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Adopted by the Village of Fishkill Board of Trustees
July 2009

Special thanks to the many Village residents who attended the public workshops and offered comments at the public hearings.

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Village of Fishkill

# VILLAGE of FISHKILL

## COMPREHENSIVE PLAN


INTRODUCTION - IMPORTANCE OF A COMPREHENSIVE PLAN....1
THE PLANNING PROCESS....1
PLANNING POLICIES, GOALS, AND RECOMMENDATIONS and Implementation Strategies....2
History of the Village of Fishkill....3
Village of Fishkill Tax Parcel Map....6

CHAPTER ONE - COMMUNITY IDENTITY....7
Community Events....7
Access To Information....7
Gateways....7
Preservation of Historic Character....8
Comprehensive Plan....8
Summary....8
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....8

CHAPTER TWO - POPULATION AND ECONOMIC GROWTH....9
Business Growth....10
New Development....10
Redevelopment....10
Summary....11
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....11

CHAPTER THREE - COMMUNITY FACILITES....13
Library....13
Post Office....13
Police....13
Fire and Rescue Operations....13
Parks and Recreation....14
Water Supply....15
Sewage System....15
Summary....16
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....16
Village of Fishkill Community Facilities Map....17

CHAPTER FOUR - HISTORIC PRESERVATION....19
The Village of Fishkill Historic Districts....19
National Register of Historic Places....19
Historic Preservation Overlay Zone....19
Summary....20
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....20
Village of Fishkill Historic Preservation Overlay Zone Map....21

CHAPTER FIVE - HOUSING....23
Existing Housing Stock....23
Housing Availability....25
Mixed Use Development....25
Housing Amenities....25
Summary....26
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....26

CHAPTER SIX - TRANSPORTATION....27
Railroads....27
Ferry....27
Airports....27
Bus....27
Dial-A-Ride....27
Easing Traffic Congestion in the Village....27
Access Management....28
Shared Parking....28
Internal Circulation Alternatives....28
Sidewalks....28
Specific Pedestrian Improvements....28
Pedestrian access to Sarah Taylor Park....28
Sarah Taylor Park to Merritt Park Condominiums....29
Route 52 of the east side of Route 9....29
Footbridge ahd bicycle access from Jackson Street, south into the Westatge Business Center (Town of Fishkill)....29
Summary....29
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....29
Village of Fishkill Transportation Routes Map....30

CHAPTER SEVEN - LAND USE....31
Land Use Trends....31
Commercial Development....31
Residential Development....31
Public, Quasi-Public and Recreation Uses....31
Potential Development Areas....31
Streetscape....32
Summary....33
DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES....34
Village of Fishkill Existing Land Use Map....35
Village of Fishkill Future Enhancement Projects Map....36

# IMPORTANCE OF A COMPREHENSIVE PLAN

In the past, communities functioned without a comprehensive plan and without zoning regulations. People worked the land and settled in patterns which made sense and were convenient; growth occurred in an organic way. Concentrations of uses such as those found in Village settings were central within outlying farms and fields, a pattern that was efficient and beautiful at the same time.

We have come to value these old patterns as they are a direct link to our history and values. Modern conveniences such as the automobile have allowed civilization to move from the center and spread out. We now consider the old settlement patterns such as villages and hamlets unique, a piece of our history which is valued for the people, culture and simpler times they represent. We strive to keep our traditions while enjoying modern conveniences and accommodating automobiles.

To maintain the past while providing for present needs requires a balancing act; maintaining a sense of unique identity as technology and regional influences, franchise businesses, national builders, and other outside influences place a strain on our traditional patterns of growth. And so the need for the Comprehensive Plan.

A Comprehensive Plan defines the way a community wishes to grow and develop. It is part of a process which embodies and communicates the desires of residents and business owners. It is necessary reading material for those wishing to develop in the Village so that new development respects the community's values and so the reasoning behind zoning laws is understood.

## THE PLANNING PROCESS

The Village of Fishkill Board of Trustees appointed a committee to prepare this Plan. The committee is made up of various members of the community, including Village board, Planning Board, Zoning Board, and business community and Village residents, each bringing a different perspective to the group as a whole.

Planners from the Dutchess County Department of Planning and Development were retained as consultants by the Village to work with the Comprehensive Plan Committee to clarify issues and prepare draft material for review and approval. The committee held a public workshop on June 18, 2008 to solicit input from Village residents and business owners.

Decisions on text, planning recommendations and maps are achieved by consensus to ensure the broadest possible agreement among the committee members present. The draft plan and maps have been presented to Village of Fishkill residents and revisions have been made in response to public comments.

**PLANNING POLICIES, GOALS, AND RECOMMENDATIONS and Implementation Strategies**

The Comprehensive Plan for the Village of Fishkill focuses on seven policy areas:

- Community Identity
- Population and Economic Growth
- Community Facilities
- Historic Preservation
- Housing
- Transportation
- Land Use

Each policy area is broken down into two parts. The first summarizes, through "Policy Goal and Recommendation" statements, the Village's vision for the future. These policies were developed as a result of the public meeting held early on in the process, as well as through the discussions initiated by the Comprehensive Plan Review Committee and consultants. These policies are the basis and rationalization for future land use, design and development decisions. They give a clear vision as to what the community feels is most important.

The second part enumerates "Implementation Strategies" that can make the policies and goals a reality. It is important that the Village enact these strategies; not doing so would limit the effectiveness of the Plan. Many of these "implementation strategies" can be effectuated in the zoning law or Village Code, while others may require additional committees in the future. Some of the recommendations are general statements for the Village, while others are much more specific; they are the core of the Plan.

*Henry Dubois Van Wyck*

# ~ History Of The Village of Fishkill ~

*written and compiled with the help of various Village residents and historians*

The name Fishkill evolved from two Dutch words, "vis" (fish) and "kil" (stream or creek). Dutch immigrants, in the year 1714, searching for an acceptable location to settle and prosper, chose the area in and around, what is now the Village of Fishkill. Fishkill Creek, today, forms the southern boundary of the part of the Village that lies west of Route 9. The Creek continues to flow westerly from the Village eventually emptying into the Hudson River. Prior to the eighteenth century the Creek was known as the Matteawan, the name of the Native American tribe that hunted, fished and populated the area.

The Village of Fishkill was a significant crossroads in the overland transportation network in the eighteenth and nineteenth centuries. The Kings Highway, connecting Albany to New York City, intersected with a major overland route from New England to the Hudson River. The Village grew in response to the needs of travelers and increasingly served as a village center for settlers in the adjacent agricultural areas. The Village of Fishkill, in the mid 1800s, was considered "one of the largest and wealthiest inland towns of the State."

History has recorded the importance and involvement of the Village of Fishkill during the American Revolution and the Fight for Independence. This vital crossroads was "protected by a chain of inaccessible mountains" to the south and was close by a major navigable water route, the Hudson River. Immediately adjacent to continuously running fresh water and surrounded by rich, arable land, it represented a strategic military position. This was quickly recognized by General George Washington during his several visits to the area and he ordered General Horatio Gates to establish a large military encampment in the area. Soldier barracks, sufficient to accommodate in excess of 2000 troops were built in the fields adjoining the Village. The encampment served as a major Quartermaster-commissary facility whose mission it was to supply Colonial troops with ammunition, gunpowder, clothing and other provisions of warfare. The Village of Fishkill became part of one of the largest Colonial military encampments during the Revolutionary War. General Washington's aide-de-camp, Alexander Hamilton, took residence here and boarded at an Inn across from the Dutch Reformed Church. In 1778, the Fishkill military complex served as headquarters for the Northern Department of the Continental Army.

Many historic buildings are preserved in the Village. The more renowned of these buildings are The First Dutch Reformed Church and The Trinity Church, each of which played a very important role during the Revolutionary War.

The Trinity Church, on Hopewell Avenue in the Village, was organized in 1756 and the structure built in 1760. It was used as a hospital during the Revolutionary War. The Provincial Convention fleeing New York City met in the Trinity Church September 1776 but, for greater convenience, removed to the Dutch Reformed Church.

The First Dutch Reformed Church, located on Main Street west of Route 9, was organized in 1710. The church proper was erected in 1731. The 4th Provincial Convention of New York met in the Church in 1776 thereby making Fishkill the State Capitol until its move to Kingston in 1777. The Church was then used as a prison during the War. Enoch Crosby, the historical American spy, was "captured" in conjunction with a group of recruits for the British Army. Confined in the Reformed Church after a mock trial by a Committee of Safety, he was allowed to escape to continue espionage for the Colonial Army.

The Hudson River, an excellent water highway, was not navigable during the winter months of the early years of our country because it froze solid above Poughkeepsie. Mail and travelers had to be carried overland. In 1785, Congress voted to employ stagecoaches to carry mail between major cities. The coaches carried passengers as well. Stage stops were established for the convenience of the passengers and the major overnight stage stop for the New York-To-Albany and the Albany-To-New York run was established in the Village of Fishkill. Two inns in the Village facilitated the travelers overnight. One inn opposite the Dutch Reformed Church was owned and operated by the tavern keeper Mr. Isaac Van Wyck. The building exists still today as a 3 story white building on Main Street, now with a Shoe Repair shop, Copy-A-Second shop and a Chiropractor's office built into a front addition. The second lodging was The Colonial Inn. Originally constructed with a tower in front, this building has had various modifications and additions over the years, including the loss of the tower feature. It today is the large yellow frame building on the northwest corner of Main and Jackson Streets formerly occupied by the Mid-Hudson Medical Group.

The Village of Fishkill was incorporated May 1, 1899 and became a municipality. Henry Dubois Van Wyck was elected as the Village's President, a title preceding that of Mayor. He built what is now Van Wyck Hall as a theater, but in the latter part of 1901 his relatives deeded the Hall to the Village with a request that the Declaration of Independence be read every July 4th on the steps of the Hall. In keeping with this covenant, on July 4, 2009, the 108th consecutive reading of the Declaration of Independence was performed, not only as a testament to that great patriot, Henry Dubois VanWyck, but also as a continuing expression of patriotism by the Village of Fishkill.

Over the course of three centuries the Village of Fishkill has been a proud community of distinguished history and has always exuded a character of patriotism, pride and progress. It is dedicated to remembering and continuing that character as we move forward to develop the requirements and meet the needs of the future.

Today, the Village of Fishkill remains a classic historic village, a residential community with a strong commercial center. Located in the southwest corner of Dutchess County, it is home to 1,735 people who live in a total area of 0.88 square miles (or 563 acres). The Village is served by Interstate-84 and NYS Routes 9, 9D and 52 (Main Street in the Village), with its primary intersection being NYS Route 9 and Main Street (NYS Route 52). The Village is also only a short distance from the Metro-North train station in Beacon, NY. The Village is considered a "built" area as nearly all of its land area has been developed and is being utilized. Sara Taylor Park, a 45 acre site on the east side of Route 9 is the Village's only park which is located to the north of the Fishkill Creek. The Fishkill Creek is part of the Fishkill Creek Watershed which eventually flows into the Hudson River.

