housing and work toward the creation of needed homes. Consultation with these groups, neighborhood and community groups, and senior citizen agencies is necessary to pinpoint what types of homes are needed.

2. **Objective:** Look out for, check in on and reach out to senior citizens to note whether they express concerns or problems with their living situations. Dutchess County provides services via the Senior Citizen Owner-Occupied Property Rehabilitation Program. Other services are available through the Dutchess County Office for the Aging, which may result in economic relief, making property upkeep more manageable.
3. **Objective:** The Code of the Town of Fishkill, Chapter 150, Zoning, Article VII, Affordable Housing, section 150-55 provides that certain sizes of development must result in the creation of affordable housing or contribution toward the Town of Fishkill Affordable Housing Trust Fund, which funds would be used for the administration and/or establishment of housing programs, improvements to promote the creation of affordable housing, or for the expansion or improvement of affordable housing including a program of grants of loans. Review the status,

effectiveness and use of these funds, how many dwelling units have been built and whether they remain as affordable units.

4. **Objective:** Identify possible site for the creation of affordable homes. Review the Large Parcel Analysis to identify possible sites for mixed use development; varied income residential development, or affordable housing.
5. **Objective:** Evaluate any existing senior-citizen development and consider whether such development may be considered for seniors with accessibility or disability issues; or for non-senior citizens with accessibility or disability issues.
6. **Objective:** Encourage use of efficient building materials and energy efficient heating and cooling systems (“green building” techniques) to conserve natural resources and reduce utility costs.

September 29, 2021 Committee related comments: limits to compact or cluster development as many areas of town do not have public sewer; there is more public water than public sewer; and sewer capacity is limited in terms of treatment, points of discharge (Glenham) and line capacity; Brinckerhoff subdivision line via railroad tracks ?? into Beacon; explore sewer connection with the Village of Fishkill along Route 9; explore capacity issues; consider Dutchess Mall as a possible site for housing, possibly as a mixed use development;

Dutchess Mall also considered for a living, historic site; was possible site for Dutchess Community College, did not happen;

September 30, 2021 comments from Planning Board Chairman: Provide a map with trails, sidewalks, bike lanes, using the recreation zoning district map as base, add private open space lands, community places/services, public transit routes and stops, and the NYSDOT may have information about bike lanes.

Create a list of who to notify about community participation, a survey, and any hearings.

In the next round CPL will work on a map to incorporate a map to show community connections with parks, trailhead locations, using the recreation zoning district map as base, adding private open space lands, community places/services, public transit stops. We will confer with the NYSDOT about whether they have information about sidewalks and bike lanes, transit routes; and confer with Town Departments and use aerial photography for additional information about sidewalks, and bike lanes.

Based on discussion with the Committee, CPL will create a list of who to notify about community participation, a survey, and any hearings.

Comments at and after the October 13, 2021 CPU Committee Meeting:

New business development and attraction of business development should be described to note the types of businesses desired, objectives to be achieved by new commercial or professional or other nonresidential uses, where nonresidential development might be located, or encouraged, and how any concerns about new nonresidential development would be anticipated or addressed.

Planning Board comments at the October 14, 2021 meeting were offered as part of their response to the update about CPU:

Soliciting a developer for the former Chevron site should be considered; the fate of the abandoned Dutchess Mall site is a concern for possible reuse or redevelopment; perhaps the golf course adjacent to the old Dutchess Mall may be a site for development; the former Rolling Hills site on Route 9D is vacant; there are vacant sites along Route 52;

E. **GOAL: CONSERVE CRITICAL LANDS**, including the open spaces that define our landscape legacy, and critical environmental areas. → INSERT PHOTOS/IMAGES IN THIS SECTION

1. **Objective:** Protect and preserve large open space parcels in public and semi-public ownership for Fishkill residents and for future generations.

??? See Comprehensive Plan 2009 pages 10 to top of 11, and Map 2. Identify any recent (since September 2009) efforts to protect and preserve. Later, consider whether these are priority items.

2. **Objective:** Promote use of conservation easements and other mechanisms to acquire and preserve important open space lands in perpetuity.

Conservation Cluster regulations are found in Chapter 150, Zoning in section 150-130, which allows residential subdivision design with smaller lot sizes in order to preserve natural resources and characteristics of a development site. Sensitive and unique natural features would be protected by easements. The Code of the Town of Fishkill includes provisions to require easements and reservations of lands for parks in Chapter 132. Subdivision of Land, Including easements for pedestrian access.

