

Cultivating Balance



EAST FISHKILL

COMPREHENSIVE PLAN

Community | Commerce | Country

August 15, 2025

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**Hudson River
Valley Greenway**

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*Thank you to all of those who completed the Community Survey,
attended meetings, and shared feedback via email.*

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When approved by the Town Council, the provisions of the Comprehensive Plan will not be binding. They are simply informed recommendations based on input from the committee, the public, and Town planning officials that the Town Council can use as a guide when making future decisions.



Executive Summary

Executive Summary

Through the Comprehensive Planning process, a community analyzes trends, considers future needs, explores opportunities, and establishes goals.

In March 2023, the Town of East Fishkill embarked on updating its Comprehensive Plan to address future growth and development. This began with the release of a Request for Proposals for a qualified Planning Consultant. Subsequently, in July 2023, the Town Board formed the Comprehensive Plan Committee (CPC), a volunteer citizen steering committee representing a broad spectrum of the community. The committee's objective is to develop a policy document that articulates the Town's vision for the next 15 to 20 years, complete with defined goals, actionable policies, and measurable implementation metrics.

Given the significant growth and evolving development patterns since the Town's previous 2002 plan, community feedback is crucial to creating a relevant and forward-looking guide.

Cultivating Balance

Cultivating Balance establishes a shared community Vision and reviews existing conditions and trends to inform goals and recommended strategies to guide the sustainable growth and development of the Town of East Fishkill.

The Comprehensive Plan was created through a partnership between the consultant team, the volunteer Comprehensive Plan Committee, and Town Staff. The collaborative process incorporated interviews, guest speakers, community tours, and integration of feedback and ideas from the community through multiple public outreaches and forums.

Cultivating Balance aims to serve as a guide for future decision-making and prioritization of resources through practices that are innovative and provide multiple benefits for the community.

This document is a broad, long-range planning tool that explores the relationships between land use, infrastructure, natural resources, community services, and amenities, and outlines specific actions and metrics to advance goals that support the vision.

In order to establish a direction for the future, it is critical to review the trends and decisions that have led to the current development patterns. In developing this plan, the broad, guiding questions asked were:

- "Where are we now?" – What are the existing conditions and patterns, and what trends are we seeing? Are these trends positive or negative?
- "Where are we going?" – Where might these trends lead us, and what is our desired vision for the future?
- "How do we get there?" – What goals, objectives, and policies can help to shape this shared vision?

Where Are We Now? Where Are We Going?

East Fishkill's rural setting, recreation and open space assets, proximity to employment centers, and access to transportation have made the town a highly desirable place to live. The growing population and resulting increased density led to a change in the historically agricultural town's classification, shifting from rural to suburban.

The town's evolution from an agrarian society to a suburban community underscores the importance of managing growth in a way that balances modern needs with the preservation of historical and natural resources.

Historical context directly informs the vision for East Fishkill's future, serving as a foundation for enhancing the quality of life for residents, promoting economic vitality, and preserving the town's unique character.

Development patterns reflects the town's history, its environment, and the presence of rail and vehicular transportation corridors. Hamlet areas are surrounded by agricultural land, rural residential, and open space. The railroad spurred a clustered area of development and economic activity in Hopewell Junction. The north-south and east-west highway corridors continued to place East Fishkill at the heart of a transportation junction. Highways allowed for the dispersion of uses while the arrival of large employers like IBM led to increased density in the hamlets and residential areas.

East Fishkill demographics reflect a smaller workforce-age population combined with a proportionally large senior population. As a result, it becomes crucial to foster a business and residential environment with attractive employment and housing opportunities for young adults, including sectors like technology and green energy, support for remote work, and enhanced community services, recreational facilities, and cultural programs.

The town has begun to attract reinvestment in its light industrial areas, incorporating a mix of uses from warehousing to food and beverage production, the arts, and emerging technologies.

Challenges

- Increasing senior population
- Decreasing workforce population -- need to attract and retain the younger generations
- Need for diverse housing options at a range of price points
- Limited public water and sewer access
- Limited public transportation and pedestrian and cyclist connectivity that are desired for walkable neighborhoods and hamlets
- Desire to develop a holistic, unifying aesthetic and sense of place -- branding, wayfinding, and identity

for the town -- with recognition of the unique hamlets

- Desire to embrace a small-town rural character and strong recreation assets
- Preserve historical sites and visual character amidst development pressures.
- Balance sustainable suburban growth while adapting to economic shifts.
- Increase awareness of community events and access to community information.

Opportunities

- Strong agricultural history -- potential for agritourism
- Presence of rail trails --East Fishkill is unique in its physical connection to both the Empire State Trail and the Appalachian Trail. These could support pedestrian and cyclist connectivity, as well as bring business opportunities and recreation-based economic development.
- Similarly, the Town could offer services to those traveling along the primary vehicular corridors -- the Taconic State Parkway and Interstate 84.
- Strategically develop broader housing options while preserving open space and agriculture, providing balance while maintaining small-town neighborhood character.
- Support agriculture by protecting farmland, mitigating financial burdens, and supporting housing for farmworkers
- Conserve open space and focus on enhancing existing developed areas
- Capitalize on growth and redevelopment to promote sustainable practices and diversify the local economy beyond its historical industrial and agricultural bases.

Vision Statement

While a Comprehensive Plan guides the growth and development of a community, a vision statement serves as a general guide for the creation of the goals and strategies that help to implement the plan. Vision statements help to broadly define the ideal characteristics and aspiration of the community into a short statement. These statements often describe the future – what the community will be like when it has achieved all of its goals.

When the Comprehensive Plan Committee began to brainstorm ideas for what the Town could be in the future, a central tagline emerged:

“East Fishkill is the junction of community, commerce, and country.”

This tagline, combined with community conversations, inspired the following vision statement, central to developing resilience and ensuring a high quality of life for East Fishkill.

Our Vision is to....

- Develop a thriving and sustainable community with an economy that nourishes agriculture, cutting edge manufacturing and technology, and serves as a social and economic hub, offering a variety of engaging local businesses and entrepreneurial opportunities.
- Preserve and honor cultural heritage by protecting historic structures and landmarks and offering vibrant cultural events, scenic open space, and recreational assets that attract both residents and visitors alike.
- Create an inviting, safe, and secure community which prioritizes the well-being and peace of mind of all who call East Fishkill home.



Smart Growth Principles

Cultivating Balance outlines goals and strategies that support these principles of Smart Growth.

1. Mix land uses
2. Take advantage of compact 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. 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 collaboration in development decisions

Learn more from Smart Growth America at <http://smartgrowthamerica.org/what-is-smart-growth>

Generalized Goals

- Foster walkable, vibrant, visually appealing mixed-use centers
- Prioritize strategic growth areas and invest in supportive infrastructure
- Expand opportunities for a broad mix of high-quality housing options
- Leverage trails and other outdoor recreation for economic development and tourism
- Promote agritourism and provide support for continued strong agricultural sector and local food systems
- Continue to preserve open space and conserve of natural, cultural, and historic resources
- Seek innovative educational opportunities to support a strong workforce
- Support a changing demographic
- Prioritize areas with convenient access to adequate infrastructure for development
- Promote adaptive reuse and infill to support commercial and industrial uses
- Support sectors such as advanced manufacturing and technology
- Promote economic diversity
- Seek support to ensure long-term staffing for Fire/EMS
- Enhance municipal efficiencies and information-sharing
- Support community resilience
- Promote collaboration with local, regional, and state agencies and organizations to advance shared goals
- Encourage compact, accessible, pedestrian-oriented, mixed-use development patterns and land reuse

How Do We Cultivate Balance?

Achieving balance requires a thoughtful approach to development that proactively plans for a community's growth and involves integrating economic, environmental, and social concerns throughout the decision-making process.

To move toward its vision, the Town will focus on six geographic strategic Planning Areas to create innovative economic opportunities while also maintaining the Town's residential character and preserving the Town's bucolic open spaces, historic agricultural identity, and safe, welcoming, community-oriented, small town identity.

Growth, development, and public investments are directed toward strategic planning areas, making wise use of existing infrastructure and encouraging efficiency in new investments. This focused approach to growth integrates a diversity of housing options and neighborhood-scale commercial opportunities.

Overview of Implementation

The Implementation chapter provides a matrix of the Goals and Strategies listed throughout the plan, indicating the priority level and target timeframe for implementation, and identifying the anticipated responsible party and teaming partners.

Implementation of the Comprehensive Plan is supported by Town zoning, subdivision and other related land use ordinances, and the Town of East Fishkill Planning Board through the site plan review process.

Implementation is an ongoing process that will include:

- Forming an Implementation Committee
- Updating the Zoning Code
- Forming Partnerships
- Tracking Success

A Comprehensive Plan is a dynamic, "living document." As the years go by and conditions change, the plan should be reviewed and updated on a regular basis to ensure that it reflects changing conditions and anticipated needs.



Introduction

Introduction

Cultivating Balance is the Comprehensive Plan for the Town of East Fishkill designed to provide recommendations to help guide the community, Town Board, Planning Board, Zoning board, and other committees, boards and Town staff for the next decade and beyond. *Cultivating Balance* was developed from years of community planning efforts, land-use studies and policy initiatives including the creation and implementation of several new zoning districts. Developed over a two-year period, *Cultivating Balance* brought together the consultant team, Town Staff and a volunteer citizen steering committee who formed the Comprehensive Plan Committee (CPC) which led the development of the plan through workshops, public meetings, charrettes with interest groups and presentations.

In order to establish a direction for the future, it is critical to review the trends and decisions that have led to the current development patterns. In developing this plan, the broad, guiding questions asked were:

- “Where are we now?” – What are the existing conditions and patterns, and what trends are we seeing? Are these trends positive or negative?
- “Where are we going?” – Where might these trends lead us, and what is our desired vision for the future?
- “How do we get there?” – What goals, objectives, and policies can help to shape this shared vision?



Pictured, left to right: Felicia Walker, Rosemary Boyle-Lasher, Norma Drummond, Councilman Craig Arco, Bobby Grasso, Councilman Emanuele Marinaro, Levon Bedrosian, Nicholas D'Alessandro, Councilwoman Marianne Flores, Economic Development Director Patrick Manning, Maria Mahoney, Consultant Emily Gardner, Town Planner Michelle Robbins, John Eickman, Patrick Blanchfield. Not pictured: Delbert Lee, Brian Stacy, Councilman Tom Franco.



Pictured, left to right: Back Row - Consultant Jack Gorton, Consultant William Griffiths, Consultant Brendan Fitzgerald, Brian Stacy, John Eickman, Patrick Blanchfield, Consultant Donald Minnery. Front Row - Councilman Craig Arco, Rosemary Boyle-Lasher, Consultant Emily Gardner, Felicia Walker, Delbert Lee, Maria Mahoney, Norma Drummond, Town Planner Michelle Robbins, Councilwoman Marianne Flores

Origin of the Plan

The Town's first Master Plan was prepared in 1982 with the first update developed and adopted in 2002. In March 2023, the Town embarked on updating the Comprehensive Plan to address future growth and development. The purpose of the new Comprehensive Plan is to assess the changes that have occurred in the Town in the past 20 years and present a framework for future decision-making and prioritization of resources.

The Committee and Public Participation

For a community comprehensive plan to be implementable and sustainable, it should be developed with engagement and participation by residents, businesses, and local groups and organizations throughout the process.

Prior to the formation of Comprehensive Plan Committee, Town Planning staff conducted interviews with eighteen local stakeholders, including municipal department representatives, former board members, and local realtors.

The Comprehensive Plan Committee

This comprehensive plan is the product of a process led by a Comprehensive Plan Committee (CPC), involving collaboration with department heads, stakeholder interviews, a community survey, and a series of public meetings. In September of 2023, volunteers representing a cross-section of the community were appointed by the Town Board to serve on the committee.

The role of the committee members was to provide overall guidance on the planning project, local knowledge, background information, and review draft plan update materials as they were developed. The committee also assisted with organizing and facilitating outreach efforts and meetings with the public.



Committee Meeting in Town Hall - March 2024

Public Participation

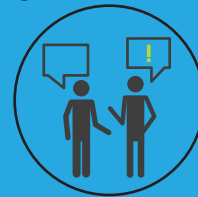
Beginning in November 2023, Comprehensive Plan Committee meetings were held monthly at Town Hall and were open to the public to attend. Two supplementary “charrette” meetings were held to allow the committee members to focus on specific topics.

A community survey was conducted from January 15, 2024 until February 15, 2024, available electronically and via hard copy. The survey received 2,221 responses. Most responders were between age 36 and 75. Over 72% of participants lived in East Fishkill and over 22% both lived and worked in town.



Engagement by the Numbers

- 18 Interview participants
- 12-month commitment from Committee members
- 15 meetings, 2 community tours, 2 open houses, Community Day table
- 2,221 Survey Responses
- 17 Guest Speakers at Committee meetings
- Over 125 Open House attendees
- 3 Focus Group Forums
 - Economic Development
 - Senior Citizens
 - Artists & Young Professionals



Highway Message Board used to advertise the survey

The community was kept informed via a dedicated website where meeting information, presentations, notes, and relevant documents were shared. A dedicated email address was also created so that the public could submit questions, comments, or ideas for the plan at any time.

Awareness of the planning process, community survey, and outreach meetings was also spread through messaging signs, local television stations, and the creation of two short videos to be broadcast and shared via social media and the Town website.



Still image from a “Fireside chat” shared on YouTube and local television.
Pictured: Councilwoman Marianne Flores and Supervisor Nicholas D'Alessandro



Survey Drop Box located at Town Hall

Town Of East Fishkill Comprehensive Master Plan



EAST FISHKILL
COMPREHENSIVE MASTER PLAN
Community | Commerce | Country

The Town of East Fishkill is in the process of updating its Comprehensive Master Plan. This document will guide future land use decisions, development projects, and infrastructure investment throughout the Town over the next 20 years. The Town has formed a Committee to guide the process and hired Saratoga Associates to assist with plan development.

We welcome feedback from all residents and stakeholders. You can reach the Committee and Saratoga Associates directly by sending your thoughts, questions, or comments to: EastFishkillPlan@gmail.com

Several public workshops will be held to gather community input regarding existing conditions and the public's vision for the future.

Please continue to check back here often for updated information.

[Click here](#) to visit the Town of East Fishkill's website.

[Click here](#) to view the June 2024 Master Plan update video on YouTube.

Project website screenshot

Two community open house style meetings were held during the planning process. The first, held in March 2024, presented information about the comprehensive plan process, existing conditions, the vision for the plan, anticipated content, and results of the community survey. More than 65 community members attended this outreach session.

Additionally, a discussion session was held in April 2024 to solicit feedback from the economic development group and a session was held with seniors in early June. Artists and young professionals were also invited to share thoughts with the committee during a discussion in late June.



August 2024 Community Open House

Presentations were also made at several Town Board meetings, which are recorded and made publicly available. The first described the planning process and presented the results of the community survey, while the second highlighted the engagement, guest speakers, and the goals and policies for the comprehensive plan.



Committee member and farmer, Delbert Lee, leads the CPC on an Agriculture Tour



Banner to advertise Community Day.



March 2024 Community Open House

The second open house style meeting, held in August 2024, presented the findings and conclusions reached during the comprehensive plan process and outlined the draft goals and policies identified for public feedback. Over 60 community members attended the open house.



Town Board Workshop Presentation - April 2024

At each of the open house sessions, in the community survey responses, and in conversations throughout town, support for agriculture was clearly a shared interest. In order to share insight into the workings of the local farming community, CPC member, farmer, and member of the local Farm Bureau, Delbert Lee, led the committee on an agriculture tour.

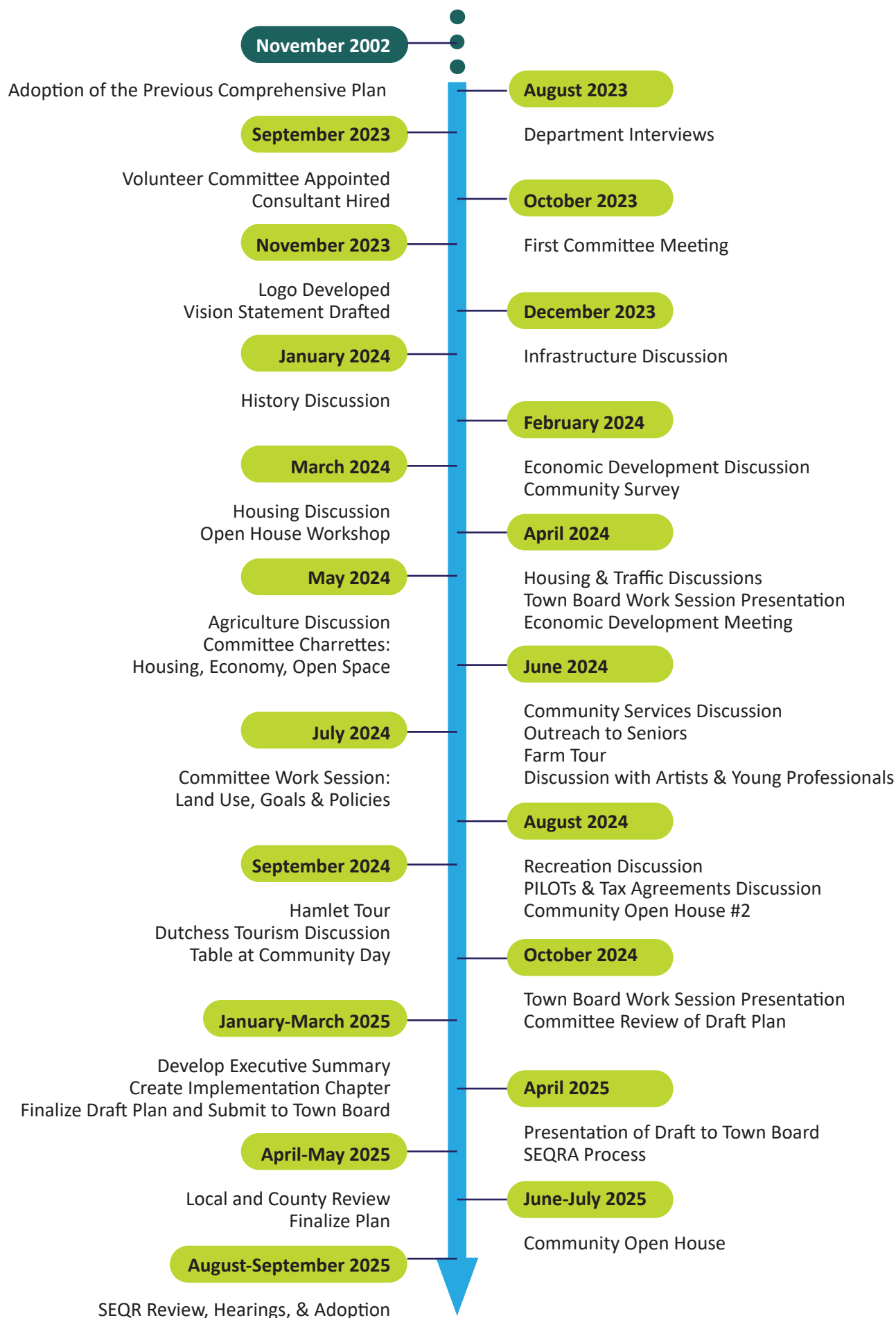
Similarly, the CPC took a driving tour of the community to explore each of the hamlets. This allowed the committee to see the areas referenced in the code: Arthursburg, Fishkill Plains, Gayhead, Hopewell Junction, Pecksville, and Stormville. The CPC also visited the historic hamlet of Wiccopee.

In September of 2024, members of the CPC attended Community Day at Hopewell Rec to share information about the Planning Process with residents.

A live-streamed presentation were made to the Town Board in October 2024 as the plan document was updated. The full draft of the plan was printed and posted on the project website on March 2025, followed by an additional presentation to the Town Board that summarized the plan's highlights.

A final community open house was held in June 2025 while the document underwent review at the local and county level. The community also had opportunities to share feedback at public hearings prior to the plan's adoption.

Process Timeline



Vision and Goals

While a Comprehensive Plan guides the growth and development of a community, a vision statement serves as a general guide for the creation of the goals and strategies that help to implement the plan. Vision statements help to broadly define the ideal characteristics and aspiration of the community into a short statement. These statements often describe the future – what the community will be like when it has achieved all of its goals.