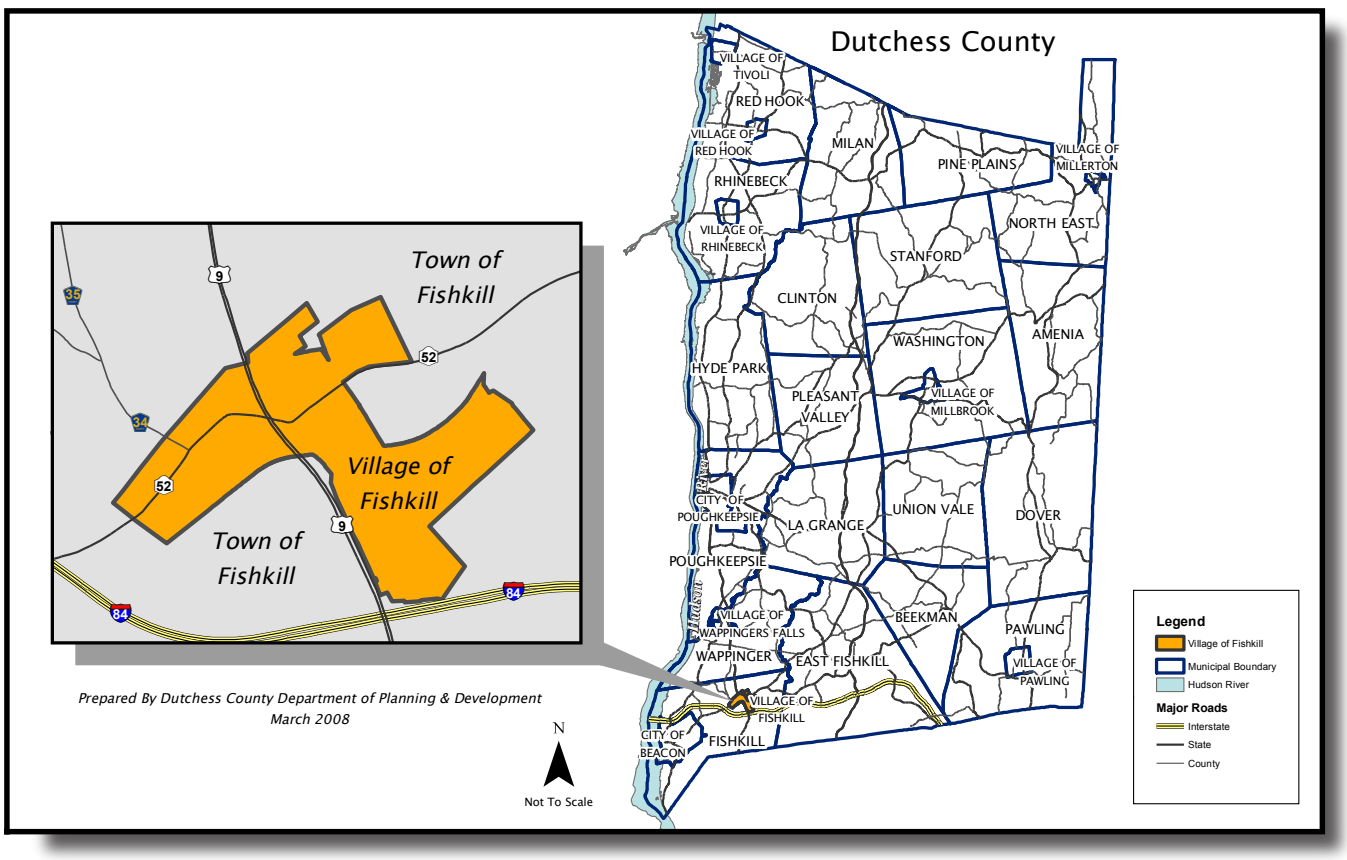
Over the years and with the emergence of Route 9 as the major north-south connection through Dutchess County, Route 9 has had enormous effects on the Village. The once two-lane road has now been enlarged throughout the Village to six (6) lanes of traffic with additional turn lanes, essentially splitting the Village in two. This has resulted in the historic, walkable core remaining on the west side of Route 9, a highway-business commercial strip along Route 9, and a variety of businesses and residences on the east side of Route 9.

The east-side residences and businesses do not share the same fortune in having a traditional, tightly-knit Village development as the west side does. This side of the Village is more suburban and single-use in nature, and lacks the fabric of interconnected uses and patterns that the west strongly possesses. Of note, the Merritt Park Condominiums and Townhomes project was approved in this section, just north of the GAP. The historic Main Street, which continues to preserve the historic mix of small scale stores and shops on tree-lined streets which contribute and ground the Village as a historic center, remains on the west side of Route 9.

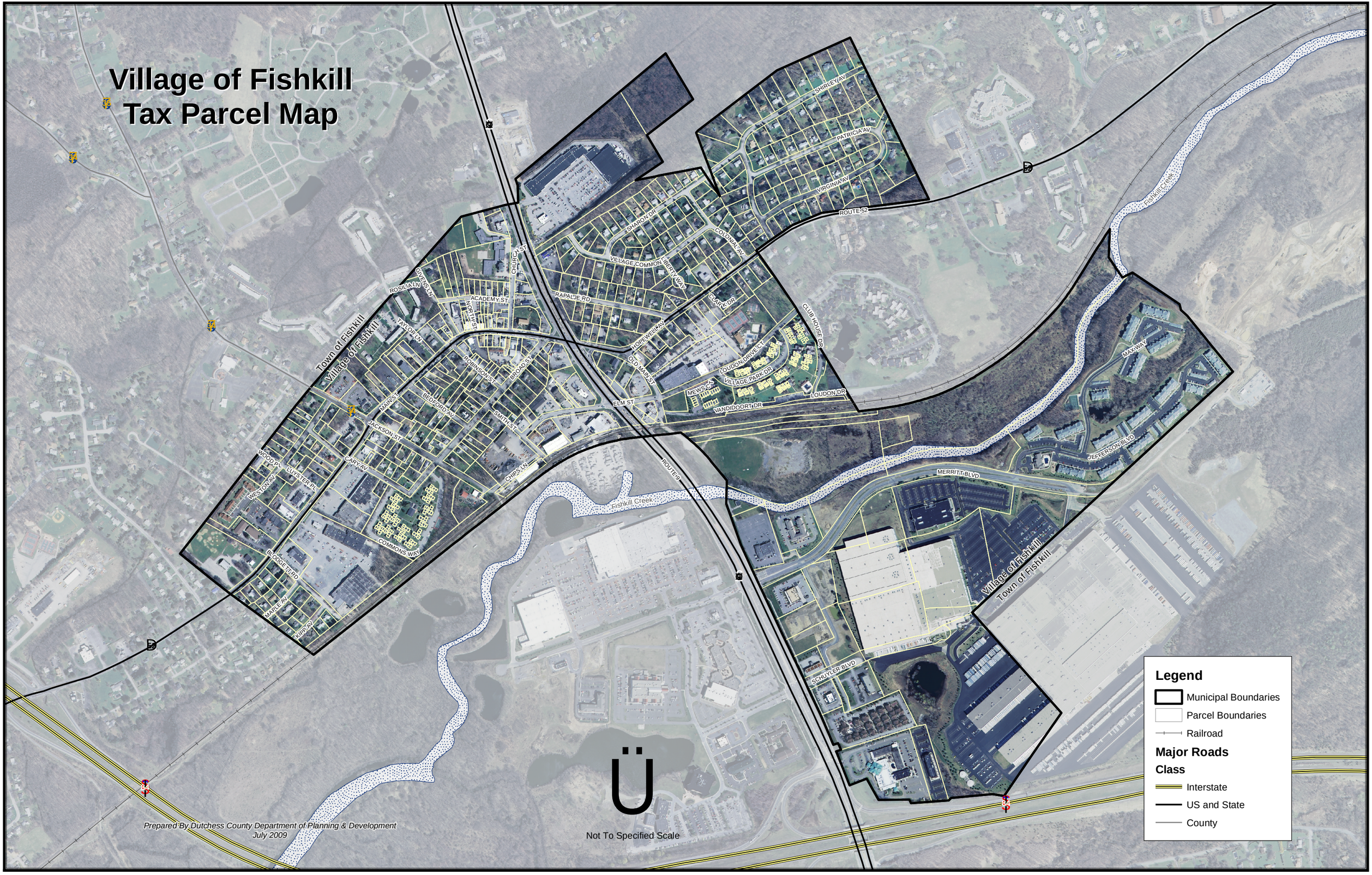
Over time, the Village has evolved to include an industrial area at its most southern part, closest to Interstate 84. The GAP Distribution Center is a 1.2 million square foot facility that takes supplies of goods and packages them for transportation to its many stores across the region. Across Route 9 from the GAP, in the Town of Fishkill, is a Super Wal-Mart, Sam's Club, the Towne Center (open shopping mall) the Westage Business Center and the old May's Mall (located further south on Route 9) which currently houses the Home Depot. This area is well-known for its medical, hotel, conference and large-scale shopping opportunities, and makes it an easy resting point for weary travelers.

The Route 9 frontage in the Village encompasses the Village's highway-oriented and commercial businesses: several hotels, fast-food restaurants, the Ransley Square retail mall, car wash, gas stations, Montfort Bros. construction, the Shop-Rite mall, and other miscellaneous businesses.

Sitting in a healthy and prospering area of the Dutchess County, the Village is blessed by a variety of opportunities. Geographically surrounded by the Town of Fishkill, it is also close to the City of Beacon, Town of East Fishkill and Town of Wappinger. Area interests include the Village's own unique small stores and shops, as well as regional attractions such as Dia: Beacon, Dutchess Stadium and the Hudson Valley Renegades, Hudson River Estuary Center, Van Wyck House, Mt. Gulian, and Stony Kill Farm.



# Village of Fishkill
# Tax Parcel Map



CHAPTER ONE

# COMMUNITY IDENTITY

The extraordinary historic and cultural features in Fishkill have helped shape the character of the community. The Village's historic streetscape and unique features contribute to the sense of place one feels while walking through it. Special events and civic facilities and historic buildings such as the Village Hall, Blodgett Memorial Library and the Dutch Reformed Church contribute to an overall sense of community. Village residents intend to cultivate and maintain this sense of community.

*Community Block Party*

**Community Events**: The Village hosts several community-wide events that are attended by Village residents and many others. The Craft Fair, Fireworks, the Block Party, Village Wide Yard Sale, Halloween Parade, Holiday Party and Tree Lighting, as well as the Memorial Day Ceremony, the reading of the Declaration of Independence on July 4th of each year, and the summer farmers market are held at various times throughout the year and contribute to the strong sense of community that Village residents possess. Events such as these are important to cultivate and maintain. Residents feel it is important to emphasize and enliven the history of the Village.

**Access To Information**: The Village maintains its own website which allows 24/7 access to information related to the Village Board, community emergency services, news, event schedule, board meetings, village codes, plans and programs. The ability to find out what is happening in a timely manner is important to the residents as indicated in the public workshop. Village residents indicated that keeping the website current was also important.

*Farmers' Market*

*U.S. Route 9 southern gateway*

**Gateways**: The Village's distinct, dense character is very different from that of the surrounding municipalities. Whether traveling Main Street, Route 9 or Jackson Street, one intuitively knows when they have arrived at the Village. This sense of identity is important to reinforce since it leads to a greater appreciation of community identity and civic pride. The Village can strengthen this sense of identity by establishing or improving gateway locations at Village entrance points. Improved entrance signs coupled with enhanced landscaping at the Village borders on major roads should be considered.

**Preservation of Historic Character**: Residents overwhelmingly indicated in the first public workshop that preserving the historic character of the Village is of primary importance. Throughout the plan this theme is revisited. The Village should ensure that the goal of preserving and maintaining the unique historic quality is implemented and should address this issue through the zoning code.

**Comprehensive Plan**: As time passes, issues and perceptions change. New legislation, evolving trends and regional changes will impact the Village. To continue to meet the needs of the community into the future, the Comprehensive Plan should be reviewed every 5 years to determine whether any changes or modifications are necessary.

**Summary**: The Village of Fishkill is a close-knit community whose residents share a great appreciation for the historic character that the Village possesses. The Village hosts and participates in a wide variety of community events to help keep that strong sense of community amongst all. It is this sense that will ensure that the Village continues to thrive and that its character will be preserved.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To preserve the character and unique quality of the Village and enhance the sense of community among Village residents.**

1.1 The Village will continue to seek the preservation of historic buildings through planning and zoning regulations.

1.2 The Village will promote historic tours to enhance the understanding of Village history for Village residents and visitors.

1.3 The Village will maintain and update the Village website to make information available to a wide population.

1.4 The Village will enhance or establish gateways at major gateway locations to define entrances to the Village to help maintain the sense of community identity.

1.5 The Village will encourage neighborhood or civic organizations to identify collective concerns and organize community involvement.