3. **Objective:** Enact Critical Environmental Area (CEA) designations to help protect significant ecological communities.

One Critical Environmental Area is listed on the New York State Department of Environmental Conservation webpage about CEAs, which is Aquifer Protection Areas, with the reason for designation of “Protect public water supply”, recorded 6-8-92, effective 7-8-92. Zoning provisions are in place to protect groundwater resources, which is the Aquifer Protection Overlay (AQO) Zone regulations at section 150-79.

The designation of other CEAs may be considered for wetlands and streams, yet as described below, Town regulations exist for wetlands, watercourses, and water bodies or in their adjacent areas. A perusal of the Natural Resource Inventory of Dutchess County, Chapter 6 Biological Resources and Biodiversity, and appended maps reveals there are forested areas of the Town wrapped around wetlands. The Town may wish to engage a habitat specialist in considering whether there are areas that might warrant designation of a CEA.

The Code of the Town of Fishkill includes expanded landscaping provisions in Chapter 150 Zoning, in newly adopted section 150-39.2 recommending native species and avoiding invasive species.

4. **Objective:** Utilize state of the art conservation planning techniques to protect important environmental resources and create a connected network of green space throughout the community.

See Comprehensive Plan 2009 bottom of page 12 to page 13.

A brief review of the Code of the Town of Fishkill reveals that there is a freshwater wetlands law in place at Code Chapter 82, which regulates land development activities in wetlands, watercourses, and water bodies or in their adjacent areas. Zoning provisions are in place to protect hilltops, ridgelines, and steep slopes at section 150-44. Zoning provisions are in place to protect groundwater resources, which is the Aquifer Protection Overlay (AQO) Zone regulations at section 150-79.

Code Chapter 130 Stormwater Management and Erosion and Sediment Control regulates all land developments activities to prevent the potentially adverse environmental effects, including the effects of erosion of soils and waterborne pollutants from stormwater runoff on drainageways, tributaries, streams, creeks, rivers, wetlands, and all aspects of Fishkill's watersheds. Also, a set of conservation cluster subdivision provisions allows modification of lot requirements to allow compact design to promote natural resource preservation and conservation. In Chapter 150, Zoning, section 150-153, residential site design standards address location of lots and homes to preserve hilltops, woods, fields that contribute to the scenic natural character of the community. Preservation of existing vegetation is preferred, and fragmentation of forest and field areas should be avoided as per residential design standards.

Regarding requirements to show natural features on land development plans, Chapter 132 is thorough, yet the requirements for site development plans should be updated to require that natural features be shown, or reference to other aspects of zoning requiring mapping of environmental resources should be emphasized.

5. **Objective:** Ensure that infrastructure does not encourage sprawl.

Zoning section 150-130, Conservation Cluster provisions present compact design options for smaller lots, which would result in decreased lot frontage and corresponding shorter road lengths based on the concept of a more efficient use of land.

September 29, 2021 Committee related comments: Keep Fishkill green, encourage healthy growth; coordinate mapping with adjacent communities; Fishkill Supply Depot for example, near Dutchess Mall;

October 10, 2021, and October 8, 2021 Supervisor and Town Board member questions: Existing Zoning section 150-130 only provides for the density allowed in the underlying zoning district, which would be

the same density whether a given site is developed via a conventional subdivision layout or a conservation cluster design. No density bonuses are provided using the conservation cluster provisions. The idea of conservation cluster would result in the same number of lots yet in a configuration that maximizes resulting undeveloped, undisturbed natural areas, thus preserving natural resources.

- F. **GOAL: PRESERVE SPECIAL, SIGNIFICANT ENVIRONMENTAL RESOURCES** that are integral to the long-term health, safety, and welfare of our residents. → INSERT PHOTOS/IMAGES IN THIS SECTION
1. **Objective:** Fully implement the objectives of the Town of Fishkill’s recently adopted DWSP2, which is New York State’s Drinking Water Source Protection Program (DWSP2). The DWSP2 includes proactive objectives for protecting the Town of Fishkill’s drinking water sources, including the implementation of a drinking water source protection plan.
 2. **Objective:** Protect surface water quality and natural drainage areas.
The Comprehensive Plan mentions:
 - a. Continuation of work with the Wappingers Creek Watershed Committee.
 - b. Designating the Fishkill Creek and Clove Creek as a CEA.