A vision statement describes a community's values and aspirations and a shared image of what the community could become over the next 15 to 20 years. The statement should address all aspects that make up a community such as the social, cultural, and economic fabric – common values, unique qualities or resources, attributes to keep or change, historic context, and a preferred future.

The vision outlined in a comprehensive plan should be derived from a conversation with the public to ensure that the goals and strategies are supported by the people who live and work in the community.

A sustainable future for East Fishkill means “Cultivating Balance” among the economic, environmental, and social elements of the community.

Community survey responses emphasized:

- The environment, open space, and habitats
- Stormwater and flooding
- A resilient, diverse economy with recreation-based tourism
- Balanced land uses, including a variety of housing types
- Youth and senior services
- Maintenance of infrastructure
- Pedestrian and cyclist-friendly streetscapes and trails

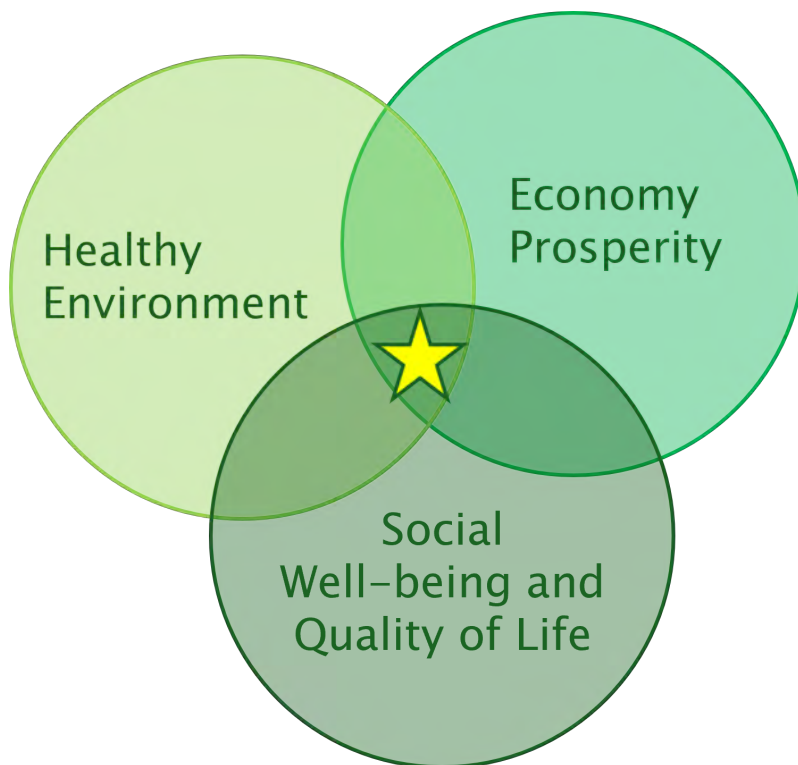
Community Vision

When the Comprehensive Plan Committee began to brainstorm ideas for what the Town could be in the future, a central tagline emerged from pages of keywords: “East Fishkill is the junction of community, commerce, and country.” These terms were discussed as representing the following:

- **Junction** as a place where things come together, as well as a nod to the historic center of Hopewell Junction
- **Community** – small town values, friendliness, importance of the people and hamlets
- **Commerce** – local economy, ties to the broader region
- **Country** – sense of pride in history, as well as valuing the rural character and role of agriculture

Using the tagline as a guiding thought, the Committee developed a shared Vision for East Fishkill that has served as a guide for the development of the goals and objectives for future growth and development that follow in each chapter.

The first line of the Vision Statement imagines a “thriving and sustainable community...” where sustainability acknowledges “cultivating balance” among the three pillars of a healthy environment, economic prosperity, and social wellbeing. Sustainability requires finding balance -- each section in the Comprehensive Plan is a critical piece to developing resilience and ensuring a high quality of life for East Fishkill.





“East Fishkill is the junction of community, commerce, and country.”

The Junction of...



Our Vision is to....

Community



- Develop a thriving and sustainable community with an economy that nourishes agriculture, cutting edge manufacturing and technology, and serves as a social and economic hub, offering a variety of engaging local businesses and entrepreneurial opportunities.

Commerce
& Connectivity



- Preserve and honor cultural heritage by protecting historic structures and landmarks and offering vibrant cultural events, scenic open space, and recreational assets that attract both residents and visitors alike.

Country:
History



Country:
Agriculture



- Create an inviting, safe, and secure community which prioritizes the well-being and peace of mind of all who call East Fishkill home.

Community Snapshot

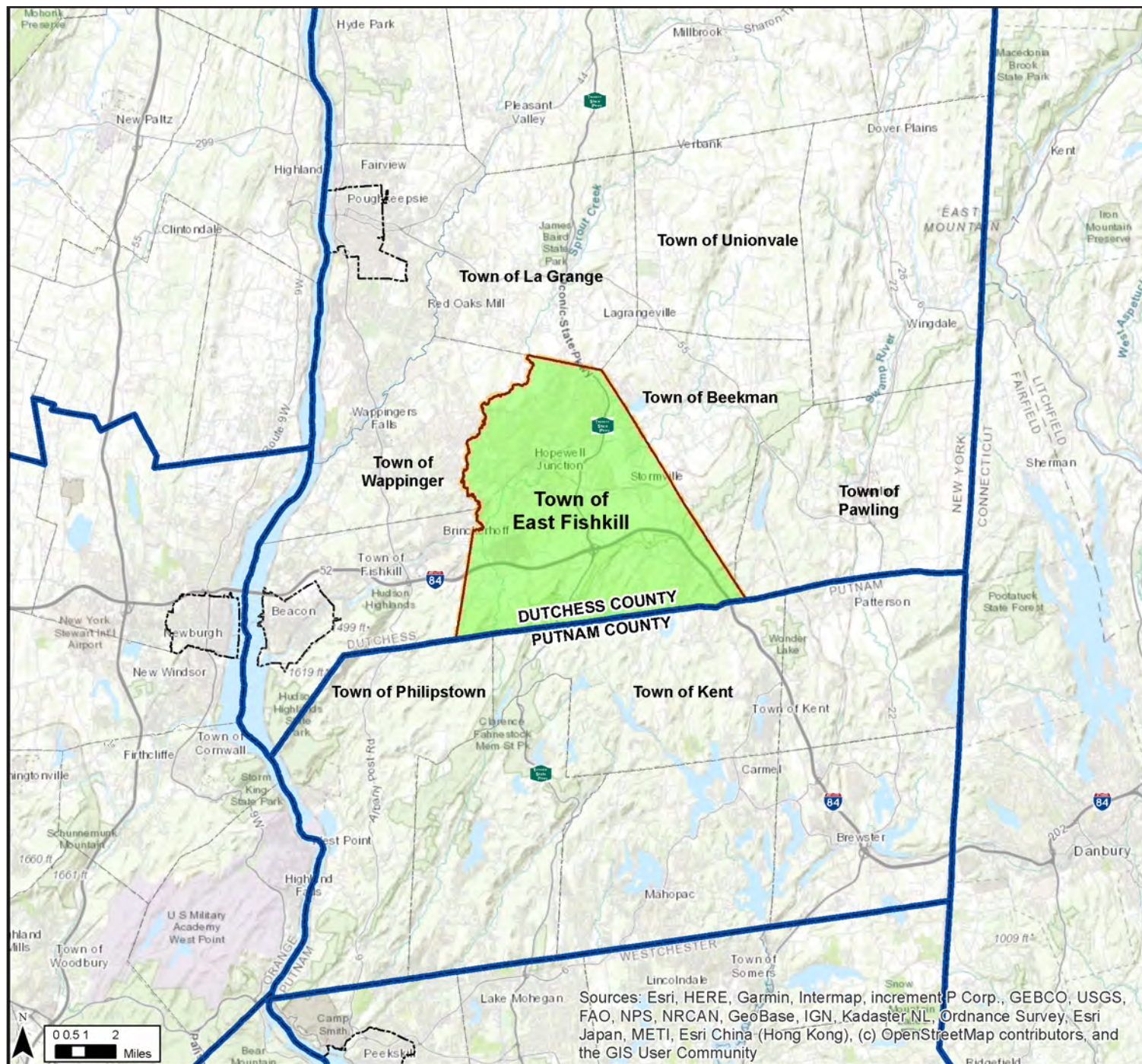
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Location

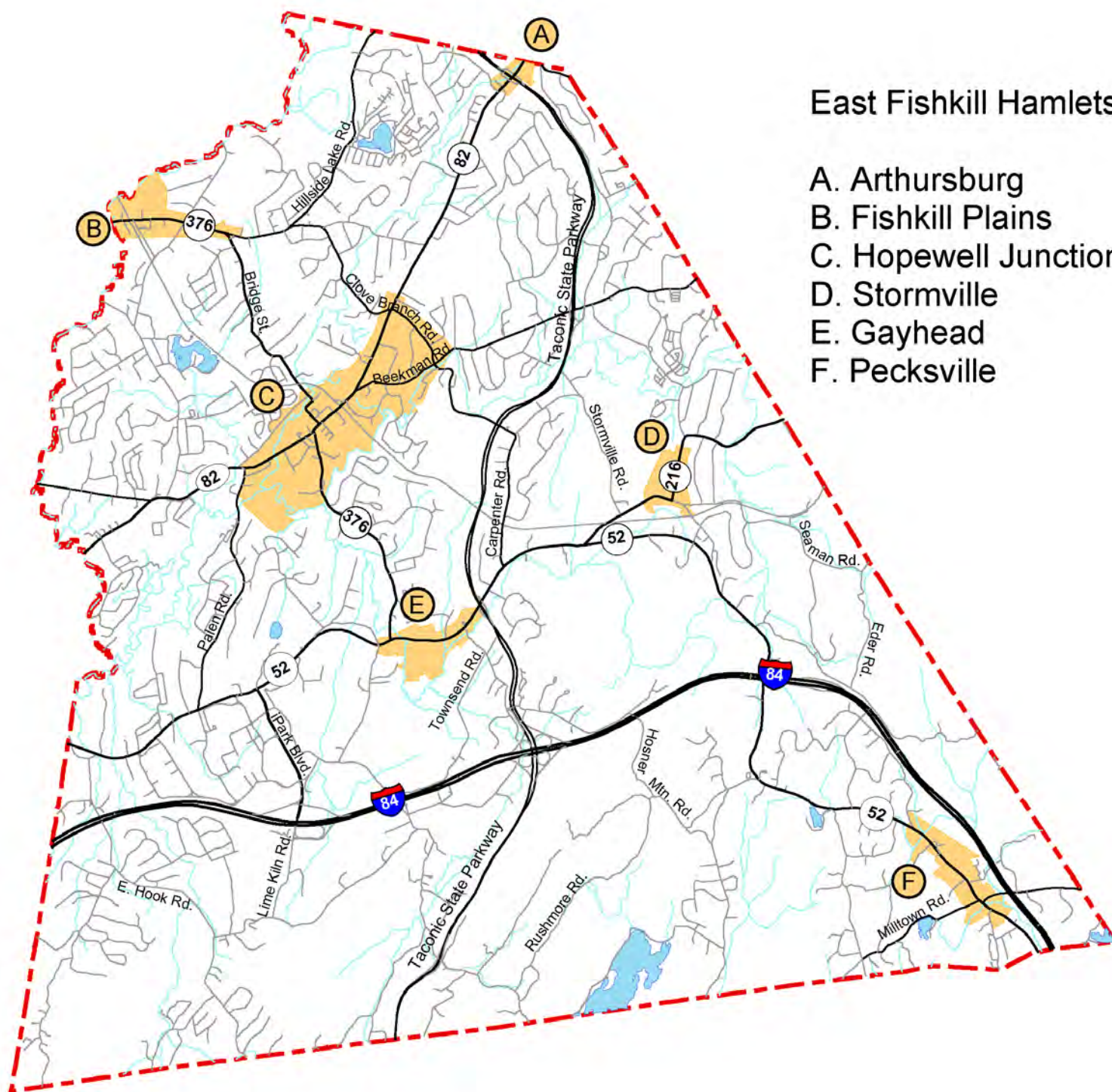
The Town of East Fishkill is located at the southern edge of Dutchess County, east of the Hudson River. East Fishkill is part of the Poughkeepsie-Newburgh-Middletown Metropolitan Statistical Area (MSA). The City of Poughkeepsie, the seat of Dutchess County, lies approximately ten miles northwest of Hopewell Junction. East Fishkill borders the Towns of Fishkill to the southwest, Wappinger to the northwest, La Grange to the north, Beekman to the east, and Kent (Putnam County) to the south.

A key feature of East Fishkill’s geography is its accessibility provided by major transportation routes. Formerly a critical railroad junction, the town still maintains modern connectivity in all directions.



East Fishkill is an attractive location because of its proximity to New York City and Westchester County employment centers such as White Plains. The town is bisected north-south by the Taconic State Parkway and east-west by Interstate 84 and state highways, offering convenient access to the greater New York City region, Connecticut, and the broader mid-Hudson valley.

The Town contains six formally recognized hamlets that are identified in the Town Code: Arthursburg, Fishkill Plains, Hopewell Junction, Stormville, Gayhead, and Pecksville. Each of these hamlets is described further in Chapter Two.



Demographics

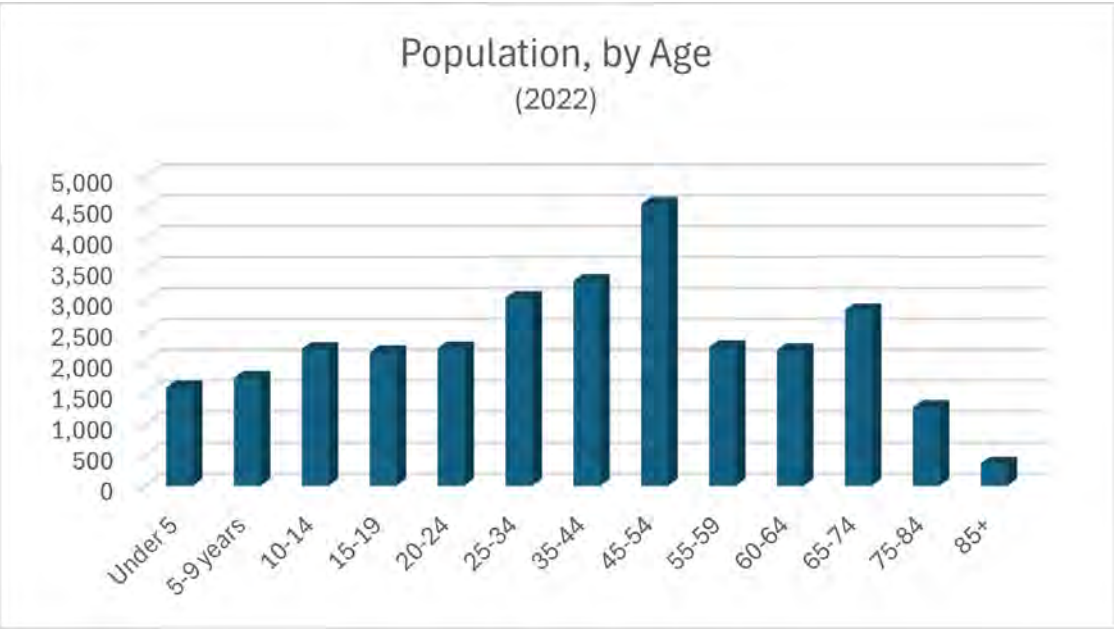
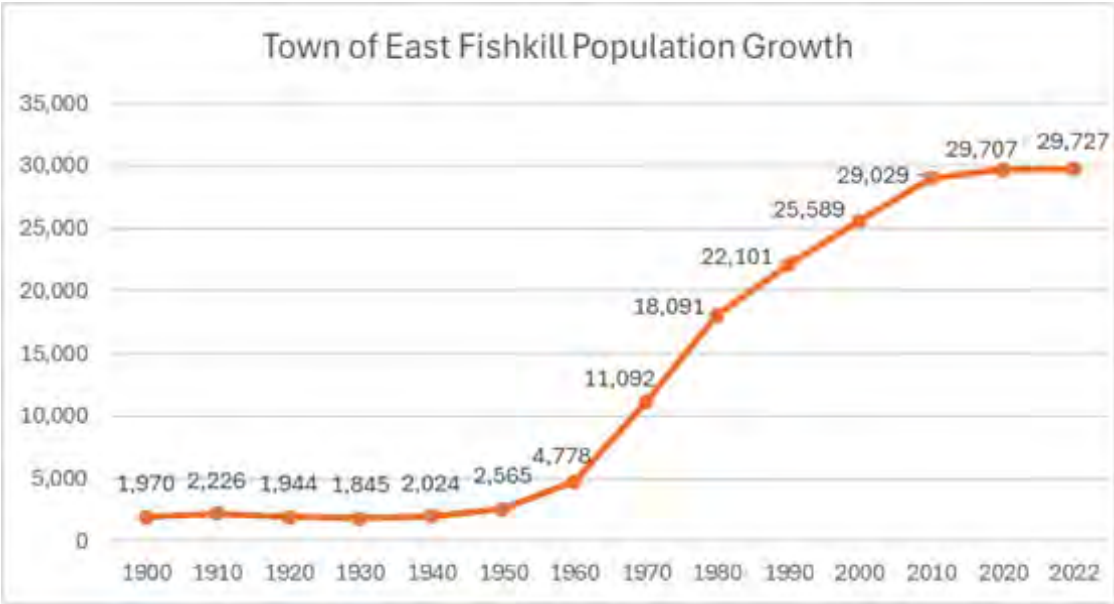
East Fishkill’s rural setting, recreation and open space assets, proximity to employment centers, and access to transportation make the town a highly desirable place to live.

Since the 1980s, the demographics of East Fishkill have changed considerably. The population has risen from 18,091 at the 1980 census to 25,589 in 2000 (41.45% growth) and recently to 29,727 (16.173% growth over 2000) as of the 2022 data from the US Census Bureau. The growing population and resulting increased density led to a change in the town’s classification, shifting from rural to suburban.

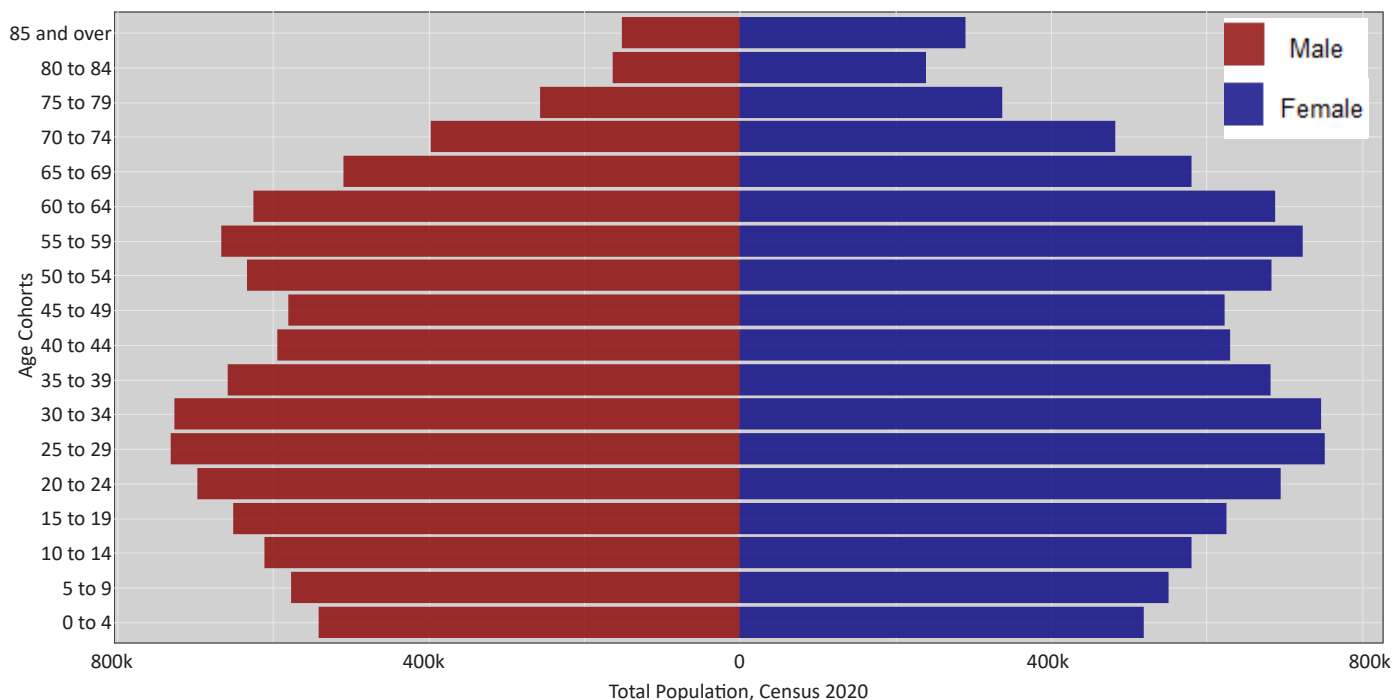
In the 2000s, East Fishkill experienced notable demographic fluctuations. The early 2000s were marked initially by an influx of residents in the aftermath of the September 11, 2001 attacks. A subsequent wave of population movement

occurred during the COVID-19 pandemic, beginning in 2020. Advancements in remote work capabilities further influenced residential patterns. Additional factors contributing to the 2000-2022 surge included escalating housing costs in major urban centers and Westchester County, thereby catalyzing housing demand in suburban and rural regions.