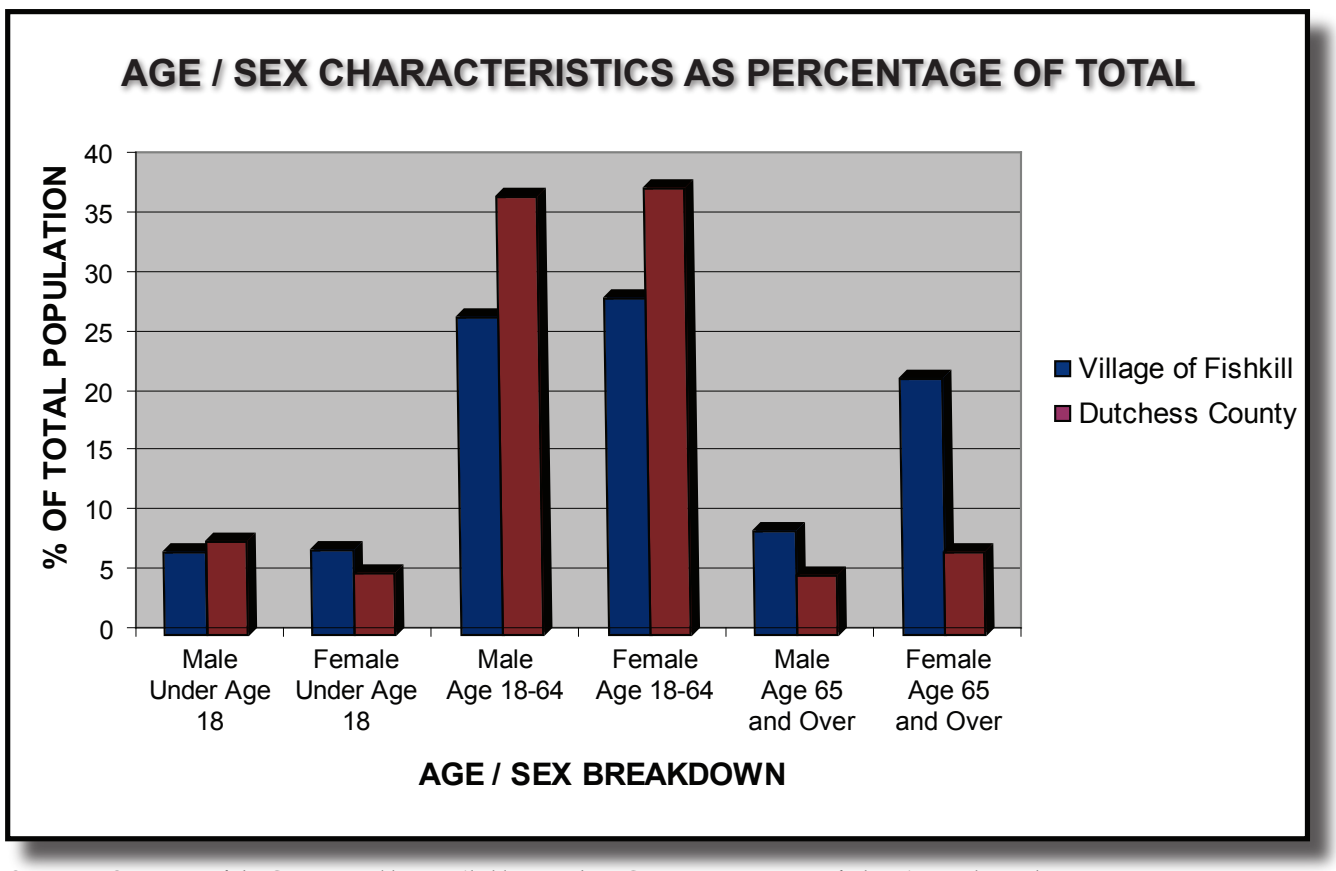
1.6 The Village will review the Comprehensive Plan every 5 years to ensure that this guiding document remains current.

CHAPTER TWO

# POPULATION AND ECONOMIC GROWTH

Understanding the population and general characteristics of the Village is critical to planning and the Comprehensive Plan process. Planning and managing the Village's future is dependent upon properly understanding who makes up the Village. In understanding who comprises the Village, it is possible to address and meet their needs.

Census figures show that the population of the Village has grown over time, but declined 11.34 % between 1990 and 2000. Census figures show that the Village is split about evenly between males and females in the 18-64 year category, with females comprising a significantly larger percentage of the 65 and over category. It is interesting to note that, compared to Dutchess County, the percentage of males and females over age 65 as a percent of the population is considerably higher in the Village. This is due to the convenient land use pattern of the Village and abundance of apartments.




*Source: U.S. Bureau of the Census; Table compiled by Dutchess County Department of Planning and Development*

According to the U.S. Census Bureau, the median household income is lower than the median for Dutchess County. The median family income, however, is quite close to the median family income for Dutchess County. The percentage of individuals below the poverty line is significantly higher for the Village, compared to Dutchess County. This is primarily due to the greater number of Village residents on fixed incomes. The Village maintains a higher average per capita income than Dutchess County.

**Business Growth:** The Village maintains a healthy variety of restaurants, retail shops and professional offices which serve the population. It is important for residents to be able to access businesses which serve their daily needs. For this reason, residents have expressed the need for a grocery market near the Village core; the current Shop-Rite location on the east side of Route 9 is not pedestrian-friendly and is difficult to walk to. The Village should take all opportunities to locate a grocery in a location which is walkable to residents on the west side of Route 9.

**New Development:** Following the implementation strategies from the land use section of this Plan, the Village has opportunities for new development. The area to the east of Route 9 between Schuyler Boulevard and Merritt Boulevard has the potential for new highway-business uses.

**Redevelopment:** Redevelopment opportunities also exist. Over time, redevelopment options emerge as buildings age. The future redevelopment of the existing Main Street Plaza, Village Square Plaza, on the western side of the Village south of Main Street and the Cecilwood Plaza all present a unique opportunity to fortify the existing historic streetscape of the Village. Mixed commercial-residential uses should be placed to front Main Street in order to extend the historic feel of the Village core further west.

Redevelopment Plan

- Mixed-use buildings placed along Main Street reinforce the Historic District further east;
- Shared parking located behind buildings;
- Row of street trees buffer sidewalk for pleasant walking environment; and
- On-street parking allow patrons quick access to stores and shops

**Summary:** The last Census saw the population of the Village decrease by 13%. This is likely due to a lower birth rate, considering the higher percentage of older Village residents, as well as a reduction in the number of residential housing units. The Census reports a loss of 46 housing units between the years 1990 to 2000. It will be interesting to see the impact of the Merritt Park Condominium development on the Village's population demographics in the 2010 Census. With the addition of Merritt Park since the last Census in 2000, one would expect the population to show an increase in the 2010 Census.

Income and occupation information from the 2000 Census confirm that a significant portion of the Village's residents are elderly or are likely on fixed incomes.

As the Village has a significantly larger proportion of elderly residents as compared to all other Dutchess County municipalities, it should ensure that services that serve that population exist. To a large degree, older residents are likely to want to take advantage of the Village's traditional development pattern where doctors' offices, the post office, stores and shops are all within walking distance of their residences. This allows elderly residents the opportunity to age in place as they are able to take care of their daily needs and don't need to rely on the automobile for transportation. This is even more of a reason to continue the historic development pattern and to encourage a grocery market on the west side of Route 9.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To promote economic activities that will benefit and enhance the Village's character and will serve the needs of its residents.**

2.1 The Village will continue to encourage the establishment of businesses to serve the population of the Village center, especially pedestrians and senior citizens.

2.2 The Village will seek a grocery market to locate in the Village center.

2.3 The Village will continue to seek commercial development in the area to the east of Route 9 south of Sarah Taylor Park.

2.4 The Village will initiate redevelopment plans for its older shopping centers to add mixed commercial-residential buildings.

CHAPTER THREE

# COMMUNITY FACILITIES

Community facilities are the parts of a municipality which provide emergency services such as police and fire protection, as well as provide social or educational needs such as parks and schools. These functions help create a sense of community among residents in the Village of Fishkill, contributing to an overall quality of life.

Community facilities are most often paid for by municipal taxes, and are administered by the local governing body of a municipality, or another not-for-profit agency. The larger a municipality grows, the more community facilities and services it will need. In order to provide such necessary services, and to ensure their appropriate development and possible expansion, smart planning of facilities is essential.

**Library:** Blodgett Memorial Library was founded in 1934 and is located on the corner of Broad Street and Bedford Avenue. It sits on a parcel of 0.32 acres in size. The library is open 7 days for limited hours, for a total of 53 hours per week. Currently, the library has close to 60,000 books, audio books, videos, a specialized collection of Chinese and Korean Language books and a vast collection of large print books. The library also has online access that includes reference databases, over 11,000 magazine titles, downloadable audio books and downloadable movies. Saturday programs and adult services including ESL, free tax help, fathers' rights and a mystery book club are also offered. The library employs 1 full time librarian, 1 full time staff, 16 part time staff and 5 volunteers.

**Post Office:** The U.S. Postal Service currently operates out of a small building one parcel west of the Main Street and Jackson Street intersection on the south side of Main Street. Severely undersized, it remains open until 7pm each night in order to accommodate Village residents and businesses.

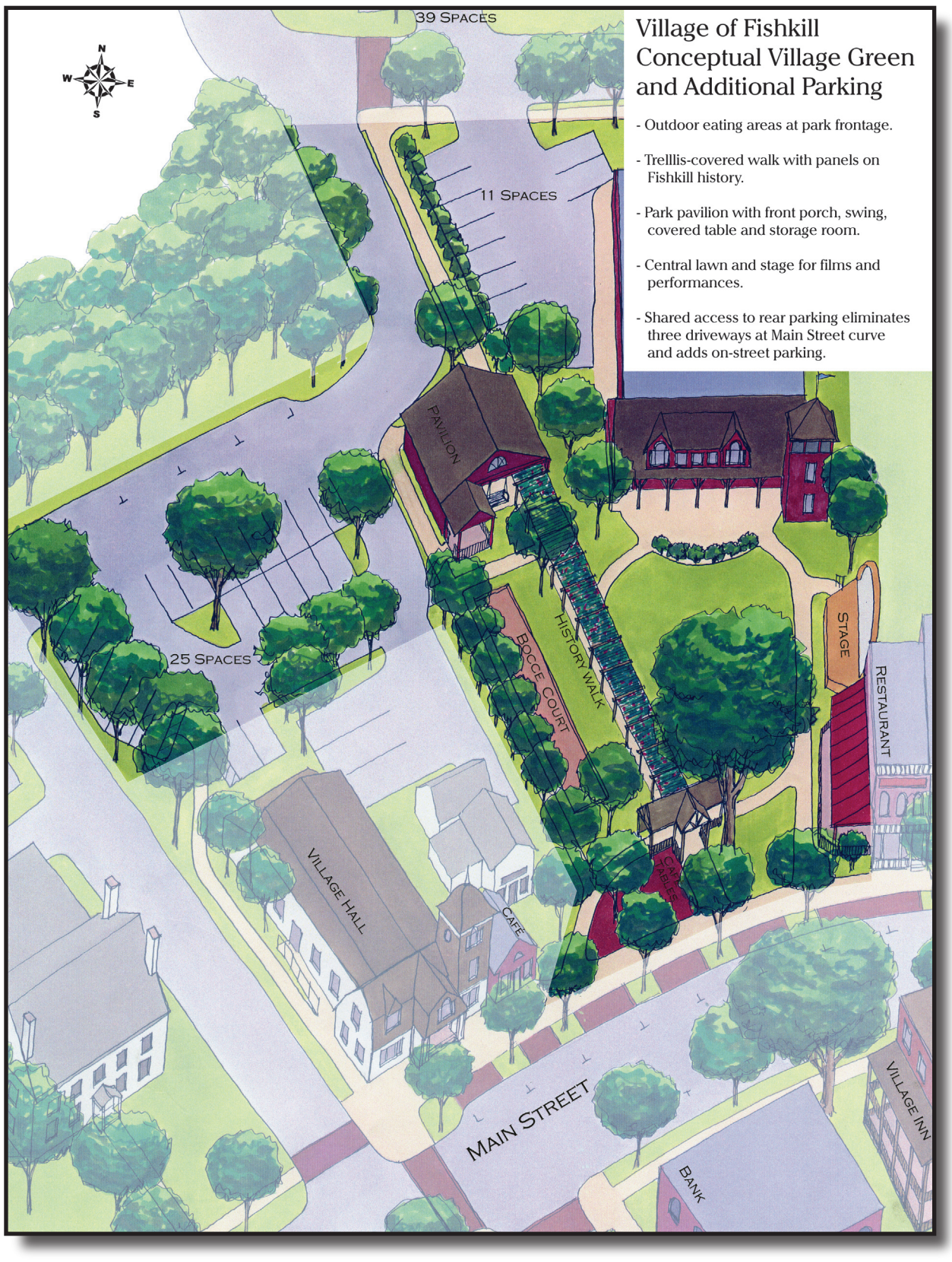
It is the desire of the Village to continue to operate a pedestrian accessible post office, characteristic of historic centers. If the Postal Service determines that a larger facility is necessary, then perhaps its larger operations could be housed elsewhere in the Village, while the day to day parts of the process including pick-up and drop-off of mail parcels and the selling of stamps should remain at a central location in the Village.