The Code of the Town of Fishkill includes a freshwater wetlands law at Code Chapter 82, which regulates land development activities in wetlands, watercourses, and water bodies or in their adjacent areas.

Other objectives should be reviewed to see if they are priorities.

3. **Objective:** Protect the quality and quantity of groundwater that the Town depends on for its present and future water supply needs.

Zoning provisions are in place to protect groundwater resources, which is the Aquifer Protection Overlay (AQO) Zone regulations at section 150-79.

4. **Objective:** Improve stormwater quality by reducing pollutants that enter surface water and ground water, and by using natural processes as much as possible rather than engineered structures.

As noted above, Code Chapter 130 Stormwater Management and Erosion and Sediment Control regulates all land developments activities to prevent the potentially adverse environmental effects.

5. **Objective:** Reduce impacts of development on steep slopes.

As noted above, Zoning provisions are in place to protect hilltops, ridgelines, and steep slopes at section 150-44.

6. **Objective:** Protect areas rich in biodiversity.

This Comprehensive Plan section speaks of the role of a conservation board, which concept should be discussed.

The Town may wish to engage a habitat and/or wetland specialist for review of medium to large scale projects.

7. **Objective:** Encourage use of native plant species for landscaping and discourage invasive species.

As noted above, it is noted that there are expanded landscaping provisions in the code of the Town of Fishkill, Chapter 150 Zoning, in newly adopted section 150-39.2 recommending native species and avoiding invasive species.

This Comprehensive Plan section includes other strategies for encouraging the use of native plant species, which concepts should be discussed.

8. **Objective:** Preserve existing trees where possible and require the planting of new trees when appropriate.

This objective and its strategies appear to be partly addressed by existing Code Chapter 128 Extraction of Topsoil and Natural Resources. Additionally, Code Chapter 140 regulated Timber Harvesting.

it is noted that there are expanded landscaping provisions in the code of the Town of Fishkill, Chapter 150 Zoning, in newly adopted section 150-39.2, including the following standard: "Existing wooded areas and other existing natural vegetation shall be retained to the maximum extent practicable and shall be incorporated in landscaping plans."

Residential site design standards recommend buildings be placed on the edges of woods as part of a standard to obtain natural features.

The last few strategies in this subsection of the Comprehensive Plan suggest working with agencies to minimize tree cutting and encourage planting of street trees.

September 29, 2021 Committee related comments: limits to compact or cluster development as many areas of town do not have public sewer, so many smaller development sites;

; Consider reviewing the Conservation Cluster regulations to incorporate density calculations in which constrained lands are deducted;

LA CPL – discuss whether the Town of Fishkill pursued a Local Waterfront Revitalization Program (LWRP), whether it may be a consideration for which funding may be available.

G. **GOAL: EMPHASIZE SCENIC AND HISTORIC STEWARDSHIP** to enhance Fishkill’s unique sense of place. → INSERT PHOTOS/IMAGES IN THIS SECTION

1. **Objective:** Protect the scenic beauty of the ridgelines that contribute to Fishkill’s unique character.

Zoning provisions are in place to protect hilltops, ridgelines, and steep slopes at section 150-44.

2. **Objective:** Protect and enhance the aesthetic quality of scenic roads.

Zoning provisions are in place for residential site design at section 150-153. These standards encourage home siting that does not detract from scenic views; emphasize pleasant, walkable neighborhoods; underground utilities; porches facing streets, and avoiding garages as prominent features; preserving existing ridgelines, vegetation, farm roads, country lanes and other aspects of the rural landscape.

3. **Objective:** Preserve and commemorate significant historic and archaeological structures and sites.

Zoning provisions are in place to protect historic and archaeological resources at section 150-137.

a. Prepare a full inventory of historic sites and structures in the Town of Fishkill and follow up with additional recommendations (e.g., nominate qualifying sites/structures for NYS and National Registers of Historic Places).

b. Allow adaptive re-use of historic structures to help preserve them by permitting a broader range of uses than would be allowed in current zoning (e.g., bed and breakfast, tourist or guest house, limited office use, etc.).

H. **GOAL: RAISE COMMUNITY AWARENESS** about natural resource conservation efforts and “smart growth” principles that contribute to quality of life. → INSERT PHOTOS/IMAGES IN THIS SECTION

1. **Objective:** Encourage various smart growth businesses and organizations to conduct workshops and provide educational materials to raise community awareness.
2. **Objective:** Recognize and honor individuals and companies that improve Fishkill’s quality of life with smart growth projects.