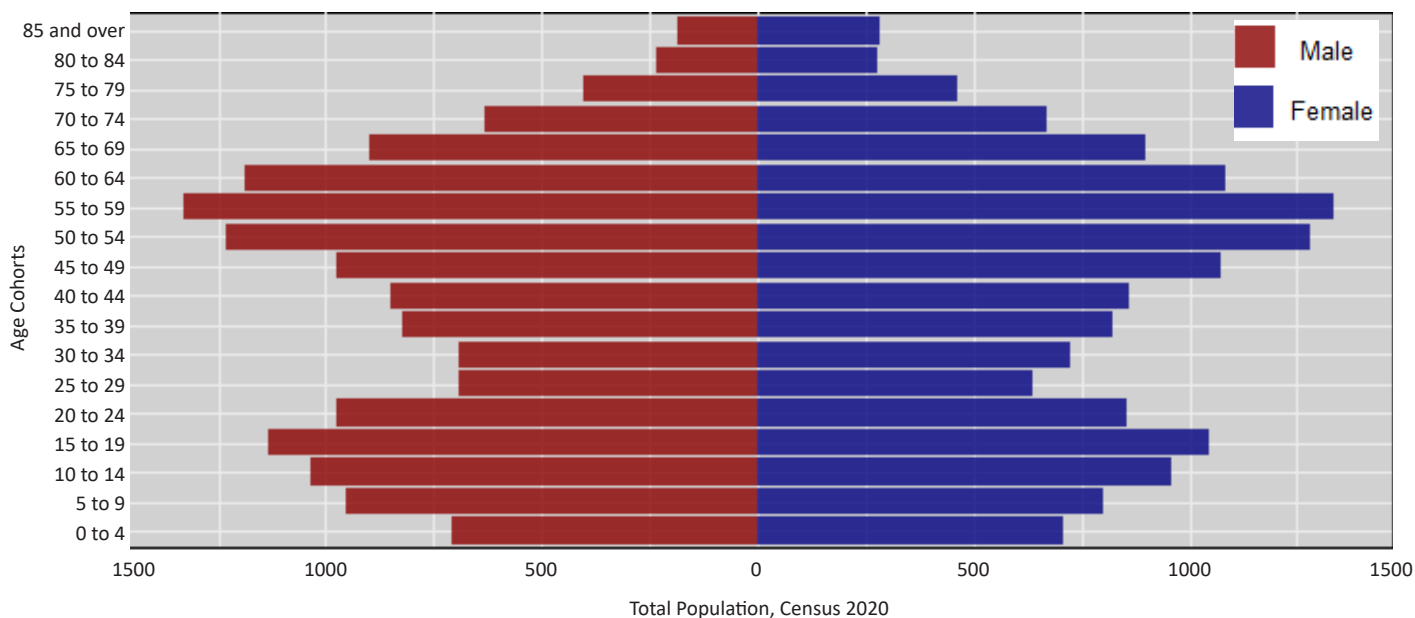
East Fishkill’s current population is equally balanced between male (50.1%) and female (49.9%). However, the age demographics of the town differ significantly from statewide figures. While age cohorts statewide are generally balanced, East Fishkill demographics reflect a smaller employment-age population (20-50 years old) combined with a proportionally large senior (50+) population.



Population by Age and Sex for the State of New York Based on Census 2020



Population by Age and Sex for the Town of East Fishkill Based on Census 2020



New York State as a whole has a substantial young demographic (0-24 years old), indicating a high potential for workforce renewal in the coming years. However, the 25-45 age segment – the prime population for employment integral to economic vitality – is noticeably smaller in East Fishkill. As a result, the town may not experience the same level of natural workforce replenishment and may need to focus more on attracting young professionals from outside the community.

Given the smaller workforce age population in East Fishkill, it becomes even more crucial to foster a business and residential environment with attractive employment and housing opportunities for young adults, including sectors like technology and green energy, support for remote work, and enhanced community services, recreational facilities, cultural programs, and vibrant Town Centers (or hamlets) for families to congregate.

While both East Fishkill and New York show a significant population in the older age cohorts, East Fishkill's distribution shows a much larger percentage of older residents, which can influence the demand for senior services, and healthcare, and smaller housing units. An aging population can also correlate with a decline in school enrollment. As of 2022, 25.9% of the population was of school age (19 or younger). See Chapter Six for further discussion of the aging population's impact on school enrollment.

To meet the diverse needs of both younger and older populations, East Fishkill should consider developing more diverse housing options and lifestyle amenities tailored to allow the existing population to age-in-place while accommodating the preferences of young families and individuals. Investment in educational programs and partnerships with large employers and educational institutions could attract students and young professionals to East Fishkill. The substantial senior population size suggests that East Fishkill should support initiatives like aging-in-place programs and prioritize healthcare infrastructure and aging services by leveraging state resources.

Education

East Fishkill residents are well-educated. 94.9% of the town's population has at least a high school diploma, a little higher than the rate in Dutchess County (91.6%) and about 10 percent higher than the rate in New York (87.6%). 45.1% of residents have a bachelor's degree or higher, about 20% higher than the rate in New York and Dutchess County. Four area school districts serve town residents, Wappingers being the largest with over 10,000 students (see Section 6 – Community Services).

Land Use

The settlement and development of East Fishkill reflects its history, its environment, and the presence of rail and vehicular transportation corridors.

Historically, land uses established around natural resources – Fishkill Creek supplied local mills. Uses then evolved in a pattern of concentrated neighborhoods (hamlets) surrounded by agricultural land and open space. The railroad spurred a clustered area of development and economic activity in Hopewell Junction. The north-south and east-west highway corridors continued to place East Fishkill at the heart of a transportation junction. Highways allowed for the dispersion of uses while the arrival of large employers like IBM led to increased density in the hamlets and residential areas. Watershed lands owned by the NYC Department of Environmental Protection have limited the extent of development in the southeastern part of town. Though IBM has since downsized, additional tech, logistics, and warehousing companies have arrived, continuing the use of light industrial zones and cementing East Fishkill's role as a regional economic hub.

The 2002 Master Plan described the prevalence of single-family residential uses and conversion of open space,

farmland, and forestland into residential subdivisions to accommodate population growth. Since 2002, agricultural, commercial, and residential uses have grown, while vacant land and open space has declined. As of 2023, land use in East Fishkill was approximately half residential and 13% agricultural. Commercial and entertainment uses represented just 5.5%, while industrial uses were just 1.5%. Open space represented about 6% of land use, while over 21% was classified as vacant.

The availability of public water and sewer infrastructure influences the development of the built environment. Larger construction projects, such as light industrial uses, commercial developments, and multifamily housing, require access to reliable infrastructure.

Housing

East Fishkill's housing stock is predominantly owner-occupied; with few rental units. Census data indicates that median home value in the area is \$434,844, compared to a median home value of \$308,943 for the U.S. The median value reported conveys only part of the dynamic at work in the local housing market. At the end of 2023, the average sales price had reached \$588,000, with the highest percentage of homes sold falling in the \$600,000 - \$799,999 range.[^]

The continued growth in income and housing values reflects a positive outlook for the area's economic future, presenting opportunities for both current residents and potential newcomers. However, growing housing costs present affordability challenges. Housing values – and affordability – have contributed to a housing crisis. The housing challenges facing East Fishkill are not unique to the region, but are being felt statewide and nationwide.

Economy

Income

The East Fishkill economy boasts a high median (middle value) household income, above-average per capita income, and a strong housing market.

Median household income is \$135,120, 1.4 times the Dutchess County level and more than 1.5 times the New York State level overall. Current average household income is \$175,381 in this area, compared to \$107,008 for all U.S. households and is projected to reach \$196,005 in five years compared to a national average of \$122,048.

Current per capita income is \$61,006 in East Fishkill, compared to the U.S. per capita income of \$41,310. East Fishkill's per capita income is 10% higher than Dutchess County and 20% higher than New York. At 3.5%, the poverty rate is only a quarter of the rate statewide.

East Fishkill Median Household Income 2022 ACS Data



Employment

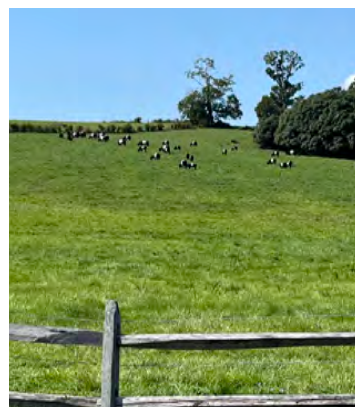
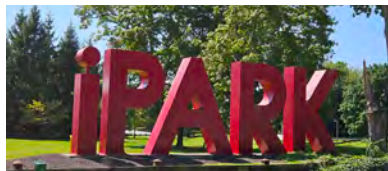
East Fishkill's primary employment sectors have altered significantly since the 1950s. There has been a shift from the town being seen as an agricultural community and a place to retreat to from city life to its current role as an employment center and bedroom community.

Notably, agriculture employs among the smallest segments of the workforce. Currently, the primary employment industry is manufacturing, warehousing, and distribution, followed by administrative and support roles. The center of manufacturing in the town is at iPark, formerly the campus for IBM. While IBM still maintains a presence in East Fishkill, other businesses have been able to establish a presence on the property and significant manufacturing businesses have been encouraged to consider a place on the campus.



Amazon and other warehousing uses are among primary employers in East Fishkill. At the former IBM campus, some of the businesses that have established at iPark include Powerhouse Gym, Sloop Brewing, Jane Bakes.

^ Source: Houlihan Lawrence Housing Market Report, Full Year Report, 2023



Challenges and Opportunities

Challenges

Overall, demographics in the Town of East Fishkill have been trending toward a population that is growing, living more densely and earning higher incomes, with an increasing proportion of older residents. There is a need to bolster the younger workforce population to support local employers.

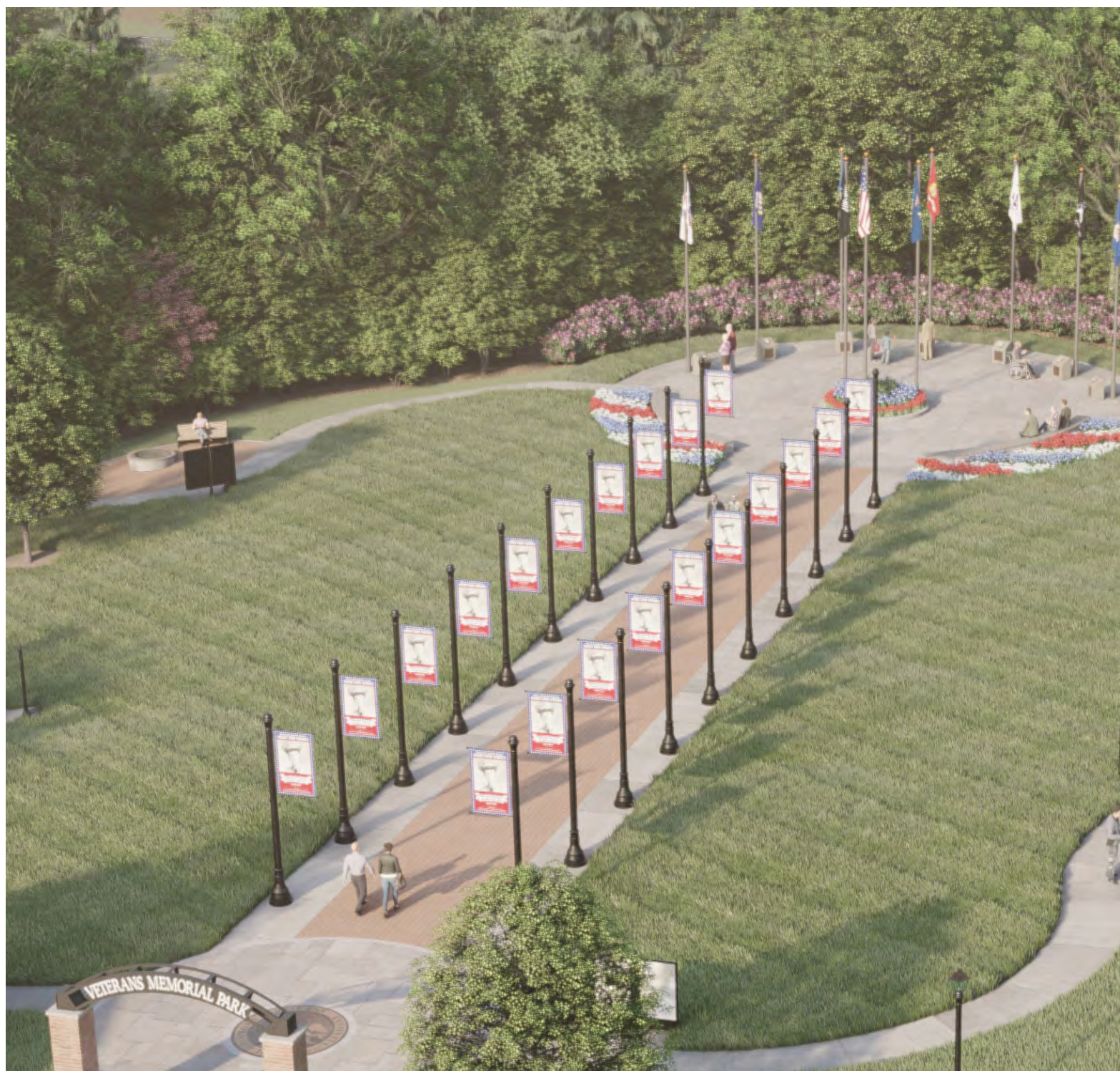
Safe, affordable, and accessible housing is essential for family stability, social and economic well-being, and mental and physical health. Like many communities, East Fishkill is faced with a need for housing in a variety of styles and sizes that is affordable to the average buyer, and to the employees who sustain its economy. However, most of the residential areas are currently zoned for single-family homes, limiting the opportunities for the incorporation of additional housing units.

Larger construction projects, such as businesses and multifamily housing, require access to or construction of reliable water and sewer infrastructure.

There is a general lack of non-vehicular connectivity within East Fishkill, especially for pedestrians and cyclists. Sidewalks are not continuous to storefronts, traffic speeds are not comfortable for pedestrians and cyclists, and dedicated bicycle and walking routes are limited. The benefits from the presence of the Empire State Trail as it passes through Hopewell Junction are limited, as it lacks connection beyond the immediate hamlet setting. Overall, these conditions limit recreational opportunities, hamper the amount of foot traffic available to businesses, and increase reliance on the automobile.

Opportunities

- Make hamlet areas more vibrant through mixed use structures, pedestrian and cyclist accommodations, enhanced aesthetic design, and public spaces that incorporate local art.
- Explore economic development opportunities related to manufacturing and technology.
- Preserve local historic assets and support awareness through signage and education.
- Expand the conservation of open space and improve preservation of natural and scenic resources.
- Encourage the construction of housing that meets the financial, physical, and spatial needs of homeowners, renters, and families of all sizes and income levels.
- Identify areas appropriate for denser housing, that are within reasonable proximity to existing infrastructure, or in areas prioritized for infrastructure expansion.
- Support multimodal transportation and pedestrian and cyclist connectivity whenever possible.
- Enhance connections to regional trail systems – East Fishkill is unique in its physical connection to both the Empire State Trail and the Appalachian Trail. These could support pedestrian and cyclist connectivity, as well as bring economic opportunities.
- Explore opportunities to provide support services for those utilizing primary traffic corridors, such as the Taconic State Parkway and I-84.
- Support local agriculture, from economic opportunities and financial incentives to educational support.



Community Character and Land Use

Community Character and Land Use

Cultivating Balance

Local culture, traditions, agriculture, and natural resources contribute to a community's overall sense of identity and support the protection and appreciation of historical sites, iconic locations, viewsheds, and local art. A community with an appealing visual environment becomes an attractive place to live, work, visit, or operate a business and is enhanced by the presence of accessible social gathering spaces that support a sense of unity.

Part of the Town's vision is to "Preserve and honor cultural heritage by protecting historic structures and landmarks and offering vibrant cultural events... that attract both residents and visitors alike" as well as to "Create an inviting, safe, and secure community which prioritizes the well-being and peace of mind of all who call East Fishkill home." Achieving balance requires a thoughtful approach to development that proactively plans for a community's growth and involves integrating economic, environmental, and social concerns throughout the decision-making process.

Introduction

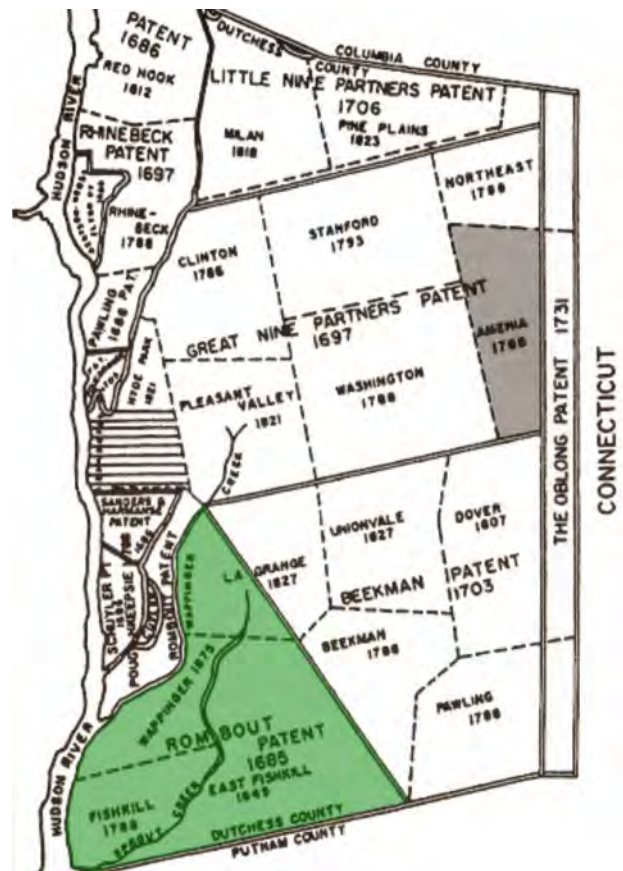
Understanding the town's past is essential for crafting policies and goals that respect its heritage while guiding sustainable development. The town's evolution from an agrarian society to a suburban community underscores the importance of managing growth in a way that balances modern needs with the preservation of historical and natural resources.

Historical context directly informs the vision for East Fishkill's future, serving as a foundation for enhancing the quality of life for residents, promoting economic vitality, and preserving the town's unique character.

Town History

East Fishkill's history is rooted in the indigenous Wappinger community, who inhabited the region along the eastern banks of the Mahikannituck (Hudson River), extending from modern Dutchess County, south into Westchester County, and eastward into central Connecticut. When Henry Hudson sailed up the Hudson River in 1609, laying claim to the valley for the Dutch Crown, the east bank of the river had been home for centuries to the Wappinger Indians and other members of the Algonquin Federation. They called one of their encampments Poughkeepsie, "the reed-covered lodge by the little water place."³

In 1683, Dutchess County was formed as one of the twelve original counties of New York State, named after Mary of Modena, then Duchess of York and wife of the future King James II of England. In 1685, The Rombout Patent was issued by King James II of England. It originally included about



Map showing the Rombout Patent, issued in 1685

85,000 acres of territory that would become the Town of East Fishkill, the City of Beacon, the Village of Fishkill, the Town of Wappinger, the Village of Wappingers Falls, and a portion of the Town of LaGrange, highlighted in the image above.