**Police:** The Police Department currently resides at the Village Hall. A property off Wood Place has been obtained as a new location for the Police facility. Some repairs and renovations are underway, which will better accommodate the Police Department. Occupancy of this new facility is expected in 2010.

**Fire and Rescue Operations:** The Village of Fishkill is served by the Village of Fishkill Fire Department. This all-volunteer department is staffed by approximately 30 active volunteer members. Equipment includes 2 pumpers and 1 ladder truck/pumper and a special services vehicle. The Fire Department is in need of additional facilities to accommodate the Department's current and future needs.

The Village contracts with Mobile Life Support Services to provide ambulance and Emergency Medical Technician services.

**Parks and Recreation:** The Village maintains Sarah Taylor Park, a 45 acre site on the east side of Route 9 bordered to the north by the Metro-North railroad and the Fishkill Creek to the south. Additional park locations should be investigated which would serve residents on the west side of Route 9.



**Water Supply:** The Village of Fishkill Water System is served by a well field. The well field consists of 8 approved gravel-packed wells of varying capacity. The design of the system has evolved from a gravity system that was fed by an untreated reservoir to a combination of pumped wells which feed into a painted steel storage tank of approximately 1.0 million gallons. The oldest part of the system is located south of the well field along Route 9 and is actually the remnants of the original system, less than 1.0 mile of 10 in. cast iron water main. It is this oldest part of the existing system that creates the most concern because of the age of the water main and the frequency with which it fails and requires emergency repair and replacement.

The Village system actually provides potable water to areas of the Town of Fishkill and the Town of Wappinger through various contracts and inter-municipal agreements.

Eventually the Village will add a second 1.0 million gallon storage tank for its users since flexibility of having two tanks will be necessary to properly maintain the Round Hill tank. The best location for a second tank would be on the elevated property behind the Clove Road well field, if possible, placing the tank at the same elevation, 350 feet, to make a well balanced system.

**Sewage System:** The Village of Fishkill owns and maintains two separate sewer systems, one being the South Sewer Interceptor which serves the Village customers and Town of Fishkill customers south of the Fishkill Creek. The other system serves the areas north of the Fishkill Creek, and discharges to the wastewater treatment facility (WWTF) located on the south end of Jackson Street. The WWTF is in the process of being upgraded and modernized; phase one was the replacement of the original main pumping station. The next upgrade will allow for up to 800,000 GPD to be treated by the WWTF and produce a higher quality effluent. The Village has entered into an agreement with the developers of the Yellen property to fund a significant portion of the upgrade; it is anticipated that the projected flow from that development will produce in excess of $1.5M in fees that will go towards the redesign and construction that was going to be necessary regardless of the connection.

In March of 2006 the Village and Town of Fishkill agreed that the current contract between the Village and the Town should reflect all of the needs of the Village and Town, both current and future, south of the Fishkill Creek.

**Summary:** Overall, the Village facilities are generally considered adequate for current uses. The Village and its engineer have suggested that some specific improvements should be made. Funds are currently being used to continue to upgrade Sarah Taylor Park, and sewer and water facilities will be funded with water and sewer funds from the municipal water funds.

The Village currently coordinates public works services such as snow removal with the Town of Fishkill. Agreements such as these provide the services at a reduced cost since specialized equipment need not be purchased, saving taxpayer dollars. Another example of shared services is the Blodgett Memorial Library, as it serves both the Village and the Town. Regarding the accessibility of community services, it should be noted that during the initial public workshop, residents expressed the desire to retain the library and post office at their current locations.

The Village should pursue a second park location on the west side of Route 9. Currently, Sarah Taylor Park is the only Village park and is located on the east side of Route 9. A second park, even if it were a small area, could add an easily accessible amenity to those residents who find it difficult to cross Route 9. Properly located, it would increase the community atmosphere of the Village.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To provide municipal facilities and services that will continue to meet the needs of Village residents and Village businesses and will improve opportunities for community activities.**

3.1 The Village should continue to work with the Fire Department to assure that adequate facilities are provided which will accommodate the department's equipment, vehicles and member needs.

3.2 The Village should work with the United States Postal Service in retaining the post office in a pedestrian-scale setting. If expansion is necessary, it is preferable that a small storefront be retained in the historic center.

3.3 The Village should encourage the Library to remain in its current pedestrian-friendly location.

3.4 The Village will continue to upgrade Sarah Taylor Park, to make its use more attractive to a wider range of Village residents.

3.5 The Village should attempt to identify green spaces west of Route 9 which could be developed for resting and small contemplative areas with benches.

3.6 The Village should continue to provide more opportunities for community activities and interaction by the possible acquisition of additional park land and recreational facilities which are easily accessible by Village residents.

# Village of Fishkill Community Facilities Map

Fishkill Elementary School
Pump Station
Village Hall
Villlage of Fishkill Fire Department
Blodgett Memorial Library
Post Office
Pump Stations
Sewer Plant
Police Station (future site)
Pump Station
Pump Station
Sarah Taylor Park
Fishkill Creek
Fishkill Creek
Town of Fishkill
Village of Fishkill
Town of Fishkill
Village of Fishkill
ROUTE 52
ROUTE 9
SHIRLEY AV
PATRICIA AV
VIRGINIA AV
SHARON DR
COLONIAL AV
VILLAGE COMMON
LIBERTY WAY
ROSILIA LN
DEVENS LN
ACADEMY ST
CHURCH ST
RAPALJE RD
CLARK DR
TAYLOR LN
NORTH ST
HOPEWELL AV
OLD MAIN ST
CLUB HOUSE DR
ROBINSON ST
BROAD ST
LOUDON DRIVE CT
VILLAGE PARK DR
MEWS CT
VANDIDOORT DR
LOUDON DR
MAX WAY
BEDFORD AV
MAIN ST
ELM ST
SMITH ST
JACKSON ST
CARY AV
CHIP'S LN
JEFFERSON BLVD
MERRITT BLVD
WOOD PL
LUYSTER PL
WESTON AV
COMMONS WAY
BLODGETT RD
MAPLE AV
KIPP AV
SCHUYLER BLVD

Prepared By Dutchess County Department of Planning & Development
July 2009

Not To Specified Scale

**Legend**

- Police Station
- Sewer Plant
- Pump Stations
- Library
- Fire/EMS Stations
- Village Offices
- Post Office
- Elementary School
- Railroad
- Streams
- Parks
- NWI Wetlands
- 100 Yr. Floodplains

**Steep Slopes**

- 15-24.9% Slopes
- 25+ % Slopes

**Major Roads**

**Class**

- Interstate
- US and State
- County

CHAPTER FOUR

# HISTORIC PRESERVATION

Preservation of buildings, historic features and the traditional streetscape is very important to the future of the Village, as it is precisely those items which give the Village its character and charm, instilling a sense of community pride and an appreciation for the past. Preserving, restoring and maintaining buildings which have architectural merit and historic or cultural significance enhances the perception of community character, increases the attractiveness of the Village, and contributes to the prosperity of the Village.

**The Village of Fishkill Historic District**: The Village of Fishkill Historic District is on the National Register of Historic Places and consists of over 127 properties. It is *the* distinct feature of the Village. Located primarily on the western side of Route 9, the District contains the Village's most recognized buildings: the Dutch Reformed Church, Van Wyck Village Hall, Trinity Church, 1072 and 1059 Main Street, Shillelagh, 5 and 7 Robinson Street, Temperance Hall, the Fishkill Methodist Church, 14 and 19 Broad Street, and 1127--1105 Main Street.

*Main Street*

**National Register of Historic Places**: Being listed on the National Register of Historic Places is primarily an honorary matter, although having this status may lead to greater value being placed on the property. Other advantages include:

- Registered properties and properties determined to be eligible for the Register receive a measure of protection from federal and/or state sponsored or assisted projects. As an example, a property listed on the National Register which may be affected by a state or federally funded road widening project are subject to an extra level of review to avoid negative impacts.
- Properties involving registered properties often receive higher priority ratings for state and federal grants such as the Community Development Block Grant program in Dutchess County of the 1986 State Environmental Quality Bond Act.
- Qualifying rehabilitation projects on commercial, industrial, or rental National Register properties are subject to a 20 percent tax credit under the provisions of the Tax Reform Act of 1986. There are limitations on how much of the original structure must remain and the types of income that can be credited.

*Trinity Church*

Some additional structures in the Village may qualify to be listed on the National Register of Historic Places. The Village should investigate whether additional properties would qualify for National Register status and if so, proceed with the nomination for inclusion. This would facilitate business owners and residents in taking full advantage of grant monies, priority rankings, CDBG grants and tax credits.

**Historic Preservation Overlay Zone**: Historic Preservation Overlay Zone was created as a measure to ensure the protection, restoration and use of buildings and structures which represent distinctive elements of the Village's historic, architectural and cultural heritage; to foster civic pride in the accomplishments of the past; to protect and enhance the village's attractiveness; and to ensure the harmonious, orderly and efficient growth and development of the Village.

Buildings inevitably fall into disrepair, require maintenance and may need to be retrofitted at times. It is important to provide historically sensitive reconstruction, repairs and additions. Before any restoration, reconstruction, demolition, new construction or moving of a structure can commence within the Historic Preservation Overlay Zone, a Certificate of Appropriateness must be obtained. This assures that the general design, scale, construction materials and visual compatibility with the surrounding district is retained when changes are proposed.

During the initial public workshop for this plan, participants ranked historic preservation concerns among the top three concerns for the entire Village. The Village should continue to ensure that existing and new development is compatible with the historic context of the area and should look for new areas to include in the Historic Preservation Overlay Zone. Listing additional properties will help to further promote and retain the historic character of the Village.

**Summary:** The Village of Fishkill's historic district is well documented and is on the National Register. It is highly valued by its residents and businesses. In the public workshop, many participants indicated that the historic character must be preserved. In looking at the map of the Village, additional properties outside of the district should be included in the Historic Preservation Overlay District. This will ensure that they are developed appropriately and that they continue to contribute and support the historic character of the Village.

In addition, the Village should investigate the inclusion of additional properties onto the National Register or consider adding them to the existing National Register District so that landowners may benefit from tax credits and grant monies. The Village could also consider adopting a Local Landmark Law to further ensure the compatibility and preservation of buildings that are historically significant.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To promote and preserve the Village's historic structures, sites, and cultural features.**