September 30, 2021 emailed comments from Fred Cantor: Please add to the plans regarding internet communications, electric charging stations, and regulations with Cannabis.

- I. **GOAL: CREATE AND ENHANCE GATEWAYS** that welcome visitors to our Town and define Fishkill as a quality community.
 1. **Objective:** Preserve and enhance the existing rural, community and scenic character of Route 9D and Route 9, and the other entrances listed below to the Town to maintain the “town and country” character and to distinguish Fishkill from neighboring municipalities. Pay special attention to applying the “Design Guidelines” that have been incorporated in Town Code.
 - a. Route 9 entrance from the north from the Town of Wappingers;
 - b. Route 9D entrance from the north from the Town of Wappingers extending through Stony Kill Farm;
 - c. Route 9 entrance from the south from the Town of Philipstown extending into T. Fishkill to the former Dutchess Mall site;
 - d. Route 9D entrance from the south from the Town of Philipstown;
 - e. Route 52 entrance from the east from the Town of East Fishkill;
 - f. Route 82 entrance from the east from the Town of East Fishkill; and
 - g. The area in and around the “triangle” intersection of Routes 52 and 82, in which Daniel Ninham is commemorated with a statue;
 - h. Route I-84 and Rte 52 entrance from the west from the City of Newburgh.
 2. **Objective:** Welcome visitors to Fishkill.
- J. **GOAL: COORDINATE WITH THE SCHOOL DISTRICTS** when evaluating the benefits and costs of development. → INSERT PHOTOS/IMAGES IN THIS SECTION
 1. **Objective:** Address potential impacts of development on school capacity and taxes.
 2. **Objective:** Site new schools within walking distance of residential neighborhoods.
- K. **GOAL: WORK COOPERATIVELY WITH NEIGHBORING MUNICIPALITIES** on issues that span municipal boundaries. → INSERT PHOTOS/IMAGES IN THIS SECTION
 1. **Objective:** Whenever possible, seek to develop and enact inter-municipal agreements with all neighboring municipalities to plan for conservation of natural resources that span municipal boundaries.
 2. **Objective:** Work with neighboring municipalities to implement specific recommendations of the Comprehensive Plan pertaining to amenities for connecting people and places and enhancing community character.

Town of Fishkill Comprehensive Plan Update (CPU)
Outline Draft October 6, 2021 Revised September 22, 2022 with CPU Committee Comments from
October 13, 2021 to September 14, 2022 & Survey Results
INTRODUCTION, VISION, GOALS, OBJECTIVES AND REALIZATION

September 30, 2021 emailed comments from Fred Cantor: I believe we should also look at our neighboring towns regarding their comprehensive plans, especially where they boarder the Town of Fishkill.

An invitation should be offered to the Village, since they would be greatly affected with decisions made by the Town.

October 13, 2021 LA CPL: Invite the City of Beacon, Town of Wappinger, and Town of East Fishkill to become involved also. Consider inviting Town of Philipstown also. Refer to each municipality for comments in writing and to attend CPU public hearings.

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IMPLEMENTATION PLAN

See Sample Excerpt from Pawling CPU

APPENDICES

1. Town of Fishkill Comprehensive Plan Update (CPU) Community Survey Questionnaire March 23, 2022, Final for Survey launch
2. Comprehensive Plan Update (CPU) Committee Online and Paper Survey Results

MAPS (Draft List of Maps)

1. Aquifer Map adopted on October __, 2021
2. AQO Map adopted on October __, 2021
3. Cultural and Historical Map adopted on October __, 2021
4. Wetlands and Waterbodies map, dated October 5, 2021
5. FEMA Floodplains map, dated October 5, 2021
6. Town of Fishkill Zoning Map marked up to show developed multifamily zones and potential redevelopment sites

REFERENCES AND RESOURCES:

1. Code of the Town of Fishkill Chapter 150, Zoning
2. Town of Fishkill Comprehensive Plan, Adopted by the Fishkill Town Board September 23, 2009
3. Dutchess County Parcel Access online mapping platform
4. Moving Dutchess Forward online mapping platform of the Dutchess County Transportation Council
5. Info Access, A Dutchess County Shared Services online platform
6. Adjoining municipalities websites (Village of Fishkill, City of Beacon, Town of Wappinger, Town of East Fishkill)
7. New York State Department of State, Local Waterfront Revitalization Program website information
8. Wikipedia