East Fishkill was initially part of the Town of Fishkill, which was incorporated in 1788. As the Dutch settled along the Fishkill Creek, they constructed cider mills, sawmills, and, eventually, electric generating mills. The original Colonial settlement centered around Old Hopewell, near the Hopewell Reformed Church (the oldest church in town). Early industries focused on timber, game, and fishing before transitioning to agriculture with increased settlement.



Hopewell Reformed Church

East Fishkill was formally incorporated on November 19, 1849, when it formally separated from the Town of Fishkill. The business of running the town was initially conducted out of private homes until the first Town Hall was constructed circa 1895. Located on Route 52, this building recently became the tax collector's office.

³ <https://www.dutchessny.gov/Departments/History/A-Brief-History-of-Dutchess-County.htm>



Town Tax Collector's Office, which originally served as Town Hall.

The advent of the railroad during the latter half of the 19th century spurred significant change in East Fishkill. In 1869, the railroad was completed that connected Dutchess Junction to Pine Plains. A new town center, Hopewell, developed next to the railroad station (built in 1873). It was renamed Hopewell Junction after the New England railroad was built that connected Dutchess County and Connecticut, reflecting the growing importance of the railroad and the significance of the station to the local and state economy at the time. Hopewell Junction was where the Newburgh, Dutchess and Connecticut Railroads met the New York, New England, and Dutchess County Railroads and it provided an easy connection into New York City. A tavern, a coal and lumber yard, a hotel, several stores, mechanical shops, and the Borden Creamery all emerged in the area.



RAILROAD AVENUE, HOPEWELL JUNCTION, N. Y.



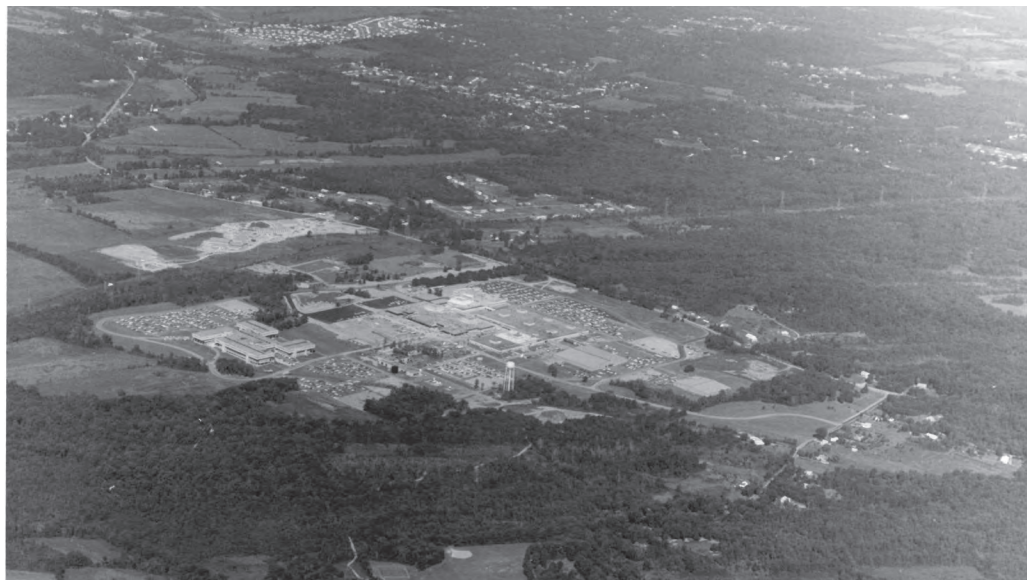
East Fishkill Historical Society

The East Fishkill Historical Society² is committed to safeguarding the cultural heritage of the Hudson Valley, particularly in East Fishkill, through the restoration, preservation and interpretation of its Dutch colonial farmhouse – the Brinckerhoff-Pudney-Palen House, located on North Kensington Drive, off of Palen Road – and its collection of local material culture. The property the Society is located on was a 213-acre farm conveyed to the Brinckerhoff family in the early 1700s. Transitioning to the Pudney family in 1815, the farm was christened “Arcadia,” remaining with that family until being purchased by Edward Palen in 1875, when the farming focus shifted to dairy production. The Brinckerhoff-Pudney-Palen House and three acres were donated to the East Fishkill Historical Society in 1975. In addition to the farmhouse, four other historic structures are located on the property: a Carriage House barn (c. 1840), Upper Hopewell Schoolhouse #9 (c. 1826), the Rapalye Ice House (c. 1870), and the John Hyatt Blacksmiths Shop (c. 1880). Through education, the Society hopes to develop and foster an understanding of East Fishkill’s history, while encouraging the community to appreciate and care for East Fishkill’s past, present, and future.

² <https://eastfishkillhistoricalsociety.org/>



Building 300, constructed in 1965 on the East Fishkill IBM Campus



Aerial view of the IBM Campus, circa 1964



Google Earth view of the former IBM Campus, 2004 imagery.

After World War II, highways facilitated suburbanization and the decentralization of both employment and residential development.

In the early 1960s, IBM purchased an area of farmland and began to build a campus in East Fishkill. The arrival of IBM spurred the first “housing boom” in town. The company once employed nearly 5,000 people who mostly lived in nearby hamlets.

IBM’s development led to substantial population growth and the transformation of the town. The company purchased additional land in the early 1980s as it grew and prospered. The plant became one of the world’s largest microchip manufacturing centers and the company created thousands of high-paying jobs. By the end of 1984, the East Fishkill plant had as many as 11,600 employees.[^]

Though IBM began to downsize in the 1990s and employment patterns changed, the population continued to grow. The town -- and the density of development -- changed from an agricultural community into a suburban center and the Hopewell Hamlet became the main business district for East Fishkill.

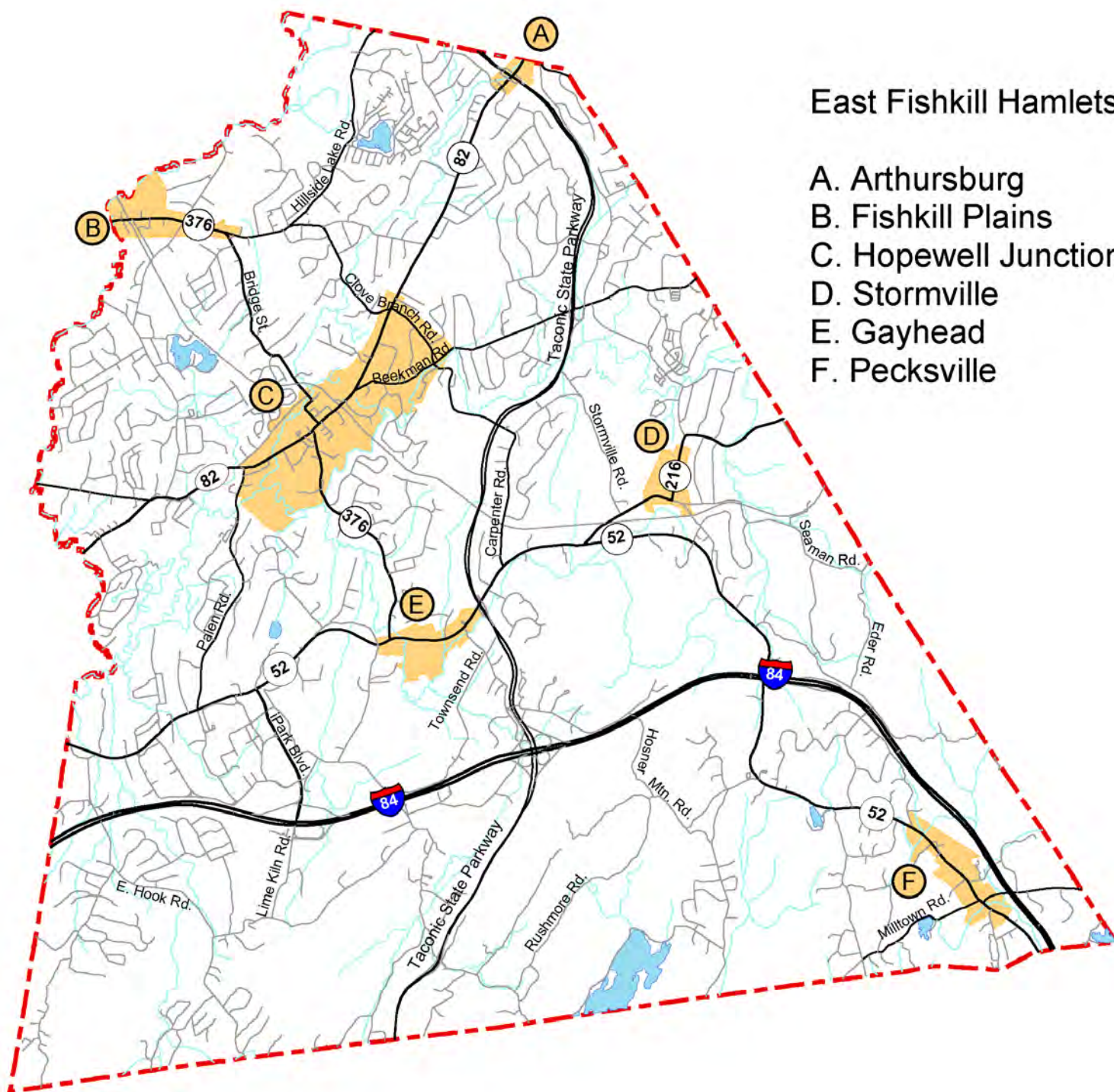
Today, the Route 52 corridor remains a hub for technology and innovation. Home to a variety of multinational companies as well as regionally and locally significant corporations and businesses, the former IBM Campus continues to be a significant regional economic center for the State and the Hudson Valley. Adaptive reuse of the IBM campus has facilitated the incorporation of a range of businesses of varying sizes and this substantial tax base has supported lower tax rates for town property owners.

Modern day development trends and continued population growth have led the Town to seek to “cultivate balance” -- considering history, culture, open space, natural resources, the economy, recreation, housing, transportation, infrastructure, education, and community services as it charts its future.

[^]<https://www.poughkeepsiejournal.com/story/money/companies/ibm/2014/07/12/ibm-history-fishkill-microprocessors/12583461/>

East Fishkill Hamlets

- A. Arthursburg
- B. Fishkill Plains
- C. Hopewell Junction
- D. Stormville
- E. Gayhead
- F. Pecksville



The Hamlets

A hamlet is a small unincorporated settlement or neighborhood that is not as large as a town or village. It is common for hamlets to have formed in rural communities, where groups of buildings -- often a small store, a church or post office, and a few homes -- would be developed near a crossroads.

Hamlets do not always have defined boundaries. Currently, the Town of East Fishkill has six hamlets whose locations are described in the Town Code and shown above.

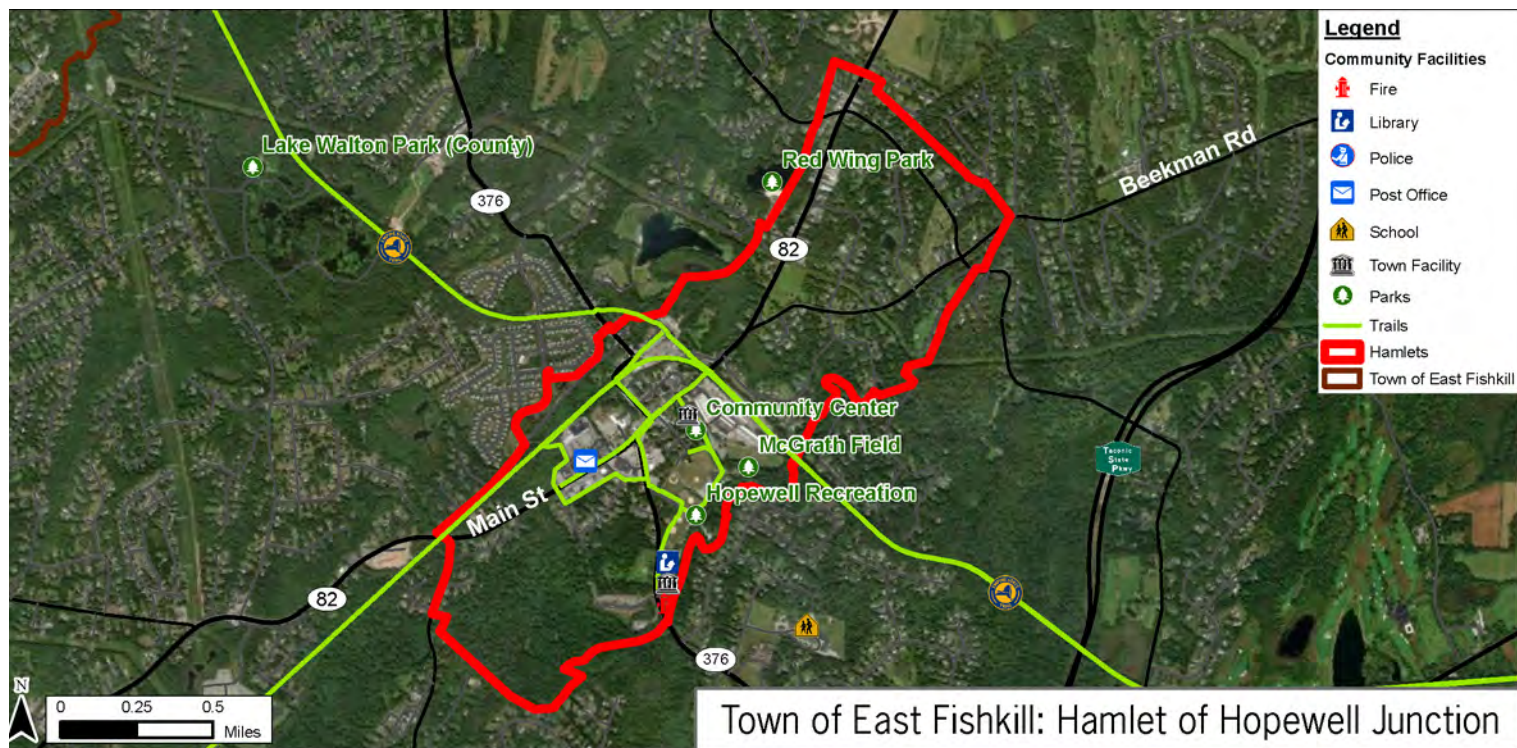
While not formally a hamlet, Wicopee is considered one by many town residents. Located along East Fishkill's western border, the Hamlet was temporarily known as Johnsville until 1900. Found in the list of County inhabitants of 1740 is the name Swartwout, the first family to settle in the vicinity of Johnsville. Around 1826, Johnsville Methodist Episcopal Church was built and was later renamed Wicopee Community United Methodist Church. Beginning around 1760, the Wicopee General Store served the Hamlet as both a General Store and Post Office for many years.



- A** Arthursburg, named after the 25th President of the United States, Chester A. Arthur, is located along New York State Route 82 to the northern-most Town boundary with LaGrange.



- B** Fishkill Plains is located in the northwest portion of East Fishkill, along New York State Route 376 from the Sprout Creek to the intersection of Route 376 and Dutchess County Route 29/Hillside Lake Road. The Montfort family were early settlers in the vicinity of Fishkill Plains. In 1735, Peter Montfort purchased 370 acres of land within the Hamlet. His son, Peter, was a soldier in the Revolutionary War, and the family was active in the establishment of the Reformed Churches at Hackensack and Hopewell.



C Hopewell Junction was the Town's first settlement, and originally known as East Fishkill in 1757. In 1764, the Hopewell Reformed Church (formally the Dutch Reformed Church), was built (and later replaced in 1834) on Beekman Road. This area was also known as "Adriance" after members of the Adriance family settled the area in the mid-1700's.



- D** Stormville, located at the intersections of Dutchess County Route 216, Old Route 52 and Seaman Road, began settlement as early as 1739. Derick Storm was the first to settle here. The Storm family were slave owners and the family's slave cemetery is located on Phillips Road. During the Revolutionary War, an American force was encamped for a short time just north of Stormville. This force was one of many that was posted back of the river to oppose the suspected inland march of the British to the upper Hudson.



- E** Gayhead is located along New York State Route 52 from its intersection with New York State Route 376 to the Taconic Parkway. Aaron Van Vlackren was the pioneer settler in the neighborhood of Gayhead. Around 1768, his son Tunis Van Vlackren, built the first mill within the Hamlet. Gayhead Pond, once located at the northeast corner of the intersection of New York State Routes 52 and 82 and now silted in, disappeared when the dam located on the west side of Route 376 breached. Gayhead was once the home of numerous large agricultural farms.



- F** Pecksville is in the southeastern corner of East Fishkill, bordered by the Town of Beekman to the east and Putnam County to the south. The Hamlet was once the home of a toll gate for stagecoaches.

Historical Assets

Historic sites and structures are integral to East Fishkill's identity, with efforts made to document and preserve these assets. Groups of these older structures in the hamlets serve as reminders of the more rural period of East Fishkill's past. An Historic Resource Inventory was completed in 2001, which mapped and identified historic properties in the town.

The Town has a Historic Structures Special Permit, subject to the approval of the Planning Board, that allows any structure on the Historic Resource Inventory to incorporate other uses (i.e. a residential structure can incorporate an office, lodging, restaurant, etc.).

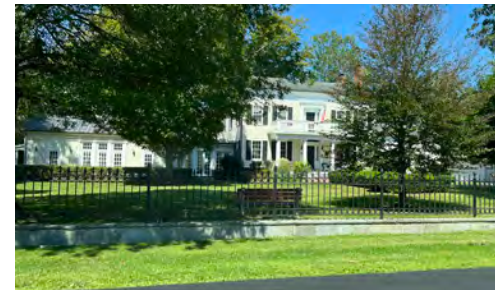
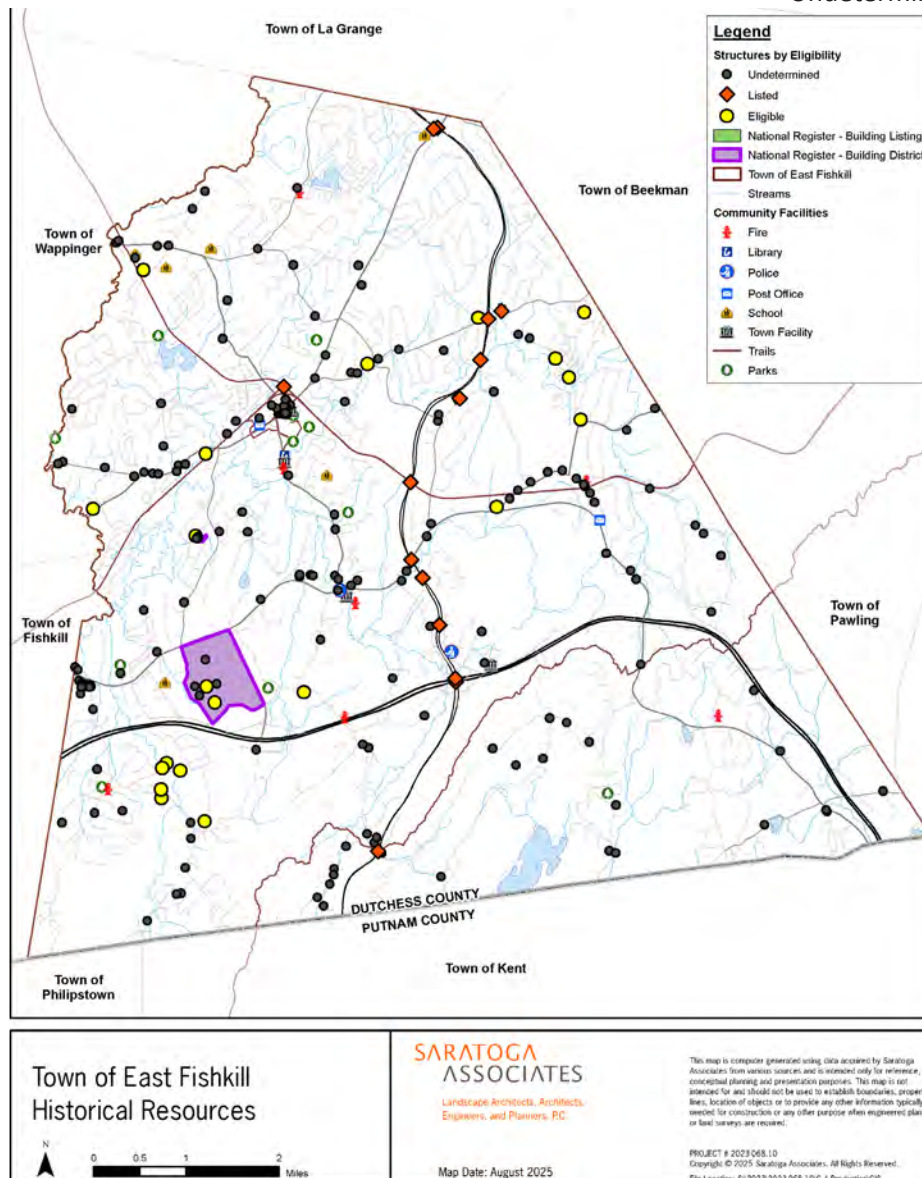
The New York State Office of Parks, Recreation & Historic Preservation (OPRHP) maintains an interactive Cultural Resource Information System that incorporates National Register Building Listings and Building Districts. Within East Fishkill, OPRHP has identified two potential Historic Building Districts (with "Undetermined" status). Record notes regarding the East Fishkill Historical Society Complex state that the Brinkerhoff-Pudney-Palen House is the only building in the complex original to the site and was determined

eligible for listing by SHPO in 2018. The other four buildings were moved to the property to create the museum building complex. Moved buildings are not eligible, but the complex as a whole may be eligible as an example of preservation history when the most recently moved buildings have been at this site for 50 years or more (2066). The record for the IBM East Fishkill Campus note that historic aerials and IBM timelines were studied for the campus, much of which was developed through the late 1970s and early 1980s.