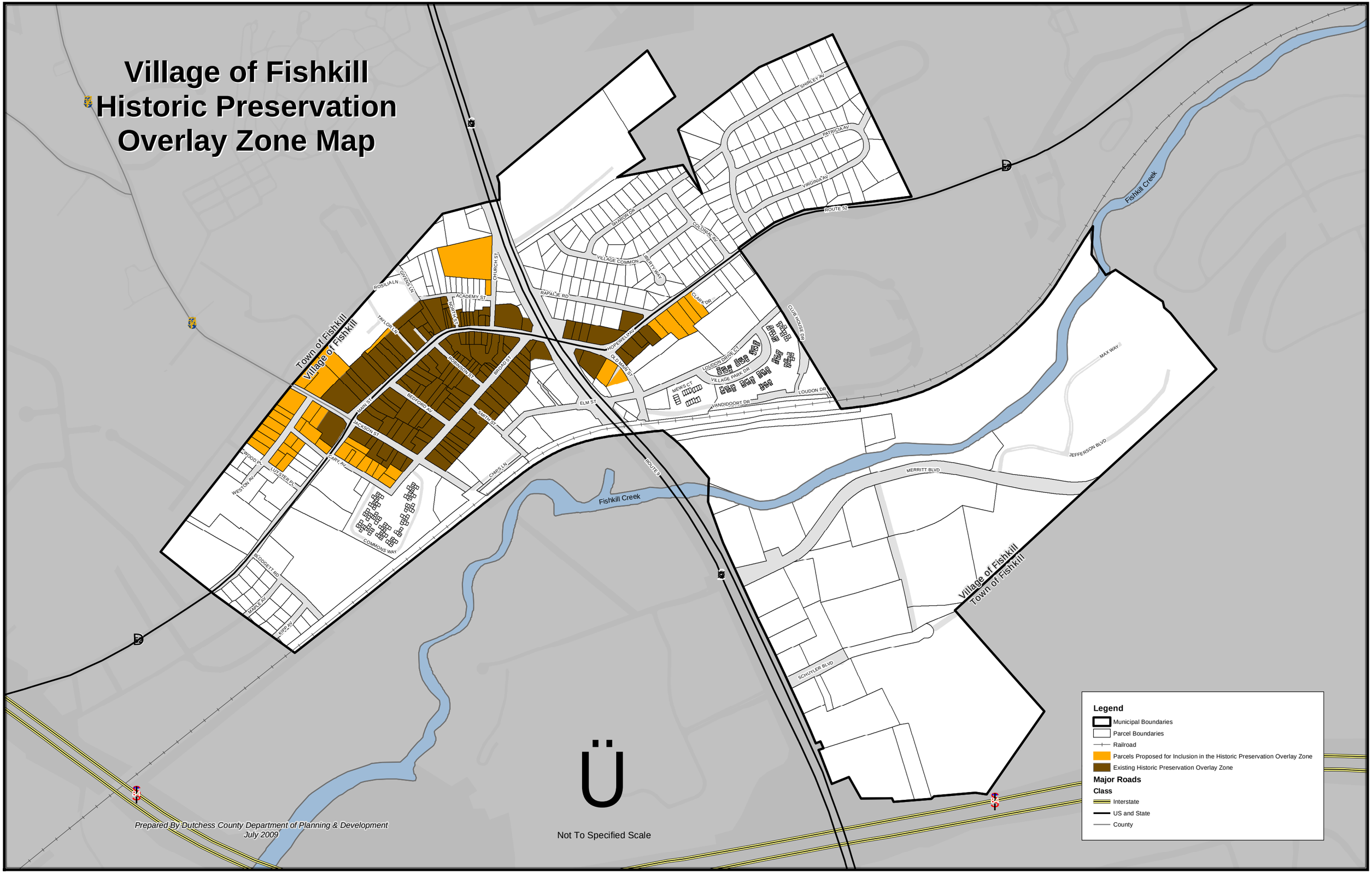
4.1 The Village will expand the historic preservation overlay zone and the Fishkill Village Historic District to include all properties on the south side of Hopewell Avenue, all properties on Academy Street between Church Street and Givens Lane with the exception of the parcel at the northeast corner of Givens and Academy, all parcels on the west side of Church Street including the Fishkill Elementary School, the second parcel on the west side of Old Main Street from Loudon Drive, some parcels on Weston Avenue, all parcels on the east side of Cary Avenue from Broad Street to the Post Office and both sides of Jackson Street.

4.2 The Village will require new development and redevelopment to be harmonious with the setting, scale, and design of surrounding architecture and landscape elements.

4.3 The Village will encourage the rehabilitation of all historic structures to prevent the loss of such structures.

4.4 The Village will investigate the development of a Local Landmark Law.

# Village of Fishkill Historic Preservation Overlay Zone Map



CHAPTER FIVE

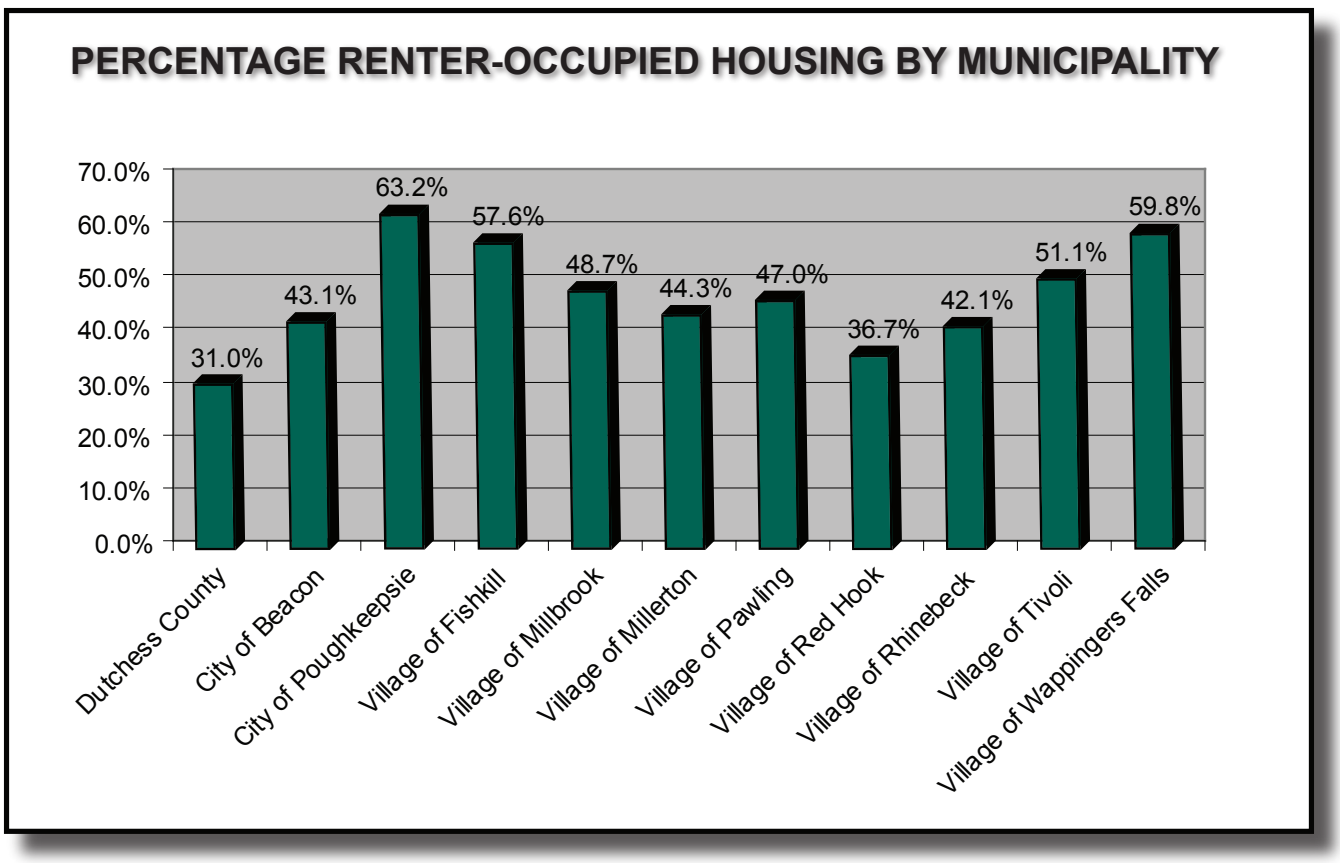
# HOUSING

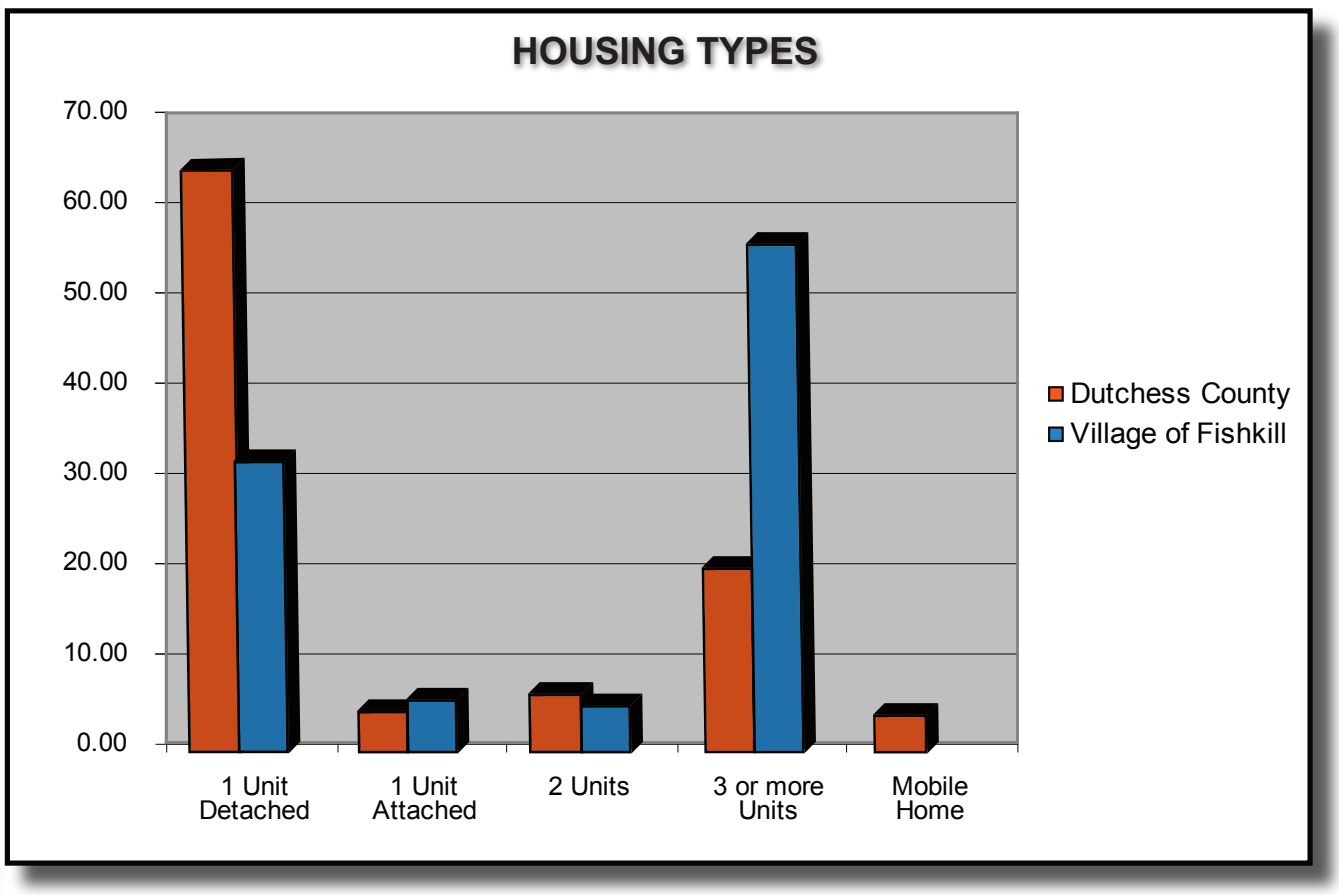
Housing is a basic necessity for all people and the needs of our existing and future residents are myriad. If we want young people in the community, workers living close to their jobs, seniors being able to downsize but still maintain their life-long community connections, we must allow for the creation of a full range of housing options in the Village. To achieve this goal we must first complete an analysis of the existing housing stock and make clear statements about the policies that will create this housing stock.

## Existing Housing Stock

According to the 2000 Census the Village had 1,001 housing units which is substantially the same as the number of units it had in the 1990 census. Of these units, 965 were occupied while the balance were vacant. More specifically, the homeownership vacancy rate was 2.2 percent while the rental vacancy rate was 4.1 percent. Both of these vacancy rates suggest a pent-up demand for housing in the Village.

The occupied housing stock was 42.4 percent owner-occupied and 57.6 percent renter-occupied. The percentage of renter-owned housing is higher than the county-wide average of 31% but not out of line with other villages or cities throughout the county.






The existing housing stock is also a bit more diverse than the county average when it comes to housing type. The chart above compares the Village's housing stock to the county average although the Village's stock is comparable to several other villages throughout the county.

It is also important to look at the size and age of households to help plan for the appropriate type and style of units. The average household size is 1.80 persons while the average family size is 2.74 people. Both of these are less than county averages of 2.63 persons for households and 3.16 persons for families. This would suggest the need for smaller size units within the Village.

In looking at the age breakdown of the population, the most striking statistic is that just over 30 percent of the population is 65 years of age or older. This compares to a much lower 12 percent county-wide. As the population continues to age, often in place, it is likely that the Village's percentage may rise, putting increased pressure on the housing stock and the Village services to meet the changing needs of these residents.