The following are National Register Listed sites and structures in East Fishkill (represented by orange boxes in the map):

- Taconic State Parkway, along with eight of its bridges
- Shenandoah Gas Station on the Taconic State Parkway at Hosner Mountain Road
- Hopewell Junction Depot
- The Storm-Adriance-Brinkerhoff House at 451 Beekman Road (home of the Historical Society)
- Bykenhulle (Ivy Hall) at 21 Bykenhulle Road

Twenty-one buildings in the town were determined as Eligible for listing but remain unlisted, including at the IBM campus. An additional forty were evaluated but determined to be Ineligible, while the eligibility of 192 structures remains Undetermined.



Bykenhulle House



Hopewell Junction Depot



Storm-Adriance-Brinkerhoff House

Depot Park

Located at the Hopewell Junction railroad depot, Depot Park serves as a “welcome center” for Empire State Trail users. The park is centered around the restored 1873 depot building which hosts exhibits operated by the Hopewell Depot Museum. The displays feature the surrounding area and the role of railroads in the Hudson Valley. Outside the depot, a 1915 caboose located along the trail retains its original interior. The rail yard control tower was also restored and offers restrooms for trail users. A public water fountain, historic rail signage, and interpretive panels are proposed for the park.

Architectural character

Many of the structures in East Fishkill reflect evidence of the town’s history. The existing building stock represents a wide range of construction eras and generally reflects a rural, agricultural economy and vernacular style. Each building has its own unique form and detailing that was contemporary to the era of its original construction. As the economy changed and the Town became more of a bedroom community supporting industry and the New York City metropolitan area, commercial buildings were constructed to support the commuter.

In 2023, the Town adopted architectural design guidelines, focusing on the hamlet areas, which serve as a reference tool for building owners who are preparing for future repairs, renovations, additions or new construction on their own properties. The Guidelines are intended to:

- Encourage preservation and adaptive use of historic buildings listed in the Town’s Historic Structure Survey, dated 2004. Historic buildings include any structure that has served Town residents for multiple generations and has become part of the visual landscape.
- Protect the character of each Hamlet (historic style, scale, massing, materials, density).
- Provide design assistance for owners and developers of new construction or expansion projects (commercial or residential).
- Encourage creative design of new structures that are visually compatible with its context, yet not recreations of any historic style.

The Architectural Review Board

The Architectural Review Board is appointed by the Town Board and consists of five volunteer members who review and advise as to the exterior architectural features of proposed construction, additions, alterations or remodeling of buildings or structures within certain districts or which meet certain criteria as outlined in the Town Zoning Code.

Hopewell Junction



The depot was built about 1873 at the corner of Bridge Street in front of the Hopewell Inn. It was moved to the crossing before 1908. Earliest known photo of the Depot (1905)



Before 1908, the depot was moved to the crossing of the ND&CRR with the Dutchess County RR. By 1908 both lines were operated by the Central New England Railway which was a part of the New Haven RR family. The tower at right was built in 1891 and controlled the crossing traffic.

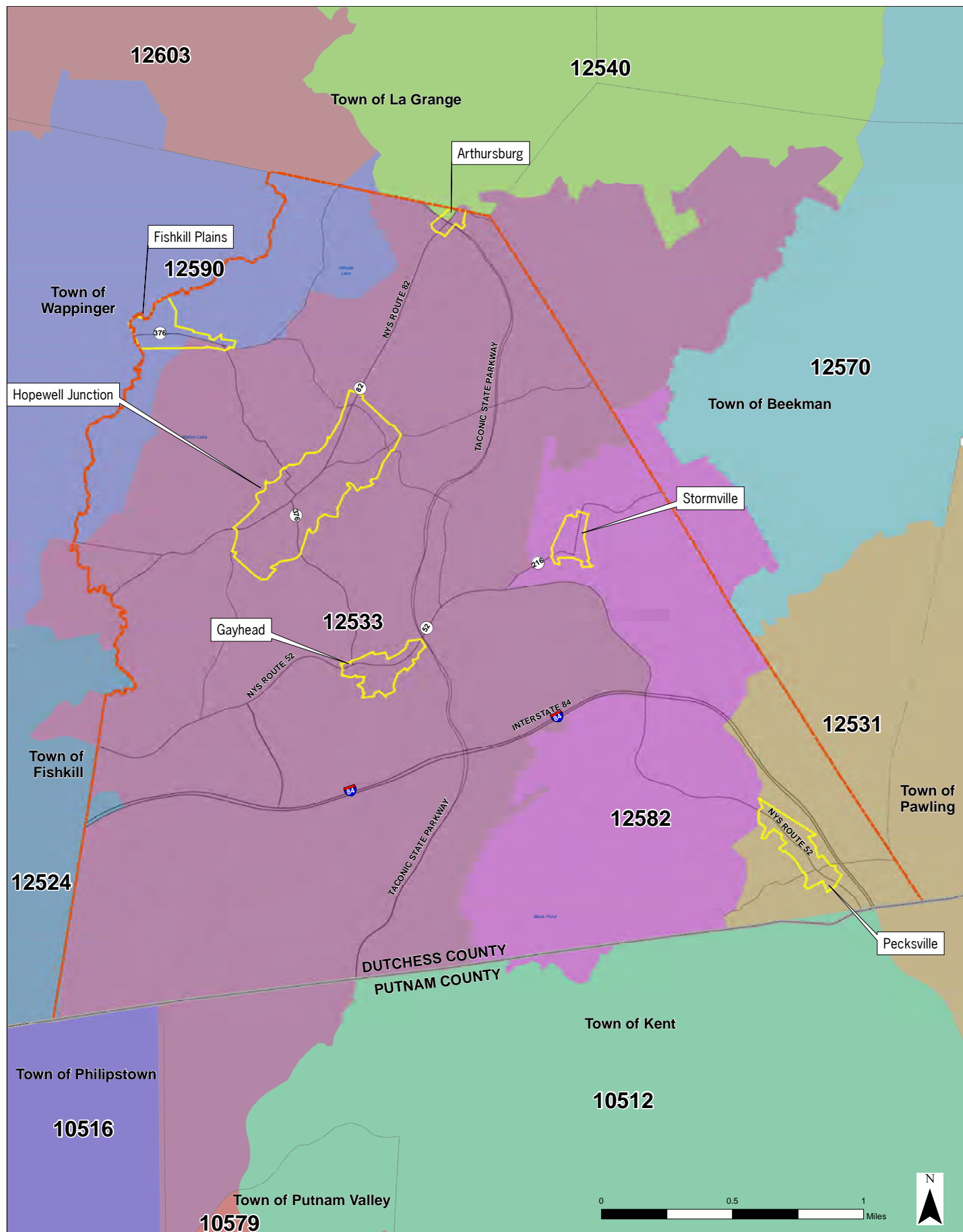


The last passenger train was in 1933. By 1970, the Depot was operated by Penn central RR. The depot remained for the Maybrook Line until 1984, survived a fire in 1986, then sat abandoned until 1995.

After preservation and restoration, the site is now home to the Hopewell Depot Museum, Interlocking Signal Tower 196, The Bernie J Rudberg Memorial Pavilion, and a trailhead for the Empire State Trail.



Images from East Fishkill Historical Society website.



Zip Codes in the Town of East Fishkill

Community Culture

The Town of East Fishkill currently bears the slogan “A Great Place to Live.” It is recognized as a welcoming, friendly community with small-town charm. Residents note the rural character, natural resources, sense of community, and robust recreation opportunities as elements that make the town attractive.

As part of the Comprehensive Planning process, the CPC developed a potential new tagline: “East Fishkill is the junction of community, commerce, and country.”

- Community – small town values, friendliness, importance of the people and hamlets
- Commerce – local economy, ties to the broader region
- Country – sense of pride in history, as well as valuing the rural character and role of agriculture



East Fishkill celebrates its military history and the contributions of local servicemembers. It began the Hometown Heroes banner project in conjunction with the American Legion “Manny” Bacon Post 1758 and the East Fishkill Rotary Club as a way to honor veterans. The Town is currently developing plans for a Veterans’ Memorial Park, to be located across Route 376 from Town Hall, while the Rotary is seeking to create a pocket park at Unity Plaza on Route 82 in the Hopewell Junction hamlet.

The Town also hosts various community events. In the past, the Town partnered with Cornell Cooperative Extension to conduct “Town and Country Day” tours. The focus would alternate between a town tour and an agriculture tour from year to year.

The Town Recreation department (see Section 6 – Community Services) is a central part of the services offered to the East Fishkill Community. Community events are organized through the Recreation department, and include a spring Easter egg hunt, summer Concerts in the Park series, 4th of July Party with a band and fireworks, a community Day at the Beach, and a Family Fishing Derby. Held at Hopewell

Recreation Park in September, East Fishkill Community Day is a celebration of local pride. It includes a parade, live music, a car show, vendors with food, games and raffles, information on community services, and a fireworks show. Autumn events also include a Halloween costume contest, parade, and party. In the winter, seasonal events conclude with a holiday tree lighting.

East Fishkill is home to a diverse artist community, including performers, muralists, glass artisans, and commercial and film producers. Most of the local artists operate individually as small businesses and, as such, are a vital part of the local economy. However, the town does not currently have a central performance venue or gallery space. It also lacks areas for the display of public art.

The arts play a vital role in developing a sense of place – shaping the visual environment and drawing the community together through shared experiences. A vibrant creative arts scene can encourage local pride and create a sense of community.

Community Identity

A community’s sense of identity is often tied to small, place-based characteristics, such as a shared school district or shared post office. These are places where residents share casual, everyday interactions. If everyone uses the community name on their address, or cheers for the same school teams, there is a shared sense of identity. However, in the Town of East Fishkill, both of these elements are decentralized.

There are four school districts that serve the Town (discussed in Chapter 6) and there are multiple zip codes, all of which cross the municipal boundary. One zip code (12533, which serves the center of town) even extends south into Putnam County, as shown in the map on page 2.9.

With multiple hamlets, school districts, and zip codes, there is a need to create a shared identity for the Town of East Fishkill. A sense of unity and a feeling for residents that “we are all East Fishkill” could serve as a starting point for the development of a marketing and branding strategy for the town. A strong sense of place contributes to overall experience, enhancing the connection to a place and its culture, history, and environment. Place identity is also a cornerstone of economic development, as it blends architecture, landscape, traditions, cuisine, stories, and values to paint a picture that lends authenticity to meaningful experiences for both residents and tourists.

“We are all East Fishkill.”

-Statement by the CPC during discussion of community identity.

Land Use

Economic development is essential for a healthy and sustainable community. Economic development raises living standards by creating jobs, attracting businesses, improving infrastructure, and promoting innovation. A strong and resilient economy balances the social and economic needs of a community while also safeguarding its natural environment so it can continue to support the needs of future generations.

Introduction

Economic development is dependent on how land is used and zoning is the means by which most communities manage and plan how land is developed. Zoning provides a framework of local laws and is an essential tool that allows a municipality to implement the broader community vision laid out in a comprehensive plan.

To successfully guide future economic development and decision-making in East Fishkill, the Comprehensive Plan must consider past and present patterns of development and how it has shaped the Town's institutional framework, infrastructure, human capital, access to technology, and overall economy.

The Community Vision is to develop a thriving and sustainable community with an economy that supports cutting edge manufacturing and technology, nourishes agriculture, protects open space, and serves as a social and economic hub, offering a variety of engaging local businesses and entrepreneurial opportunities. To inform the community's economic vision, this chapter presents East Fishkill's existing land use patterns and zoning, describes current demographic patterns, and provides an analysis of the Town's existing retail environment.

Existing Conditions and Trends

East Fishkill is characterized by a mix of rolling hills, small lakes, suburban developments, and areas of dense forestation, which is typical of the Hudson Valley region. The town's landscape includes residential neighborhoods, working farms, commercial districts, and undeveloped natural areas, offering a blend of rural charm and suburban convenience. The Comprehensive Plan must consider the past and present patterns of development to successfully guide future decision-making in East Fishkill.

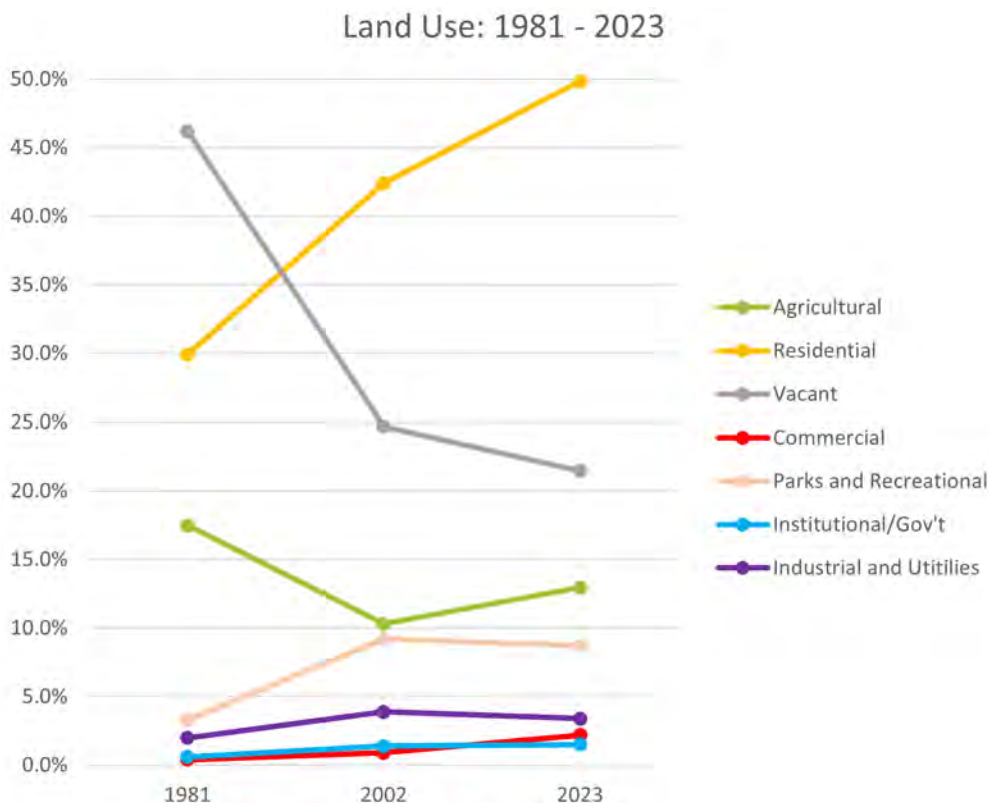
Land use and zoning are guided by the Town Board and implemented by the Planning and Zoning Boards. The Planning Board consists of seven members, plus two alternates, appointed by the Town Board and is responsible for reviewing and approving all subdivisions and site plans, issuing special permits and commenting on proposed local laws referred to them by the Town Board. The Town's Zoning Board of Appeals consists of five members and an alternate appointed by the Town Board and is responsible for the interpretation of the zoning code and the granting of special permits and variances.

Existing Land Use Studies

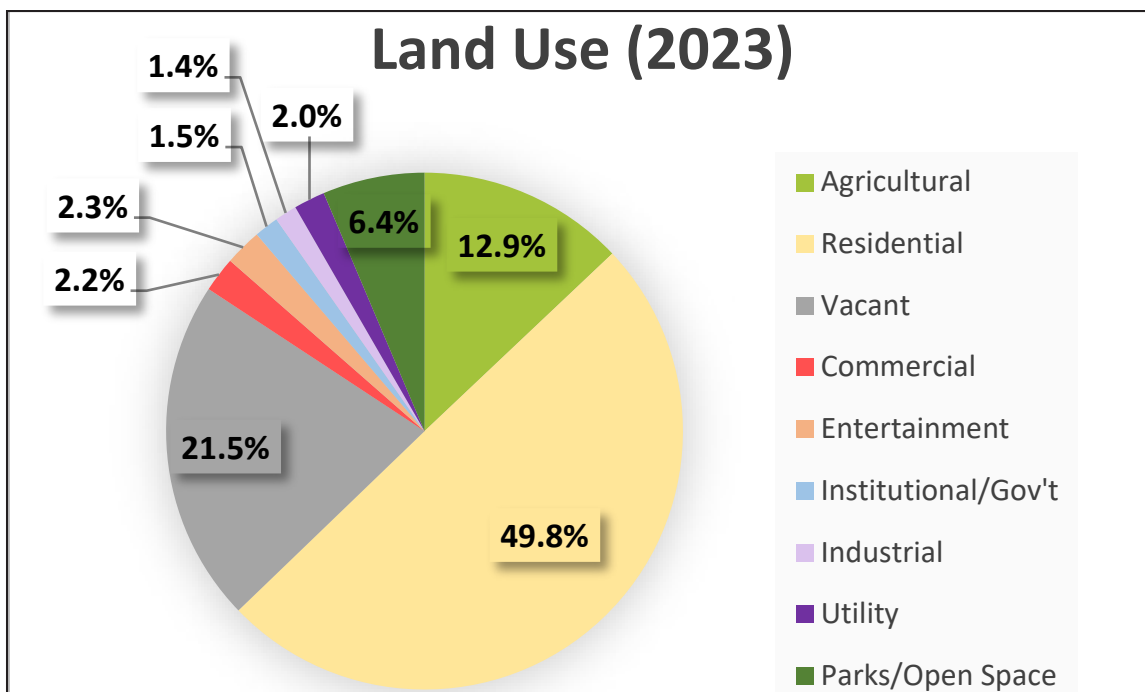
An Industrial Lands Study was developed in September of 2019 by Behan Planning and Design. It conducted a zoning analysis of eight industrially zoned properties (including split-zoned industrial properties) not abutting the I-84 corridor. A July 2020 study by Behan focused on land use and zoning along the Route 52 corridor from the Taconic State Parkway to Blue Hill Road. These documents are included as appendices to the Plan. Following completion of these studies, the Town determined that it was necessary to review conditions at a Town-wide scale -- beyond just the isolated study areas -- which resulted in the decision to complete an updated Comprehensive Plan.