The availability of housing is not only a function of its actual physical availability. It is also a function of a household's ability to secure that unit through purchase or rental. For that reason it is important to compare housing prices to incomes.

A review of recent sales prices shows that the 2008 median sales price of a single-family home was $255,200 while the average was $263,039. It should be noted that this was based on only seven sales. These numbers are slightly, but not substantially, less than the 2007 sales prices. The number of 2008 sales is substantially the same as 2007 numbers. The review of sales of attached housing shows a median price of $177,436 on 13 sales.

When looking at housing prices they can only be understood within the context of the community's income. A $250,000 home may be affordable in a community where the median income is $75,000 but

it is not affordable in a community where the median is $40,000. Income information is not available annually at the municipal level so a calculation must be completed to estimate the village's current median income. In the 2000 Census the median family income in the Village of Fishkill was 94.4% of the county median family income. If we assume the Village has retained this percentage we can estimate that the current Village median is $74,481.

Using conventional underwriting and current rates, it is estimated that a household would need to make $73,400 to afford the 2008 median priced home. This income is slightly less than the estimated 2008 income which suggests that for-sale housing prices in the village are generally affordable to local residents. The current median is also sufficient for the purchase of the median priced attached housing.

Looking at rental prices is a bit more complicated. There is no local data on the income of renters but national research has shown that renters have substantially less income than homeowners. There is also no current data on rental costs within the Village. However, the Village's data is included in the County's larger Rental Housing Survey. One can assume that the multi-family rents in the surrounding area (non-apartment complex units) are a fair approximation of the Village's rents. This data shows that the average rent for a one-bedroom was $942 while a two-bedroom was $1,317. Just to afford the rent, assuming a household can afford to spend 30% of their income, a household would need to make $37,680 to afford a one-bedroom and $52,680 for a two-bedroom. This calculation does not take into consideration that most of these units do not include at least some utilities, which would drive the income needed to "afford" these units even higher. While these rents are affordable to median income households they are not affordable to many young people, single people, single-parent families and senior citizens.

### Housing Availability

Local zoning should encourage a variety of housing types including single-family housing (both attached and detached), two-family homes and multi-family zoning. Each housing type should be appropriate in size, location and accessibility. In addition, accessory dwellings which are appropriate in size and compatibility to the surrounding neighborhood should be permitted in appropriate areas within the Village. This type of dwelling allows for affordable care of the elderly, disabled or family members and can allow residents options for staying in the Village.

In an effort to encourage the creation of moderately-priced housing the Village should consider zoning incentives such as inclusionary zoning. The Village should also support the construction of moderately-priced housing through a variety of government programs.

### Mixed-Use Development

The Village currently maintains small apartments above the stores and shops within the Village. This arrangement allows the Village to flourish and is the hallmark of historic Village development. The benefits are many. Residents that live above stores provide a 24/7 hour presence, especially in the evening hours, which contributes to the economy on a greater than 9 to 5 basis. It also permits residents to complete some errands on foot thereby not increasing congestion with the Village. This type of development should be encouraged in the future where appropriate.

### Housing Amenities

The availability of land within the Village for new recreational needs of residents is relatively small, but very important. Recreational space is important for all age groups. Whether it be the ability of children to play outside while being monitored by a parent or a quiet place for seniors to gather; small pocket parks and recreational areas are needed in the Village. This is especially true on the west side of Route 9 which lacks any significant amount of such spaces. As new public park space can be difficult to acquire, the Village should require developers to provide recreational space as part of any new development to serve the residents who intend to live there. If suitable recreational space cannot be properly located, the Village could require a developer to pay a recreational fee in lieu of constructing the recreational space.

**Summary:**
The Village of Fishkill provides a wide variety of housing types including single-family, two family and multifamily homes and apartments. Current data suggests that a strong demand still exists for housing units in this historic setting.

It is interesting to note that a higher percentage of persons aged 65 and older live in the Village, as compared to other Dutchess County municipalities. This is not surprising, however, considering the convenient land use pattern that the Village offers. As there are very few vacant parcels available for new development, the best opportunities for new housing would be through the redevelopment of properties in the Village. Encouraging the historic development pattern of apartments above stores and shops should be encouraged.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To provide a range of housing types for all Village residents including families with children, the elderly, the young, and those who earn less than the median income.**

5.1 The Village will encourage a variety of housing types including single-family (attached and detached), two-family, multi-family and accessory housing.

5.2 The Village will consider inclusionary zoning which would require 10% moderately-priced housing in any development of 10 or more units.

5.3 The Village will encourage mixed-use development including residential apartments above storefronts.

5.4 The Village will require developers to support Village endeavors to provide on-site recreational amenities, or a fee-in-lieu of amenity to serve the recreational needs of the population of the proposed development.

CHAPTER SIX

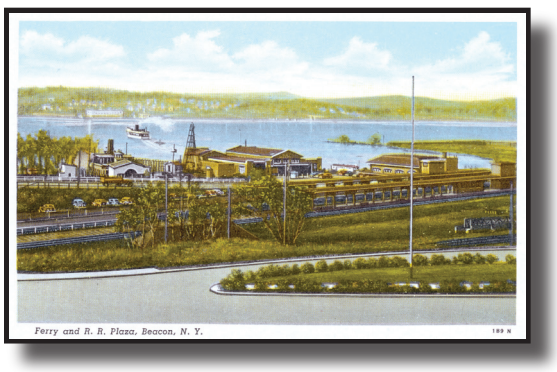
# TRANSPORTATION

The transportation network is essential to work, shop and travel. For the most part, the automobile is the primary mode of transportation that is used to get from one place to another. However, given the geographical position and proximity of other modes of transportation, the Village of Fishkill has several options available.

- **Railroads**

  Metro-North provides rail transportation to Grand Central Station in New York City stopping at Beacon, New Hamburg and Poughkeepsie.

  Amtrak is a national provider of rail line service with stops throughout the United States. Amtrak stops in Rhinecliff and Poughkeepsie.




- **Ferry**

  The Newburgh-Beacon Ferry is operated by NY Waterway, under contract from the Metropolitan Transportation Authority. The ferry operates primarily during rush hour to bring those from Newburgh to the Beacon train station. Opportunities exist for Village residents working in Newburgh to use the ferry to get to Newburgh in about 10 minutes.

- **Airports**

  Stewart Airport, located in New Windsor, New York is an international airport operated by the Port Authority of New York and New Jersey and serves the New York metro area. Other international airports such as LaGuardia, JFK and Newark airports are within easy driving distance, or are accessible by train and/or bus.

- **Bus**

  Dutchess County Loop Bus System operates and maintains a fleet of buses which operate county-wide. The bus routes are currently being examined to ensure that they are utilized efficiently.

- **Dial-A-Ride**

  Dial-A-Ride is a curb-to-curb transportation service, designed to serve senior citizens and individuals who have a physical or mental disability which prevents them from using the regular LOOP buses.

**Easing Traffic Congestion in the Village:** The Village has been experiencing a large amount of traffic congestion in recent years. To determine whether any solution exists to reduce the congestion, the Village undertook the Fishkill Traffic Analysis. This analysis set out to study and suggest improvements to mitigate identified congestion/safety deficiencies and local circulation issues. Some options have already been implemented; others should be considered for implementation.

Apart from the recommendations of the Fishkill Traffic Analysis, the Village, especially the Village Planning Board, has options on how to enhance safe and efficient traffic circulation and congestion in the Village. Many of these methods relate to the automobile, but the best means to reduce congestion in the Village is to support and promote alternative forms of transportation, namely pedestrian and bicycle.

- **Access Management**

The Village should require new developments to propose site plans which implement good access management principles such as the consolidation of driveways, the distribution of traffic through controlled intersections, the provision for rear parcel access such as service alleys, and the elimination of multiple driveways. In addition, the provision for sidewalks and crosswalks throughout new or redeveloped sites will aid in allowing residents and shoppers the opportunity to park once and access multiple businesses by foot.

- **Shared Parking**

Having available parking is imperative to the success of Village businesses. While each business must provide adequate parking facilities based on parking standards which have been developed over time, Village lots may not always support the placement of large lots of parking. In fact, a plentitude of large parking lots could be a detriment to the Village if it inhibits the close-knit historic streetscape. To provide adequate parking which is in close proximity to the business core, individual business owners should be encouraged to maximize the parking lot layouts of their individual businesses by working together to create interconnected parking lots to the rear of their businesses.

- **Internal Circulation Alternatives**

Allowing automobiles to access nearby businesses without having to enter the highway system is one of the best ways to reduce congestion on the local road network. Shopping centers, as well as other places of business, often use individual driveways and access roads off a main highway as the only form of access to their establishments. This arrangement requires that every automobile must use the highway to get to the next business establishment, even if they are located next door to each other. To reduce these unnecessary vehicular intrusions on the congested local road network, rear service and/or interior circulation roads should be considered for every site.

- **Sidewalks**

The Village maintains a large sidewalk system which assists pedestrians in accessing government buildings, shops and offices. Although this is a large network, there are some areas that remain un-sidewalked or where there are missing connections. The Village should look to solidify this network by extending existing sidewalks and by providing new sidewalks where connections are missing.

**Specific Pedestrian Improvements:** During the Comprehensive Plan process, the Plan Committee looked at specific recommendations related to pedestrian improvements in the Village and identified the following:

- **Pedestrian access to Sarah Taylor Park**

  Working with NYSDOT, the Village should identify methods to providing safe pedestrian access from the west side of Route 9 to Sarah Taylor Park. Currently, sidewalks exist along Route 9 into the Town. A more formalized crossing location or elevated footbridge could be constructed to enable west-side residents to easily walk to Sarah Taylor Park on the east side of Route 9. Additional improvements would need to be constructed east of Route 9 in the form of sidewalks to complete the pedestrian connection.

- **Sarah Taylor Park to Merritt Park Condominiums**

A small footbridge to cross Fishkill Creek would help assist residents in accessing Sarah Taylor Park from this large residential development.

- **Route 52 on the east side of Route 9**

Sidewalks and additional pedestrian improvements similar to the west side of Route 9 should be accommodated at this gateway location to the Village. Some of the parcels in this area are already in the Historic Overlay zone. Additional areas on the south side of Route 52 which are encompassed by the LB-1 zone have been proposed to be included in the Historic Overlay Zone.

- **Footbridge and bicycle access from Jackson Street, south into the Westage Business Center (Town of Fishkill)**

Except for traveling Route 9, Route 52 and I-84, there is a lack of infrastructure that connects the Village of Fishkill to the Town in this vicinity. To enable pedestrians and bicyclists to pleasantly walk, jog and pedal from the stores and shops of the Village to the movie theater in the Town, additional direct connections should be studied, and if possible, should be constructed.

**Summary**: The Village continues to experience high traffic volumes and high delays on local roads for those motorists wishing to enter local highway system, primarily Main Street. While increased traffic is good for local businesses, it can be especially troublesome for Village residents.

The Village can help to alleviate the congestion experienced in the Village by working with developers and businesses to provide interconnected rear-service alleys and shared parking lots for area establishments that will help eliminate the need to enter the adjacent road network.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To provide a safe and efficient transportation system, including sidewalks and other alternatives to the automobile and when possible, to reduce congestion within the Village.**

6.1 The Village should consider the recommendations from the Fishkill Transportation Study to help alleviate traffic congestion in the Village.

6.2 The Village should implement good access management principles at every opportunity including the consolidation of driveways, distribution of traffic to controlled intersections, the provision for rear parcel access such as service alleys, and the elimination of multiple driveways.