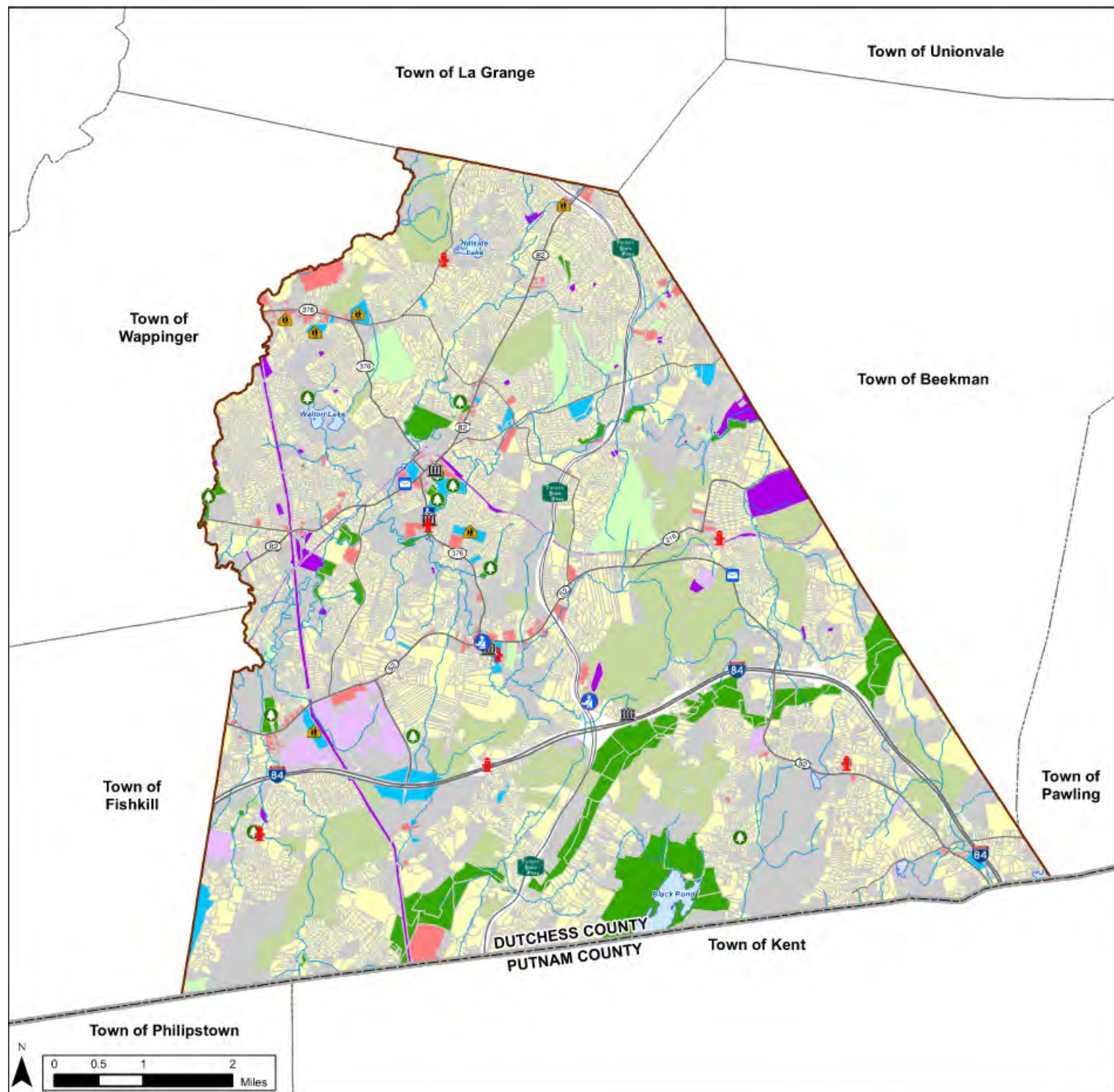
Comparing Land Use to the Previous Comprehensive Plan

The 2002 Master Plan described the prevalence of single-family residential uses and conversion of open space, farmland, and forestland into residential subdivisions to accommodate population growth. Residential acreage had a large increase during the housing boom from 1981 to 2002, followed by smaller, but continued growth, mirroring demographic trends. Vacant land has declined significantly since 1981. Agricultural acreage declined from 1981 to 2002, but has increased since. Some of these fluctuations may be attributable to IBM campus-related growth, as well as changes in zoning over the years.



Land Use	1981	2002	2023	Change: 1981 - 2023
Agricultural	17.5%	10.3%	12.9%	-4.6%
Residential	29.9%	42.4%	49.8%	19.9%
Vacant	46.2%	24.7%	21.5%	-24.7%
Commercial	0.4%	0.9%	2.2%	1.8%
Parks and Recreational	3.3%	9.2%	8.7%	5.4%
Institutional/Gov't	0.6%	1.4%	1.5%	0.9%
Industrial and Utilities	2.0%	3.9%	3.4%	1.4%
Roads	--	6.9%	--	--







EAST FISHKILL
COMPREHENSIVE MASTER PLAN
Community | Commerce | Country

Map Date: March 2025

Town of East Fishkill Existing Land Use

Legend

<ul style="list-style-type: none"> Town of East Fishkill — Streams Community Facilities ■ Fire ■ Library ■ Police ■ Post Office ■ School ■ Town Facility ■ Parks 	<ul style="list-style-type: none"> ■ Agricultural ■ Residential ■ Commercial ■ Entertainment ■ Industrial ■ Utility ■ Parks, Open Space ■ Vacant
---	--

SARATOGA ASSOCIATES

Landscape Architects, Architects,
Engineers, and Planners, P.C.

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Current Land Use and Trends

- **Agricultural:** Land designated for agricultural use is typically utilized for farming, which can include crops, livestock, and associated services. This type of land use can be critical for local food production and may also contribute to agritourism. There has been a decrease in agricultural land use, which may reflect loss of farmland to suburbanization, more intensive farming methods requiring less land, or could also suggest a shift away from an agrarian-based economy.
- **Residential:** Residential use encompasses areas designated for housing. It can include single-family homes, multifamily homes, and higher-density housing. Residential areas are essential for providing housing for the workforce and can vary greatly in density and type. Residential land use has seen a steady increase, which reflects urban expansion and a growing population. The expansion of residential areas can indicate economic growth but may also signal a need to manage sprawl and ensure adequate infrastructure and services.
- **Commercial:** Commercial zones are intended for sales and service businesses such as retail stores, offices, and service providers. They may also include apartment, hotel, and motel uses. Commercial development is crucial for creating jobs, providing services, and generating tax revenue. Commercial land use has experienced a slight increase, reflecting growth in the business sector. This suggests more job opportunities and a robust economy, but also requires careful planning to prevent congestion and over-commercialization.
- **Industrial:** Industrial zones are allocated for production, assembly, manufacturing (including high tech and research laboratories), warehousing, and distribution centers. This land use is important for creating jobs, contributing to the local economy, and facilitating the production and movement of goods.
- **Vacant:** Vacant land represents land that is not in use, is in temporary use, or lacks permanent improvements. This category offers potential for future expansion of other land use types, depending on the comprehensive plan's goals and the community's needs.

The proportion of vacant land has decreased notably, implying that previously unused land has been developed for other purposes. The decline in vacant land is similar in proportion to the increase in residential land use. This can be a positive sign of growth, but it also reduces the buffer for future expansion and green spaces.

- **Entertainment:** These properties are used by groups for recreation, amusement, or entertainment, and may include social organizations, fairgrounds, and similar uses.

What can “Commercial” uses include?



- Apartments
- Businesses
- Government buildings
- Schools
- Public parking
- Restaurants
- Breweries & distilleries
- Offices & Banks
- Medical clinics
- Personal service shops
- Theaters

What can “Industrial” uses include?



- Forestry uses
- Large greenhouses
- Large-scale recreation
- Asphalt & concrete plant
- Breweries & distilleries
- Car washes
- Manufacturing
- Furniture making
- Laboratories & research
- Vehicle storage
- Contractor's yards
- Warehousing & wholesale

- **Institutional/Government:** These districts include community facility uses such as schools, religious institutions and cemeteries, police and fire facilities, hospitals, government properties, cultural facilities, and publicly-owned parking lots. This category has remained stable. Maintaining this stability is essential for supporting the community's educational, health, and governmental needs.
- **Utility (or Public Service):** Property used to provide services to the general public, such as transportation, public and private utilities, including pipelines, utility lines, power lines, water and wastewater facilities, solid waste disposal, electrical substations, and telephone.
- **Parks/Open Space:** Public parks, nature preserves, and open spaces that provide recreational opportunities, conserve natural habitats, and contribute to the quality of life for residents. This category can also include private hunting and fishing clubs.

The percentage of parks and recreational land use has remained relatively constant, which is important for maintaining the quality of life and attracting residents and tourists. However, it is crucial to monitor whether this is sufficient to keep pace with population growth. Community feedback has indicated the need to locate land for a large indoor facility.

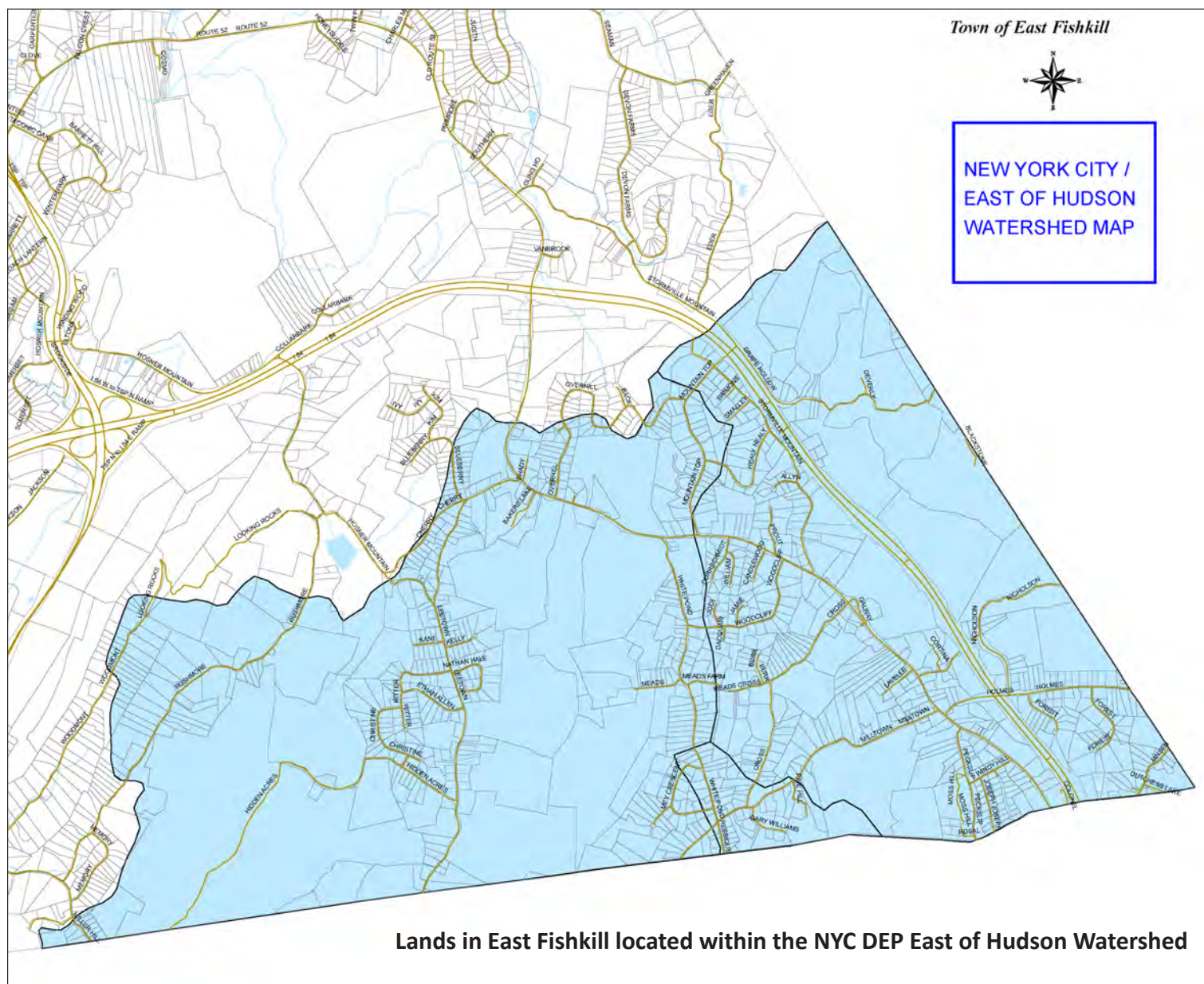
Existing Zoning

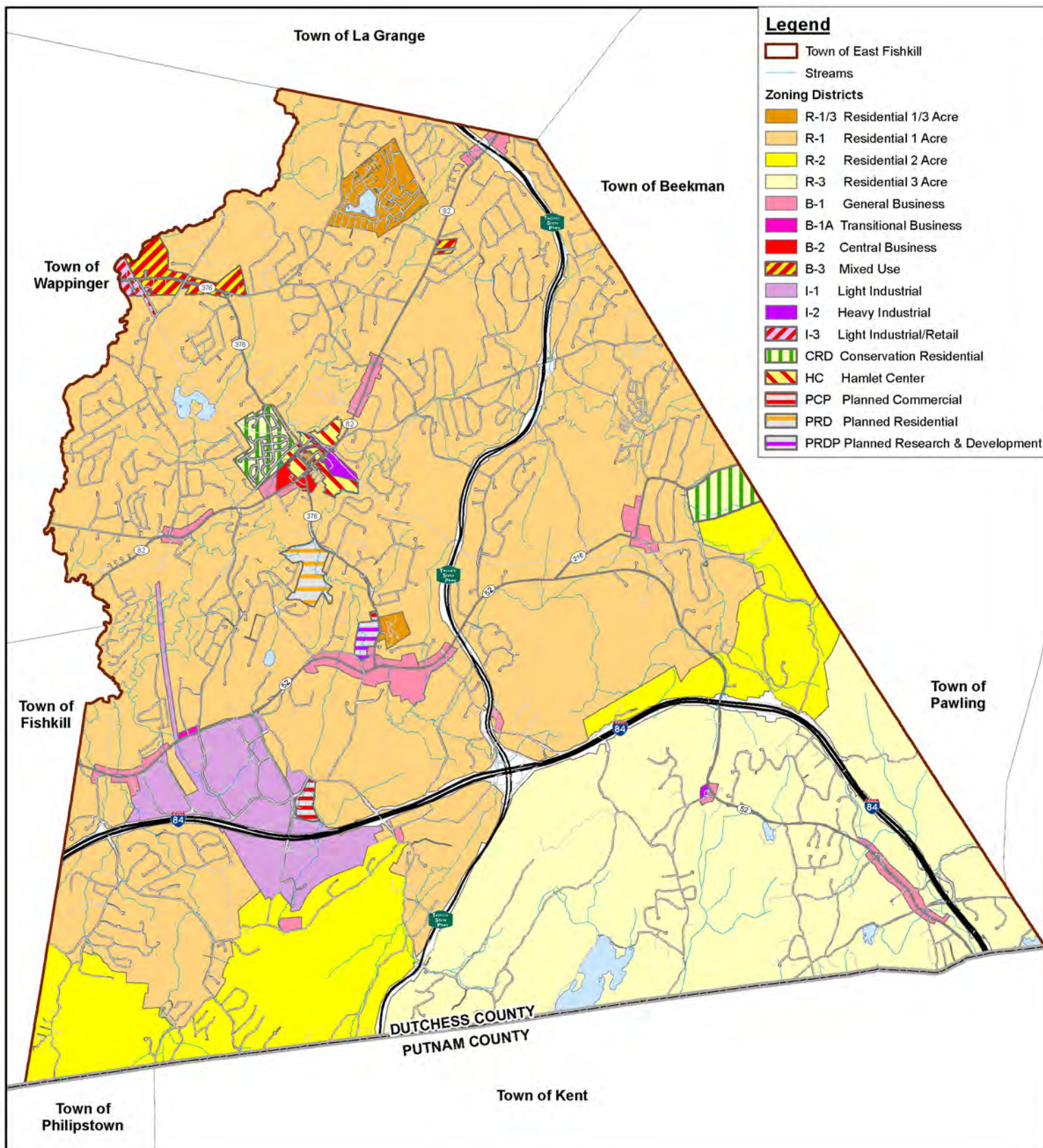
The Town of East Fishkill has multiple zoning districts which set parameters for various types of land uses. The existing districts include:

- Residential, including Conservation Residential
- Mixed Use
- Hamlet Center
- Business, Planned Commercial
- Planned Research and Development
- Light Industrial/Retail
- Light Industrial, Heavy Industrial

Additional Land Use Regulations

In addition to local zoning, the New York City Department of Environmental Protection (NYC DEP) regulates uses within a 2,000-square-mile watershed area that supplies drinking water to NYC. The watershed encompasses parts of the Catskill Mountains and the Hudson Valley, including an area referred to as the East of Hudson Watershed. This watershed extends into parts of East Fishkill that are generally below I-84 and east of the Taconic. This 5,845-acre portion of the watershed is almost 16% of the town's land area (shown in blue below). The NYC DEP regulations result in limiting development while preserving open space, with an aim to protect the watershed and aquifers.





Town of East Fishkill Existing Zoning

**SARATOGA
ASSOCIATES**

Landscape Architects, Architects,
Engineers, and Planners, P.C.

Map Date: August 2025

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Challenges and Opportunities

Challenges

- Balancing sustainable suburban growth while adapting to economic shifts.
- Preserving historical sites and visual character amidst development pressures.
- Many historic homes and structures are not maintained, leading to the risk of loss of these buildings.
- Communicating a sense of identity and cohesion: “We are all East Fishkill.”
 - Need for branding, supported by gateways and wayfinding
 - Need to support visual compatibility and aesthetics consistent with community character
- Facilitating a diverse economic base while also preserving the natural beauty and rural character that define the Hudson Valley.
- The town has grown, transitioning from rural to suburban, which has led to challenges such as incompatible land uses next to one another, including industrial uses without space to expand, small business startups that cannot afford large commercial spaces, automotive uses, and specialty contractors in need of storage and staging space.

Opportunities

- “The junction of community, commerce, and country.” Celebrating a unique identity can attract talent and investment.
- Leveraging trails and historical sites for tourism and community engagement
- Capitalizing on growth and redevelopment to promote sustainable practices and diversify the local economy beyond its historical industrial and agricultural bases.
- Aligning artistic, cultural, and recreational initiatives could help build awareness of East Fishkill’s assets.
- Protecting the town’s heritage for future generations by digitizing records, updating inventories, and streamlining and coordinating the Town’s preservation processes with the County and State.

Community Character Goals and Strategies

History

Protect, enhance and restore structures, districts, areas or sites that are of significance in the town’s history, architecture, archaeology, or culture.

1. Support the documentation and preservation of locally significant cultural resources.

1.1. Work with the local town historian and historical society to:

- Improve record-keeping to increase awareness and promote education.
- Encourage the writing of a local history book.
- Digitize historical resource records.
- Update the 2001 Historic Resource Inventory to incorporate locally significant historic structures and document any structures that should be added, must be condemned, or no longer exist. Identify any properties recommended for listing on the State and National Register. Provide for the inventory to be updated every 5 years.
- Encourage owners to apply for addition to the National Register in order to support preservation.

1.2. Identify critical parcels, historic farms, cemeteries, structures, roads, indigenous sites, and vistas to be protected. Develop an ordinance for their preservation.

1.3. Develop zoning that provides an exemption from setback criteria for locally significant historic structures.

2. Consider identifying areas to designate as historic districts - whether for local or State/National Register designation.

3. Encourage interpretive and educational opportunities for local historical properties to increase awareness of local historical sites.

3.1. Work with the East Fishkill Historical Society and Hopewell Depot Museum to create a brochure or self-guided tour of local historical sites.

3.2. Develop a plan for interpretive signage at identified properties.

4. Expand acknowledgment of the town’s rail transit history.

4.1. Improve and expand Depot Park. Incorporate trail connections, outdoor amenities, interpretation, food trucks, art, etc.

5. Continue to support efforts to honor local military

history, veterans, and servicemembers.

- 5.1. Design and construct Veterans Memorial Park.
- 5.2. Support the design and construction of an American Legion building within Veterans Memorial Park.
- 5.3. Continue to support the Town-sponsored Hometown Heroes banner program.

Community Culture**6. Increase recognition of the East Fishkill arts community.**

- 6.1. Support the creation of an East Fishkill Arts Council.
- 6.2. Create a Youth Arts program, potentially as part of the existing Recreation Department Day Camp.

7. Increase awareness of community events and access to community information.

- 7.1. Coordinate with recreation and/or economic development to actively engage with the community and promote events on the Town website and social media. Incorporate the arts on the town events calendar.
- 7.2. Expand the municipal presence on social media to continue to reach a broad audience and promote access and transparency.

8. Present East Fishkill as a distinctive, attractive community with a strong sense of place.

- 8.1. Develop and fund a community branding program that includes a logo, tagline, and signage.
- 8.2. Review and revise the townwide signage ordinance and develop a set of sign design standards for holistic, cohesive townwide branding.
- 8.3. Work with the arts community to develop creative solutions to screen unattractive uses (fencing, murals, etc.) and incorporate flexibility for preferred screening techniques into design guidelines.
- 8.4. Identify spaces to publicly display art (e.g. along the rail trail, at local businesses, outdoors, murals).
- 8.5. Identify an annual theme, such as the railroad or agriculture, for rotating art installations that could be sponsored by local businesses and auctioned at the end of the season.
- 8.6. Encourage improvements to facades for structures within target development areas.
- 8.7. Consider evaluating the hamlet boundaries currently described in the Town Code to potentially reflect target growth areas and acknowledge the historic hamlets, such as Wiccopee.

9. Encourage community activity and “streetlife” to create vibrant hamlet areas.

- 9.1. Develop a “community green” or “central square.”
- 9.2. Identify potential opportunities for new public outdoor spaces and partnerships for privately owned public spaces (POPS) within the hamlet areas, providing for activities in demand that are walkable to and from local businesses, such as outdoor dining.
- 9.3. Consider allowing outdoor music, including at casual restaurants, coffee shops, or bistros.
- 9.4. Establish a pilot program to temporarily convert selected streets or blocks to pedestrian-only spaces for events like First Fridays, markets, festivals, etc.

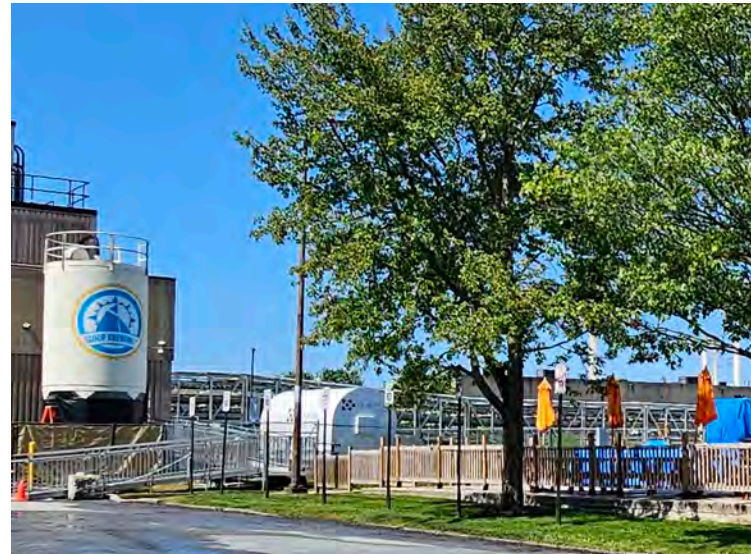
Land Use**10. Ensure that zoning regulations help to maintain community character.**

- 10.1. Look for areas to create a gradient of scale and character/transition zones between districts.
- 10.2. Review commercial uses and scale of development. Consider development of neighborhood scale commercial areas.
- 10.3. Review set-back requirements for new developments on multiple lot aggregations.
- 10.4. Review criteria for variances and accessory uses.
- 10.5. Review regulations for property maintenance.
- 10.6. Establish townwide design standards consistent with the Hamlet Architectural Design Guidelines for areas outside of the hamlets.

11. Explore zoning regulations to mitigate impacts between less compatible land uses.

- 11.1. Consider establishing an increased buffer for residential subdivisions near agricultural uses to minimize the potential noise, odor, and land use impacts. Allow variable lot sizes to enable those subdivisions to achieve the same density as would have been allowable if no buffer were imposed.
- 11.2. Explore development of guidelines for indoor greenhouses, hemp production, and cannabis production.
- 11.3. Explore opportunities for the location of specialty trade/small business operations yards in non-industrial districts. Establish regulations pertaining to storage of natural materials and large equipment. Consider prohibiting the processing of materials (wood, stone, etc) in these areas.
- 11.4. Review regulations for residential properties regarding accessory uses, allowed types of home-based businesses, and outdoor storage (supplies, equipment, employee vehicles).
- 11.5. Update definitions in the zoning code to include a distinct definition for light industrial uses, mixed use, and trail-related uses.

12. Review and evaluate the potential future land uses of parcels with access to Lime Kiln Road and Donovan Drive.
13. Evaluate Town-owned properties to determine whether any may be underutilized and whether any should potentially be sold for revenue.
14. Establish regulations in the zoning code to differentiate between high-intensity industrial commercial contractors and lower-intensity commercial small business operations (e.g. plumbers, electricians, HVAC).
 - Consider distinguishing characteristics such as indoor storage versus outdoor storage, storage of natural materials, processing of materials, storage of large equipment, and operation in non-industrial districts.



Economic Development

Cultivating Balance

Economic development is essential for a healthy and sustainable community. Economic development raises living standards by creating jobs, attracting businesses, improving infrastructure, and promoting innovation. A strong and resilient economy balances the social and economic needs of a community while also safeguarding its natural environment so it can continue to support the needs of future generations. Achieving balance requires a thoughtful approach to economic development that proactively plans for a community's growth and involves integrating economic, environmental, and social concerns throughout the decision-making process.

Introduction

To successfully guide future economic development and decision-making in East Fishkill, the Comprehensive Plan must consider past and present patterns of development and how these patterns have shaped the Town's institutional framework, infrastructure, human capital, access to technology, and the overall economy. The Community's Vision is to develop a thriving and sustainable community with an economy that supports cutting edge manufacturing and technology, nourishes agriculture, protects open space, and serves as a social and economic hub, offering a variety of engaging local businesses and entrepreneurial opportunities.

This chapter presents demographic data to establish the existing population, workforce, employment, income, and retail conditions that effect the Town's economy. This data is used to inform the community's economic vision and future economic decisions. It is also important that the Town carefully consider existing transportation and traffic conditions and how new development may affect local and regional mobility when implementing new economic development strategies. In addition, this chapter reviews regional economic development priorities and strategies to identify potential opportunities and synergies between local initiatives and regional objectives. Guided by the Comprehensive Plan's Vision, the CPC identified economic development strategies based on an analysis of existing economic and retail conditions, demographic data, and regional trends.

Existing Conditions

Demographics and the Economy

Economic development and demographic factors like fertility rates, life expectancy, migration patterns, and the overall age structure of the population are closely intertwined.

A strong economy requires a robust workforce, supported by good schools, recreation opportunities, a sense of safety, affordable places to live, and adequate community services. The health and safety of the people, as well as the sustainability of the land, are intrinsic to balanced development of the economy.

The East Fishkill community faces demographic challenges common across the region and throughout the nation such as an aging population, lower birth rates and household sizes, and a shrinking working population.

Employment in East Fishkill

Local Workforce

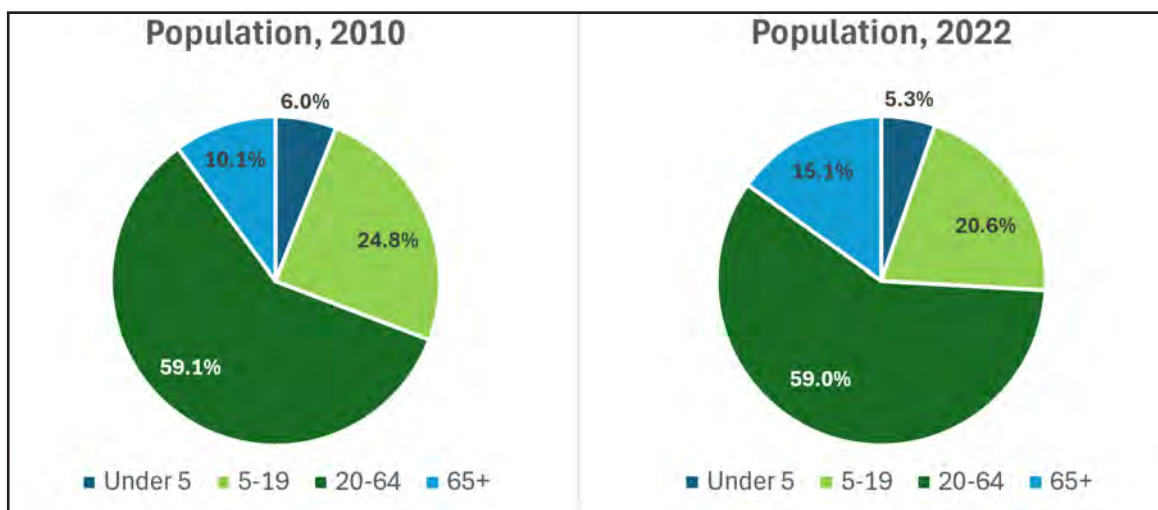
In the early 1960s, IBM purchased an area of farmland and began to build a campus in East Fishkill. The arrival of IBM spurred the first "housing boom" in town. The company once employed nearly 5,000 people who mostly lived in nearby hamlets.

IBM's development led to substantial population growth and the transformation of the town. By the end of 1984, the East Fishkill plant had as many as 11,600 employees. Though IBM began to downsize in the 1990s and employment patterns changed, the population continued to grow. The town -- and the density of development -- changed from an agricultural community into a suburban center and the Hopewell Hamlet became main business district for East Fishkill.

Home to a variety of multinational companies as well as regionally and locally significant corporations and businesses, the former IBM Campus continues to be a significant regional economic center for the State and the Hudson Valley.

Educational attainment data (2021) shows a workforce with a varied educational background -- 23.3% of the population possesses some college or an Associate degree and 28.4% holding a Bachelor's or advanced degree for a total of 51.7% of workers with some level of college education. This mix presents an opportunity to attract and develop businesses that can leverage a diverse skill set.

From 2013 to 2022, the town experienced consistent population growth, with the total population increasing more rapidly in recent years. This growth highlights a thriving community that is likely attracting new residents and experiencing natural population growth.



Source: U.S. Census Bureau, 2010 Decennial Census, 2022 ACS 5-Year Estimates.

However, the segment of the population 20 to 64 (the local labor force) has grown more slowly than the population 65 and over. This could present challenges for the local labor market, potentially leading to a workforce shortage in the future.

Employee Age	Count	Share
Age 29 or younger	1,900	23.3%
Age 30 to 54	3,830	46.9%
Age 55 or older	2,433	29.8%

The divergence in growth trends between the total population and the labor force may also signal a demographic shift towards an older population, which could have implications for local schools, housing, and family-oriented services. Economic development efforts should focus on attracting or retaining the working-age demographic to ensure a sustainable labor force.

While East Fishkill has not experienced the population loss that other communities in the Mid-Hudson are experiencing, demographic trends indicate that policies to retain and continue to grow the Town's population and workforce are important to the Town's future economic health.

Succession planning refers to a broad strategy to pass leadership roles down to the next group of employees and continue to develop the next level of talent. As senior staff retire, experienced staff are able to assume those roles, junior staff are able to step up into the more experienced roles, and entry level staff are able to support the overall business structure. Planning for a smooth progression and transition ensures longevity and continuity.

Outward migration, or the movement of people out of a region or community, has been a notable trend in New York State, particularly in New York City and the Hudson Valley. New York State has recently led the nation in out-migration of population.

"The Mid-Hudson region [incorporating Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster and Westchester counties] is on a trajectory for population decline due to lower birth rates and outward migration... The region has lost a net of 138,071 people to outward domestic migration from 1996-2021. In recent years, most people leaving the region are moving just over the border to neighboring states, or to southern states such as Florida and the Carolinas.

Local statistics mirror what is occurring across the region. The area workforce has a broad age distribution, with the prime working ages of 30 to 54 comprising nearly half of the workforce (46.9%). This indicates a strong base of experienced workers. However, the fact that 23.3% of the workforce is 29 or younger suggests potential for growth and a need for entry-level positions and training programs to integrate these individuals effectively into the labor market. Moreover, the 29.8% of the workforce that is 55 or older could indicate upcoming challenges with retirements and the transfer of knowledge and skills.

The COVID-19 pandemic hastened the retirement of many employees from the baby boomer generation, which comprises approximately 550,000 people in the region. The growing wave of retirements from the baby boomer population represents a huge challenge of succession planning for the region, along with ensuring there is an ample quantity of workers to fill jobs and meet the demand for goods and services throughout the Mid-Hudson region."⁶

⁶ 2023 MHREDC Strategic Plan. See p. 3.9 for more on the MHREDC

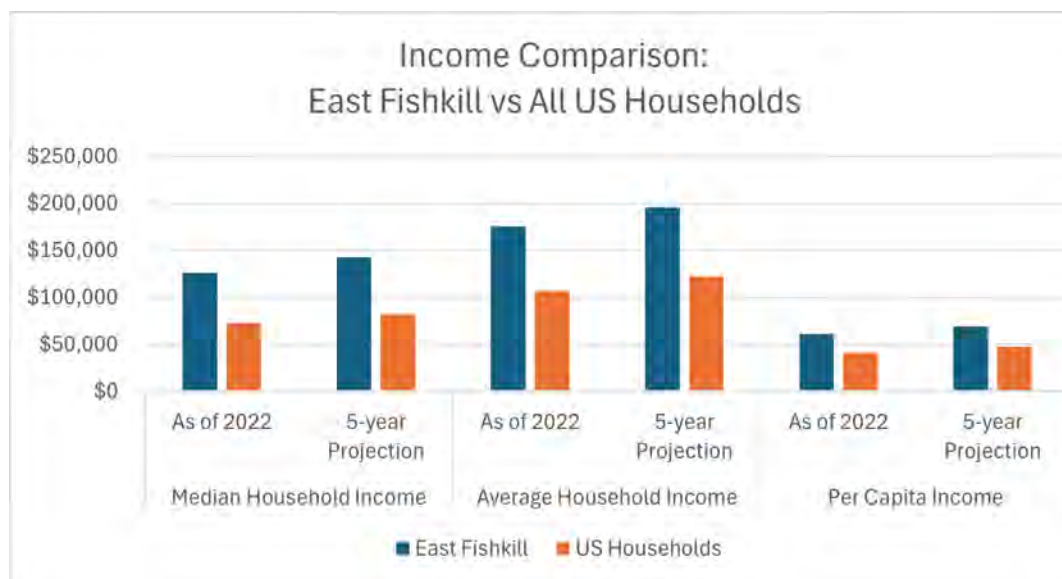
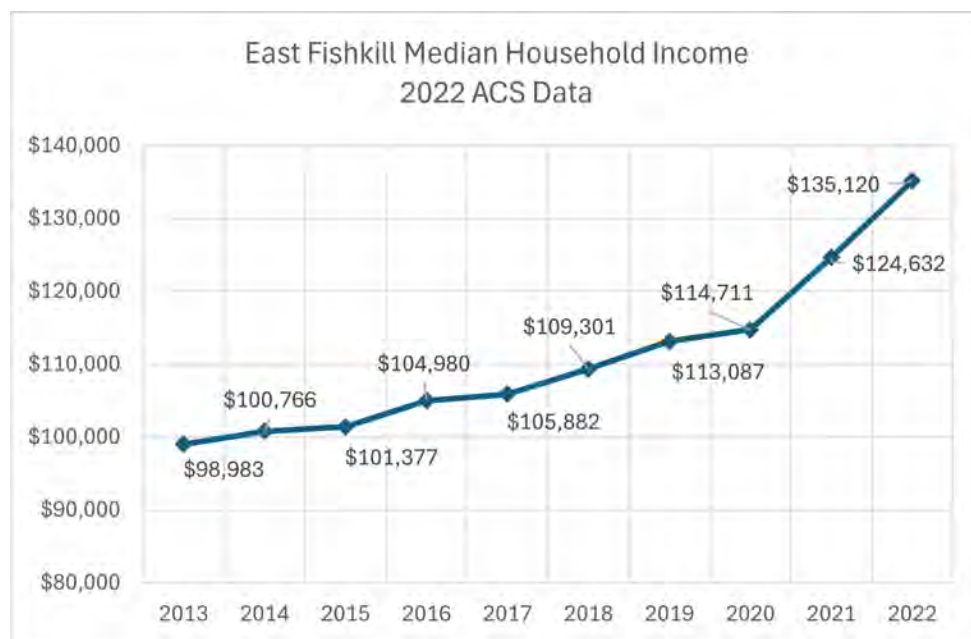
Income

Household income has risen significantly since 2013, with an accelerated increase since 2020. Median household income is about 1.4 times the amount for Dutchess County and more than 1.5 times the amount for New York state. Current per capita income is 10% higher than Dutchess County and 20% higher than New York. Income levels of town residents are compared to national levels in the table at right.

3.5% of residents live below the poverty line, approximately forty percent of the rate in Dutchess County (8.6%) and a quarter of the rate statewide (13.6%). The rates of children in poverty (5%) and seniors in poverty (2%) are also lower than the countywide and statewide rates.

Employee Income	Count	Share
\$1,250 per month or less	1,139	14.0%
\$1,251 to \$3,333 per month	1,916	23.5%
More than \$3,333 per month	5,108	62.6%

Income distribution suggests economic stability for a majority of the workforce, with 62.6% earning more than \$3,333 per month. This high-income level is indicative of a community with purchasing power, which is beneficial for local businesses and the overall economic health of the area.



US Census Data	Median household Income		Average Household Income		Per Capita Income	
	As of 2022	5-year Projection	As of 2022	5-year Projection	As of 2022	5-year Projection
East Fishkill Area	\$126,206	\$142,655	\$175,381	\$196,005	\$61,006	\$69,349
All US Households	\$72,603	\$82,410	\$107,008	\$122,048	\$41,310	\$47,525

Source: U.S. Census Bureau. Esri forecasts for 2023 and 2028 based on 2020 Census Data.

Employment by Industry: County Level

The Dutchess County EDC notes that the top five industries in the county are:

1. Healthcare and Social Assistance
2. Higher Education
3. Accommodation and Food Services
4. Wholesale Trade and Manufacturing (including Warehousing and Distribution)
5. Construction

Key employers countywide include:

- Nuvance Health
- IBM
- Bard College
- Westchester Medical Center
- The Culinary Institute of America
- Marist College
- Vassar College
- Central Hudson Gas & Electric



Graphic credit: ThinkDutchess.com

Employment by Industry: Local Level

According to the 2022 American Community Survey Estimates, the top industries in East Fishkill are:

1. Educational Services, and Health Care and Social Assistance (28.8%)
2. Professional, Scientific, Management, and Administrative and Waste Management Services (13.6%)
3. Retail Trade (9.5%)
4. Construction (7.5%)
5. Arts, Entertainment, and Recreation; and Accommodation and Food Services (7.0%)
6. Transportation and Warehousing, and Utilities (6.9%)

These figures are comparable to the top industries at the county level, but do not take into account the additional jobs added in the warehousing sector in the past few years.

Major employers in East Fishkill include:

- School Districts (especially Wappingers Central)
- iPark anchor tenants
 - call center
 - Powerhouse gym
 - Sloop Brewery
 - eMagin
 - Crepini
- Amazon
- Stellantis (Mopar)
- Pepsi/Frito-Lay
- IBM
- OnSemi

Workforce and Commuting

The US Census Bureau provides analysis of employment data by where workers live, as well as by where industries are based. The most recent available analysis is based on 2021 census data, and is displayed at right.

East Fishkill's workforce is highly educated, with a significant portion employed in the service and retail trade sectors, suggesting a robust foundation for sustained economic activity. Over 8,100 people work in the Town of East Fishkill, but 86.6% of those employees live outside of town. Only about 1,100 East Fishkill residents both live and work within the town, while 10,618 residents travel outside of the town for work. Approximately 12% of East Fishkill employees work from home, comparable to the rates for the county and state.

Health care, social assistance, and education were the primary employment sectors of those who both live and work in town. Local residents working beyond East Fishkill's borders largely appear to hold professional, scientific, and technical positions.

Of the job opportunities available in East Fishkill, almost one quarter are within the manufacturing sector which is centered on the Route 52 corridor and the former IBM campus. Successful adaptive reuse in this area has drawn employees from outside of the town. Additionally, the area's role as a hub for both industrial activity and public sector employment is reflected by substantial representation in public administration and support services.

Analyzing the distance that workers travel from home to their primary jobs indicates a fairly localized workforce – 32.7% of workers travel less than 10 miles to their jobs.