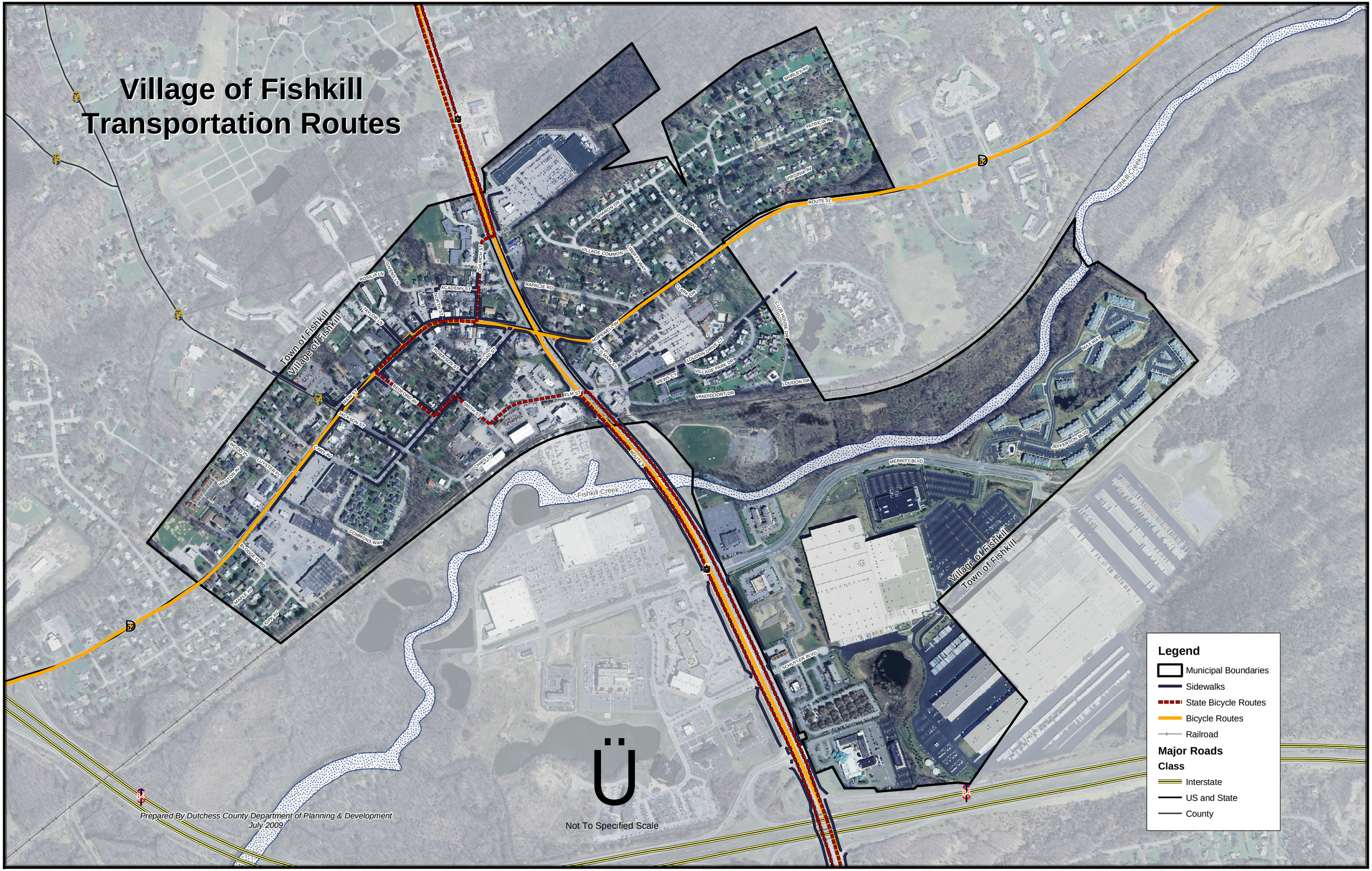
6.3 The Village should look for opportunities to create shared parking behind buildings that link properties together to provide internal circulation alternatives.

6.4 The Village should continue to maintain, extend and complete linkages in the existing sidewalk system to facilitate safe pedestrian access.

6.5 The Village should consider additional pedestrian connections to Sarah Taylor Park and the Westage Business Center.

6.6 The Village should continue to provide pedestrian amenities such as benches, sidewalks and crosswalks and should accommodate bus shelters to encourage pedestrians to walk.

# Village of Fishkill Transportation Routes



CHAPTER SEVEN

# LAND USE

The Village is a developed, urban environment consisting of a concentrated mix of residential uses, small shops and stores and commercial uses. The Village has also been able to accommodate large commercial uses due to its proximity to the heavily travelled Route 9 and Interstate 84. This Village is divided by NYS Route 9 which acts as a physical barrier between the original historic core of the Village and the more highway-business oriented Route 9 area.

**Land Use Trends**: Over recent years, the Village has expanded its traditional small-scale development pattern to include larger commercial franchises and transportation intensive developments, especially in the Route 9 corridor. Included in this mix is higher density residential development along Merritt Boulevard.

The most apparent change in the traditional land use pattern is the emergence of the Route 9 corridor and the resultant highway-dependent types of businesses that have located there. Route 9 has an Annual Average Daily Traffic (AADT) of approximately 42,000 vehicles per day.

**Commercial Development:** The Village is laid out in two distinct sections: the traditional Village with its small-scale settlement pattern and the more commercial, highway business district which occurs primarily along the Route 9 corridor. There is a sharp contrast between these two areas – the west side retaining the historic charm of past years and the east side which is characterized by large commercial and highway business uses.

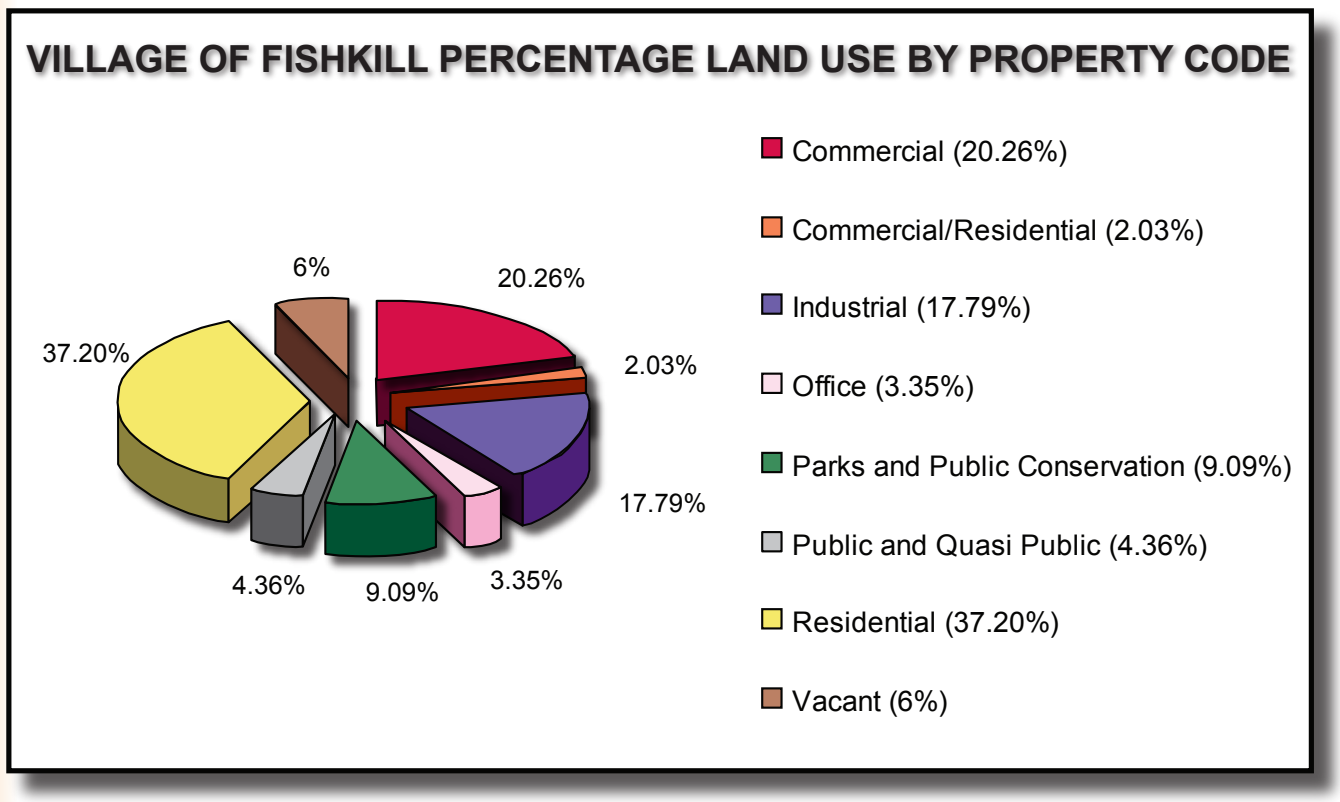
**Residential Development:** As the Village is largely built-out, there is no definitive trend in new residential development. The newest development of any great scale was the development that occurred as a result of the GAP distribution facility being built along Merritt Boulevard. At the time, Merritt Park Condominiums and townhomes were proposed with the idea of providing affordable housing to those who worked at the GAP facility. After these residential units are fully constructed, no new areas for large residential growth are proposed.

The more consistent pattern of residential growth is the renovation of one-family households to allow expansions and small additions to allow for change and growth without the need for relocation. Mixed-use home and office buildings remain a large component of the mix of uses within the Village.

**Public, Quasi-Public and Recreation Uses:** Another major type of land use in the Village is in the category of public or quasi-public uses. Included in this list would be the Village Hall, post office, library, Sarah Taylor Park, schools as well as churches and not-for-profit uses. Villages typically have a large percentage of land dedicated to these uses. According to the Assessor's data, the amount of land dedicated to such uses is 75.72 acres of the total Village acreage which is approximately 13.45% of the total land. The Village currently owns a 5.21 acre parcel in the north east corner of the Village. It is currently zoned to accommodate a Planned Unit Development, but with the extensive NWI wetlands, and presence of hydrologic soil types, the Village should restrict development to this site.

**Potential Development Areas:** The relatively small amount of vacant land available in the Village coupled with the relatively small lot size results in a perceived limitation for new development.

There are, however, opportunities for new development and redevelopment within the Village. These areas include the remaining vacant parcels on the east side of Route 9 between Schuyler Boulevard and Merritt Boulevard as well as the potential for redevelopment of the old Main Street Plaza, Village Square Plaza, on the western side of the Village south of Main Street and the Cecilwood Plaza on the northern side of Main Street.




In addition, Elm Street, located on the west side of Route 9 above the railroad tracks, could be redeveloped at some point in the future. Due to the existing lot sizes and road configuration, smaller-scale uses should be considered. Any redevelopment in this area should be sensitive to the residential neighbors on historic Broad Street.

The east side of Route 9 is dominated by highway-business type uses which are auto dependent. The GAP distribution facility constructed a 1.2 million square foot facility just north of the Interstate 84/ Route 9 interchange. In recent years a new retail plaza, franchise hotel chains and a car wash have located between the GAP and Route 52 to the north. Opportunities exist for additional development in this location.

The old Main Street Plaza and Village Square Plaza were constructed in the mid 1970's and do not complement the historic nature of the Village core. New development or redevelopment in this area should blend into the traditional pattern of development the Village was founded upon, with buildings rather than parking lots fronting the street. For additional information, developers should be referred to Greenway Guide C1 *Commercial Strip Redevelopment*. Continuing the traditional streetscape found at the core of the Village west along Main Street will complement the historic character of the area. If redeveloped with sensitivity, new buildings will add a positive component to the streetscape and the Village as a whole. Additionally, a mix of commercial and residential uses could have a dual benefit of providing additional tax revenues and providing living accommodations for those who will spend their money in the Village in the off-hours.

**Streetscape:** It is important for the Village to maintain the elements of its historic streetscape. In 2002 the Village, in cooperation with the New York State Department of Transportation, undertook a streetscape project which included the installation of granite curbs, sidewalks, traditional street lighting, crosswalks, benches and trash receptacles.

Of significant importance to the Village is the Mid-Hudson Medical Group property on the corner of Main and Jackson Streets. This site presents a unique opportunity for redevelopment. It will be important to maintain the original historic building as part of any redevelopment plan.

In furthering this effort, the Village partnered with Cornell Cooperative Extension's S.W.A.T. (Specialized Weekday Arborist Team) to inventory the existing trees which line Village streets. The inventory includes tree location, condition, species and applicable recommendations from the team. At the initial public workshop, residents indicated that the maintenance of existing street trees is important. To maintain the street trees in good condition, ongoing tree maintenance and replacement should be provided for.

The Village has other ways to ensure that the streetscape remains attractive while retaining its diversity and mix of uses. The Village may wish to consider additional regulations on home occupations and commercial vehicles, or even more common elements such as signage, to ensure that these uses successfully blend and strengthen the fabric of the Village, rather than detract from it.

**Summary:** The Village maintains three distinct areas of the Village: the historic Main Street area on the west side of Route 9, the auto-dependent highway business uses along Route 9, and the residential uses on the eastern side of Route 9. The Village of Fishkill has been able to maintain a healthy mixed-use, traditional Village core, while also providing for highway commercial uses.

While it may look like there is no room for additional development, the Village's old plazas present a unique opportunity for new, mixed-use development. Further, if redeveloped in a traditional manner, these areas would add to the historic fabric of the traditional Village. Redevelopment of these areas should be sensitive to the historic pattern of development that exists in the core commercial area.

The appearance and functionality of the Village is important to maintain. Mixed-use development should continue to be promoted in the central business area as this is the fundamental necessity of a vibrant Village. The separation of uses should be avoided at all costs. Not only do apartments over storefronts provide affordable housing options for Village residents, but they enliven Village streets by providing a measure of activity and an element of security in evening hours. Zoning regulations should be crafted to allow certain home occupations and other mutually-beneficial uses throughout the Village.

Another important element of the Village is its street trees. Not only do street trees provide a variety of environmental and biological benefits, but they serve as a unifying feature to the many different types of development within the Village. A street tree program should also be established to continually provide for street trees throughout the Village.

## DECLARATION OF INTENT AND IMPLEMENTATION STRATEGIES

**GOAL: To promote a pattern of land use which respects the historic character of the Village and allows for a continued mix of residential and commercial uses.**

7.1 The Village will update its zoning and subdivision regulations to reflect policy recommendations within the master plan and require future development to conform to the goals of the master plan.

7.2 The Village will provide for maintenance of existing street trees and replacement of trees that have died or have been removed and will provide a budgetary line for the replacement of street trees.

7.3 The Village's tree committee will investigate becoming a "Tree City U.S.A." member.

7.4 The Village will promote land use practices that protect surface and groundwater and work to eliminate known sources of pollution.

7.5 The Village should consider rezoning parcels in the Planned Business district to allow for Village-scale development that is commonly found in the heart of the Village.

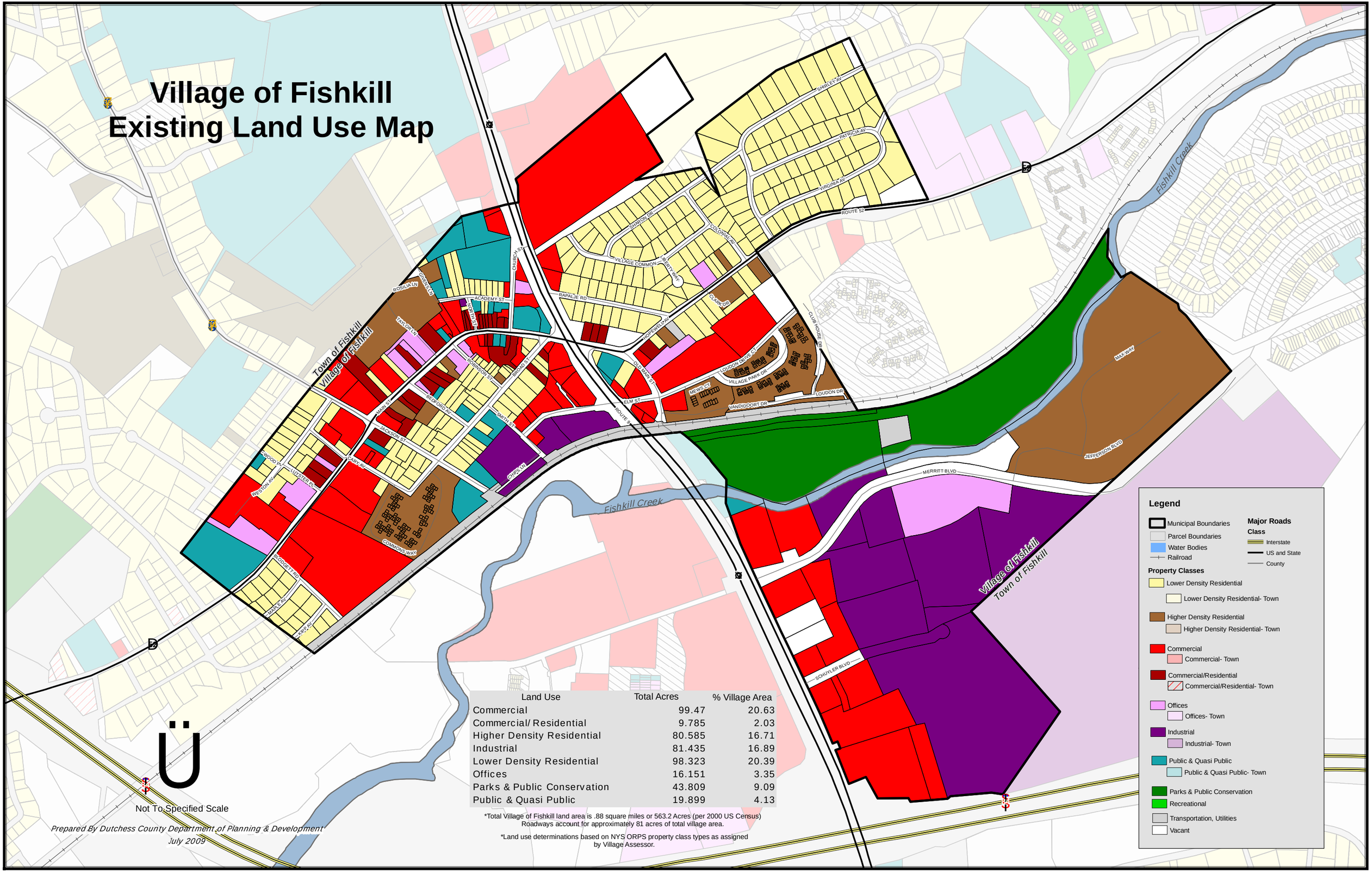
7.6 The Village should provide for multi-family housing, at a Village density within the central business area along Main Street.

7.7 The Village should consider adding language that restricts use of Village owned parcels that possess environmental constraints and/or have recreational value.

7.8 The Village should review the list of allowed uses in the Elm Street area to determine if they are appropriately scaled.

7.9 The Village will consider ways to preserve the appearance of the Village while allowing mixed development.

# Village of Fishkill
# Existing Land Use Map




| Land Use | Total Acres | % Village Area |
|---|---|---|
| Commercial | 99.47 | 20.63 |
| Commercial/ Residential | 9.785 | 2.03 |
| Higher Density Residential | 80.585 | 16.71 |
| Industrial | 81.435 | 16.89 |
| Lower Density Residential | 98.323 | 20.39 |
| Offices | 16.151 | 3.35 |
| Parks & Public Conservation | 43.809 | 9.09 |
| Public & Quasi Public | 19.899 | 4.13 |

*Total Village of Fishkill land area is .88 square miles or 563.2 Acres (per 2000 US Census)
Roadways account for approximately 81 acres of total village area.

*Land use determinations based on NYS ORPS property class types as assigned by Village Assessor.

Not To Specified Scale

*Prepared By Dutchess County Department of Planning & Development*
*July 2009*

**Legend**

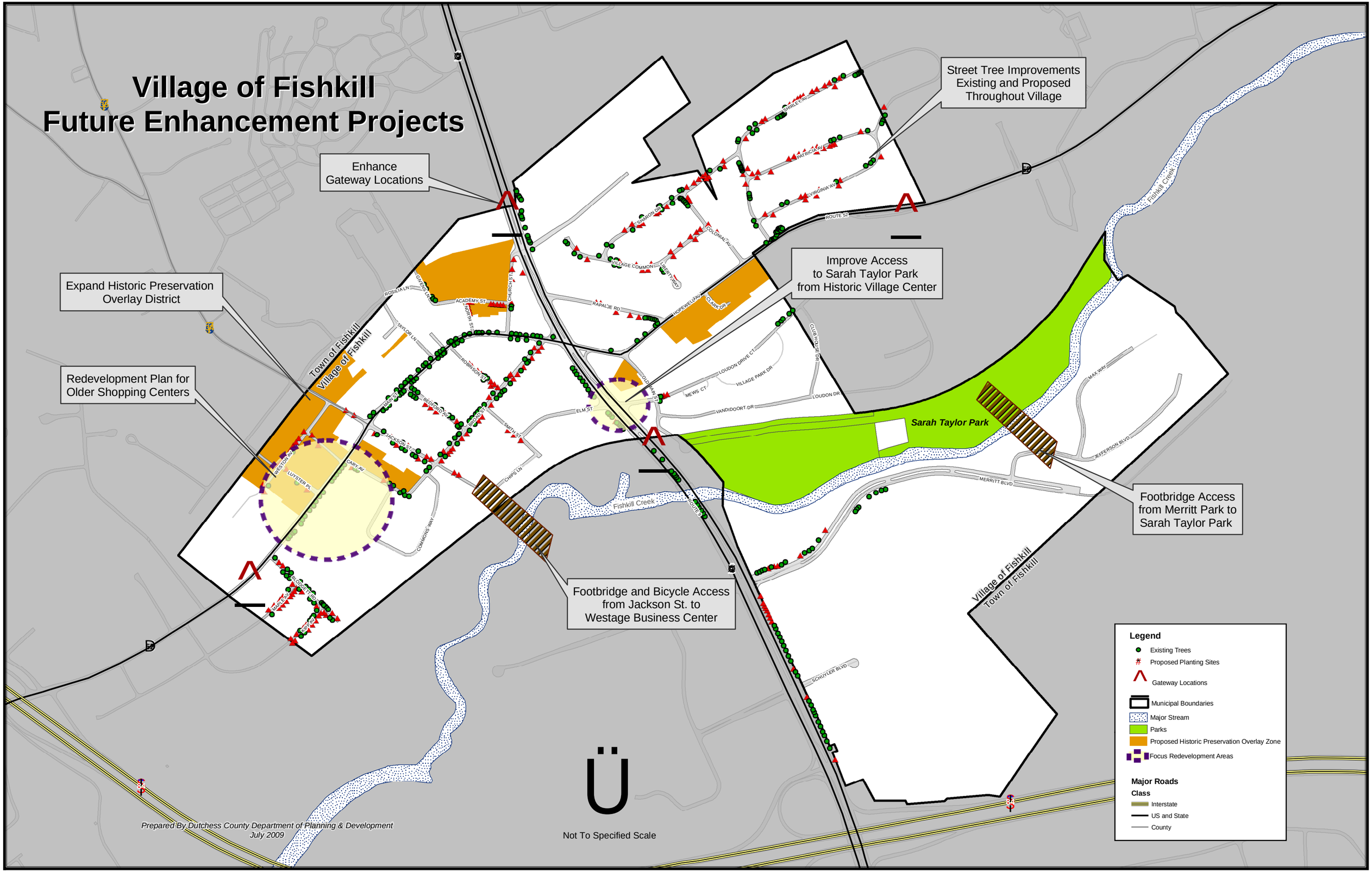
- Municipal Boundaries
- Parcel Boundaries
- Water Bodies
- Railroad

**Major Roads Class**

- Interstate
- US and State
- County

**Property Classes**

- Lower Density Residential
  - Lower Density Residential- Town
- Higher Density Residential
  - Higher Density Residential- Town
- Commercial
  - Commercial- Town
- Commercial/Residential
  - Commercial/Residential- Town
- Offices
  - Offices- Town
- Industrial
  - Industrial- Town
- Public & Quasi Public
  - Public & Quasi Public- Town
- Parks & Public Conservation
- Recreational
- Transportation, Utilities
- Vacant


Village of Fishkill
Future Enhancement Projects
Enhance Gateway Locations
Street Tree Improvements Existing and Proposed Throughout Village
Improve Access to Sarah Taylor Park from Historic Village Center
Expand Historic Preservation Overlay District
Redevelopment Plan for Older Shopping Centers
Sarah Taylor Park
Footbridge Access from Merritt Park to Sarah Taylor Park
Footbridge and Bicycle Access from Jackson St. to Westage Business Center
Town of Fishkill
Village of Fishkill
Fishkill Creek
Legend
Existing Trees
Proposed Planting Sites
Gateway Locations
Municipal Boundaries
Major Stream
Parks
Proposed Historic Preservation Overlay Zone
Focus Redevelopment Areas
Major Roads
Class
Interstate
US and State
County
Not To Specified Scale
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