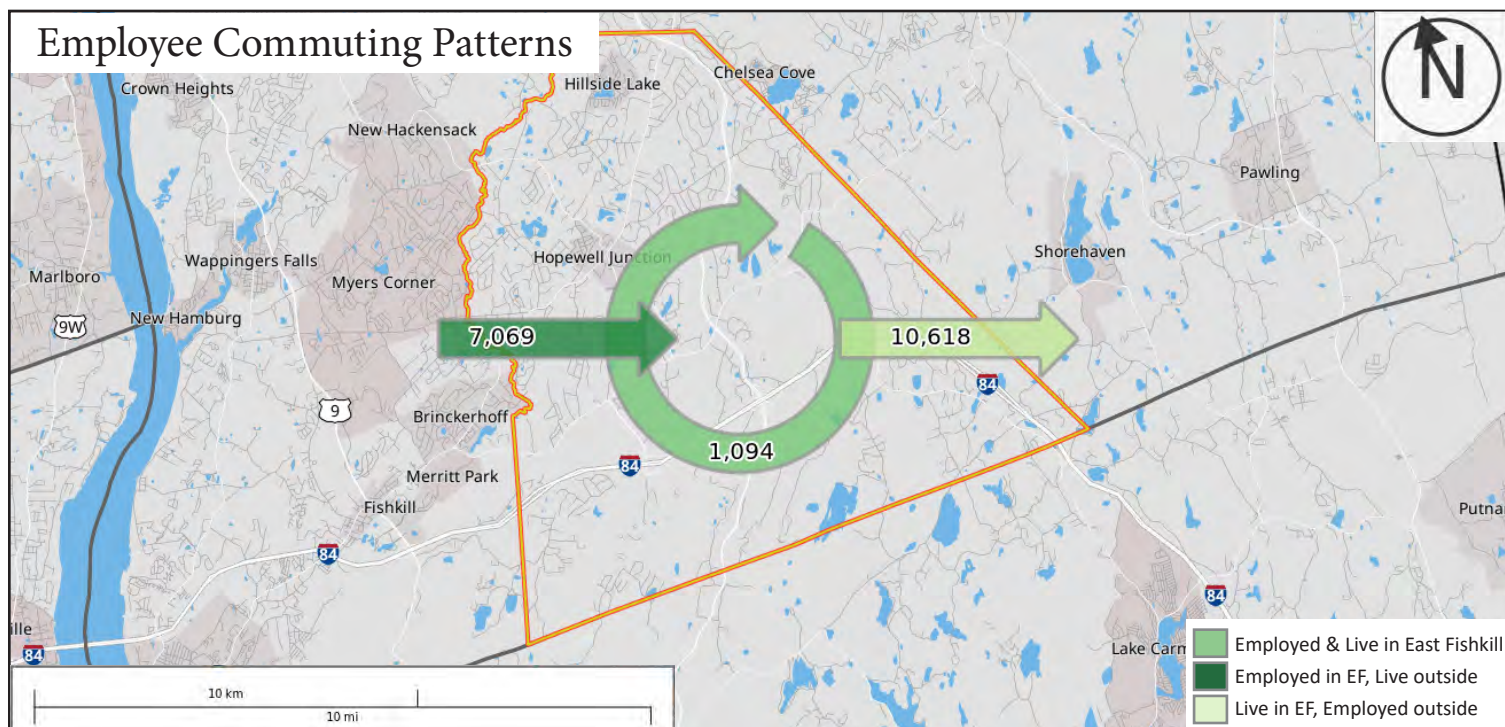
Top Employment of Town Residents (2021)	Share
Health Care and Social Assistance	16.1%
Educational Services	14.6%
Retail Trade	11.2%
Public Administration	6.6%
Professional, Scientific, and Technical Services	6.4%

Top Employment Sectors in Town (2021)	Share
Manufacturing	24.0%
Public Administration	13.8%
Administration & Support, Waste Management and Remediation	12.6%
Health Care and Social Assistance	11.6%
Retail Trade	7.1%

Data credit: US Census Bureau

This emphasizes the importance of local businesses and industries in providing employment and services to workers. About one-quarter of workers travel 10-24 miles, and a similar portion travel over 50 miles, indicating that some residents are willing to commute long distances, potentially to larger cities with more employment opportunities. Popular employment destinations for East Fishkill residents include New York City, White Plains and Westchester County, Poughkeepsie, Stanford and nearby Connecticut destinations, and across the Hudson River.

The data indicates that New York City is the single largest destination for employees, capturing 13.8% of the jobs held by local residents. After New York City, the next-largest centers of employment are the Village of Wappingers Falls (3.6%) and City of Poughkeepsie (3.3%).



Data and Graphic credit: US Census Bureau "OnTheMap"

Local Economic and Retail Analysis

The “Junction”

East Fishkill encompasses a large geographical area with many smaller hamlets and commercial centers. A key asset of its economy is its location. Historically, a critical railroad junction, the town still maintains modern connectivity in all directions through the presence of several major highways. These not only make East Fishkill a strategic location for economic activities, but also contribute to the town’s attractiveness as a place to live for those who may work in or frequently travel to the larger cities in the region.

Notably, the Town is crossed north to south by the Taconic State Parkway and east to west by Interstate I-84. The intersection of these major roadways and the Town’s proximity to New York City, Westchester County, Poughkeepsie and Albany employment centers position East Fishkill as a prime Hudson Valley economic center. In addition, four major state arterials -- Route 52, Route 82, Route 376, and Route 216 -- pass through the Town. These commercial corridors provide economic opportunity and link the Town’s multiple hamlet centers. A description of the Town’s major roadways is provided below and further discussed in the *Transportation* Chapter.

- Interstate 84 (I-84) is a vital east-west highway that connects East Fishkill with Connecticut to the east and to the I-87 corridor to the west.
- The Taconic State Parkway (TSP) runs north-south through the town. This National Register-listed scenic byway provides a winding, hilly, but direct path from the Albany area to the NYC area.
- NYS Route 82 passes east-west through East Fishkill via Arthursburg and Hopewell Junction and serves as a connector to I-84 and neighboring towns – Fishkill in the west and LaGrange in the northeast.
- NYS Route 52 runs from west to southeast through the hamlets of Gayhead and Pecksville, crossing I-84 and connecting to the Town of Fishkill in the west and Town of Kent in Putnam County in the southeast.
- NYS Route 376 runs from Route 52 in the Gayhead Hamlet north to Poughkeepsie intersecting with Route 82 in the Hopewell Junction Hamlet.
- NYS Route 216 starts near the Stormville Hamlet where it intersects with Route 52 and runs east to Route 55 in the neighboring Town of Beekman.

After World War II, highways facilitated suburbanization and the decentralization of both employment and residential development. Historically, the Town’s main economic activity has been centered in and around the Hopewell Junction Hamlet and the former IBM Campus.

Retail Analysis

To help identify potential economic opportunities and support economic growth the Town conducted a retail analysis. A retail analysis forecasts demand for products and services by collecting and examining data relating to types of businesses, historical sales trends, market demographics, and external factors to forecast demand for products and services. This data is often analyzed based on consumer

travel patterns, or broken down into “drive times.” For purposes of this Comprehensive Plan, the retail analysis was conducted for the 10-, 20-, and 30-minute drive time areas surrounding the centerpoint of East Fishkill, which is generally located in the hamlet of Hopewell Junction (the town’s primary business district).

The retail analysis included a review of the business types present in the analysis area (the Town of East Fishkill) and the reference area (extended up to 7 miles beyond the town) to identify gaps and voids, which represent unmet needs or opportunities. A gap describes when there is less of a particular business type or service in the analysis area than the reference area and a void refers to the absence of a particular business or service in an analysis area compared to the reference area.

East Fishkill Retail Needs

GAP (fewer businesses than surroundings)

- retail storefronts, grocers, liquor stores, and bakers

VOID (no businesses)

- shoe retailers, electronic equipment, and retail shops

The retail analysis indicated that the East Fishkill population is tech inclined with strong consumer spending potential, especially in discretionary areas such as education, entertainment, and apparel. This suggests a consumer market with significant disposable income. The retail sectors of building materials and garden equipment, health and personal care, and electronics and appliances show consistent strength, underlining the diverse needs of the population.

It should be noted that the information gathered during a retail analysis about unmet needs and opportunities in the market often differs from actual underlying market demand. To better understand market demand, a community survey was conducted to gauge preferences and assess local opportunities. The survey results indicated the desire for small-scale retail and grocery stores, along with restaurants and bars, recreation, and agritourism businesses.

Trends

The demographic landscape is shifting, with an aging and increasingly diverse population. The average household size decreases slightly as one moves away from the center of East Fishkill, affecting housing, retail, and service demands. Age demographics also reveal that the median age decreases as the radius increases, pointing towards a younger demographic in the wider area than in the town center.

Economic indicators are positive, with rising median household incomes highlighting growing economic strength. Household income trends show a noticeable decrease in both median and average disposable incomes as the radius expands, indicating that the inner 10-minute radius harbors a more affluent community. The workforce is highly educated, with a significant portion employed in the service and retail trade sectors, suggesting a robust foundation for sustained economic activity.



Survey Results



Business types welcomed

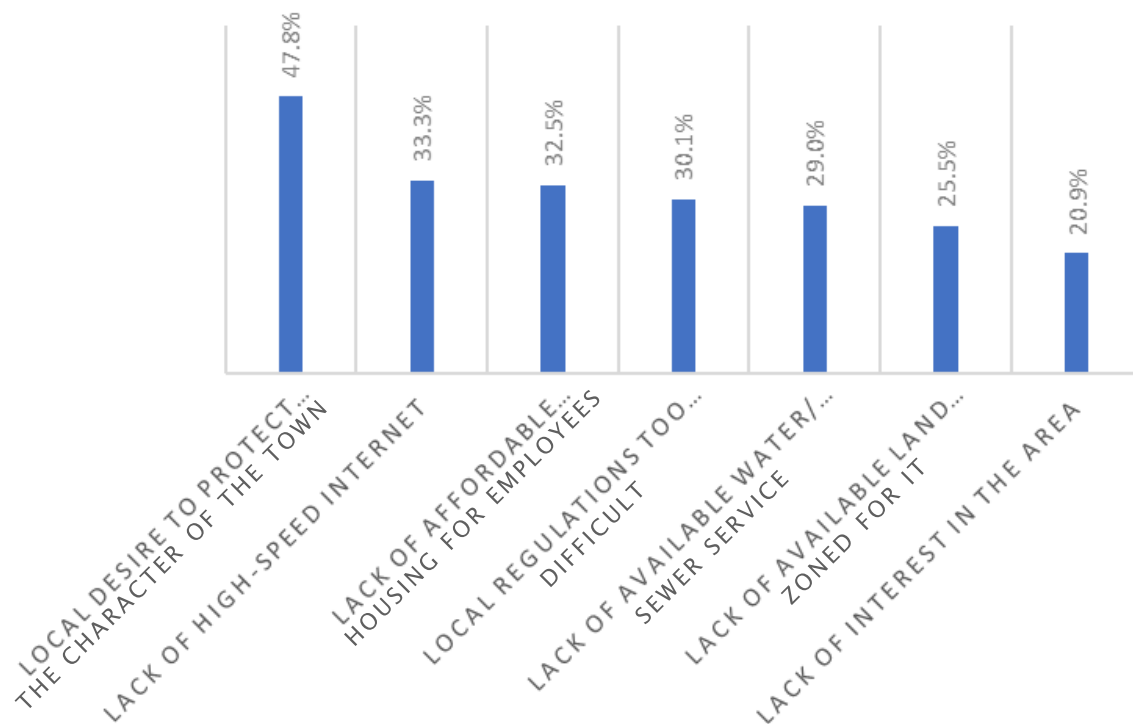
- Small and medium retail services
- Restaurants and Bars
- Health/ Fitness/ Recreation Facility
- Agriculture/agritourism business

Tied results: Home-based business
Daycare or Preschool

Top 3 initiatives to promote success of businesses & economic vitality:

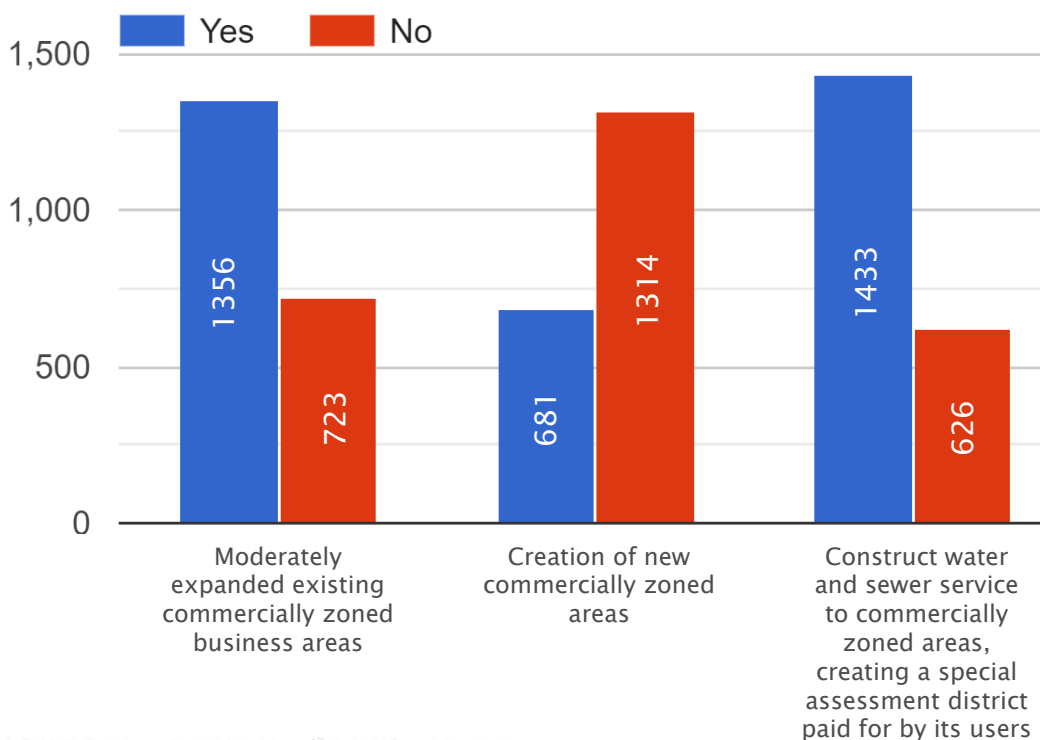
1. Enhance aesthetics, visual character, and sense of place: 65.8%
2. Encourage redevelopment of vacant or underused parcels within existing hamlet centers: 58.6%
3. Improve pedestrian and bicycle accessibility and safety in hamlet centers: 46.9%

Obstacles to attracting new business

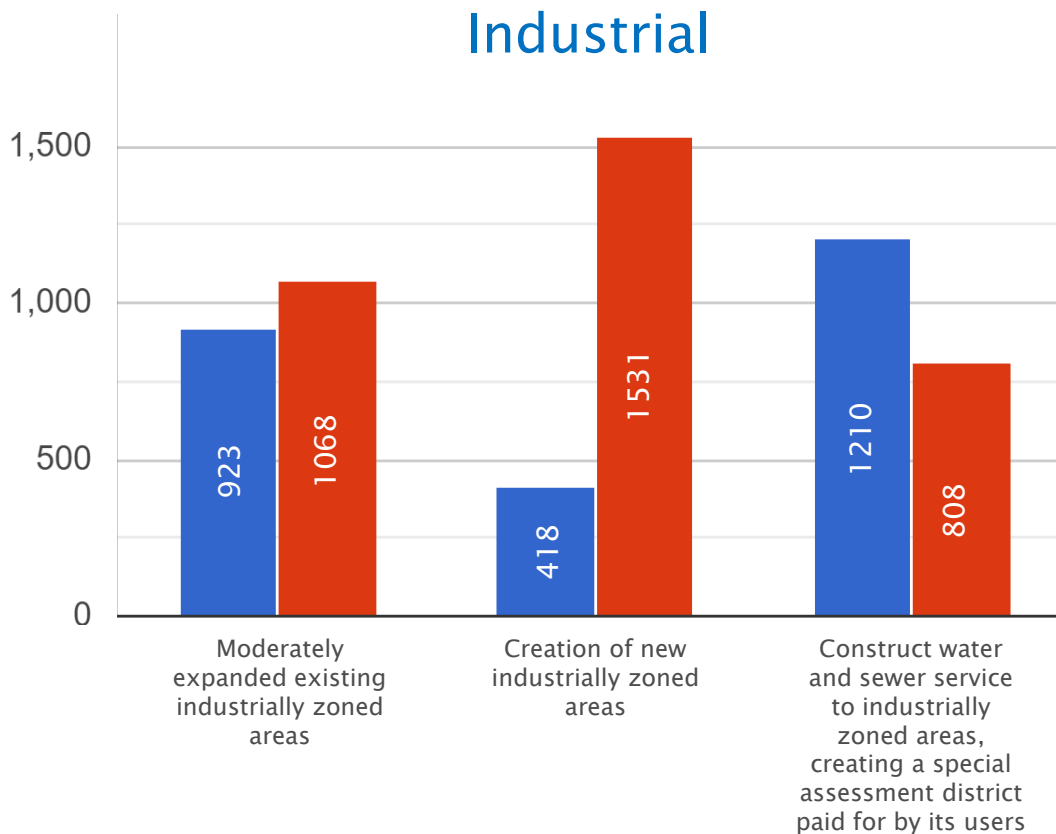


Economic growth is important to the town, county, and state. A strong commercial and industrial base can help reduce the tax burden on residential properties. To attract new local jobs and businesses to East Fishkill, would you support the following efforts?

Commercial



Industrial



Regional Economic Development Priorities

East Fishkill shares many of the same economic development goals and challenges that are seen throughout the region and reflected in regional economic initiatives and policies. This section describes how East Fishkill's economic development strategies align with regional initiatives and policies and demonstrate opportunities for future economic growth in East Fishkill.

Mid-Hudson Regional Economic Development Council

The Mid-Hudson Regional Economic Development Council (MHREDC) is the strategic economic advisory board representing the seven counties (Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster and Westchester) that border NYC as well as major Northeast markets.

The MHREDC 2023 Regional Strategic Plan contains several goals that are consistent with East Fishkill's economic development priorities, including identifying agritourism as an important sector for economic development, encouraging the establishment of mixed-use walkable community centers as the drivers of the Town, and protecting natural resources to leverage them for economic development such as tourism and agriculture.

The Hudson Valley Regional Council

The Hudson Valley Regional Council (HVRC) is an organization of seven county governments (Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster and Westchester) that provides a regional perspective in addition to offering planning, education and outreach, and advocacy.

The HVRC regularly prepares a Comprehensive Economic Development Strategy (CEDS) for the region. The organization also partners with the NYC Department of Environmental Conservation to provide education and outreach regarding water quality and stormwater management. The HVRC's 2019-2023 5-year CEDS notes the expansion and development of infrastructure and workforce development and retention as key economic development priorities.

The Town of East Fishkill's goals to diversify housing options, provide more middle housing, and facilitate the expansion of infrastructure and connectivity to support sustainable development in strategic planning areas aligns with the priorities of the HVRC.

Regional Economic Development Goals that Align with Town Goals

Mid-Hudson Regional Economic Development Council

- Invest in infrastructure, transportation, and housing
- Adaptive reuse and walkability as revitalization components
- Focus on priority sectors for business growth
- Affordable access to workforce education and training
- Attractive outdoor spaces
- Preservation of natural resources
- Outdoor-based tourism and sustainable development

Hudson Valley Regional Council

- Workforce Development and local training opportunities.
- Regional workforce housing supply
- Adequate water and sewer infrastructure

Dutchess Tourism

- Food and beverage
- Agriculture
- Arts, culture, history, and heritage
- Lodging and transportation options
- Destination accessibility

Dutchess Tourism

During the development of the Comprehensive Plan, the CPC met with Dutchess Tourism to learn more about Dutchess County's tourism industry (see *Dutchess Tourism box below*), their efforts to market Dutchess County as a destination, and the potential for collaborating with Dutchess Tourism in the future to include East Fishkill locales in their curated activities, events and itineraries. Recognizing that tourism serves as part of a wheel that moves from visitation to living, working, and investment that supports additional visitation, the CPC highlighted tourism, specifically recreational tourism (e.g., trails) and agritourism as a potential economic development strategies for the Town as a whole.

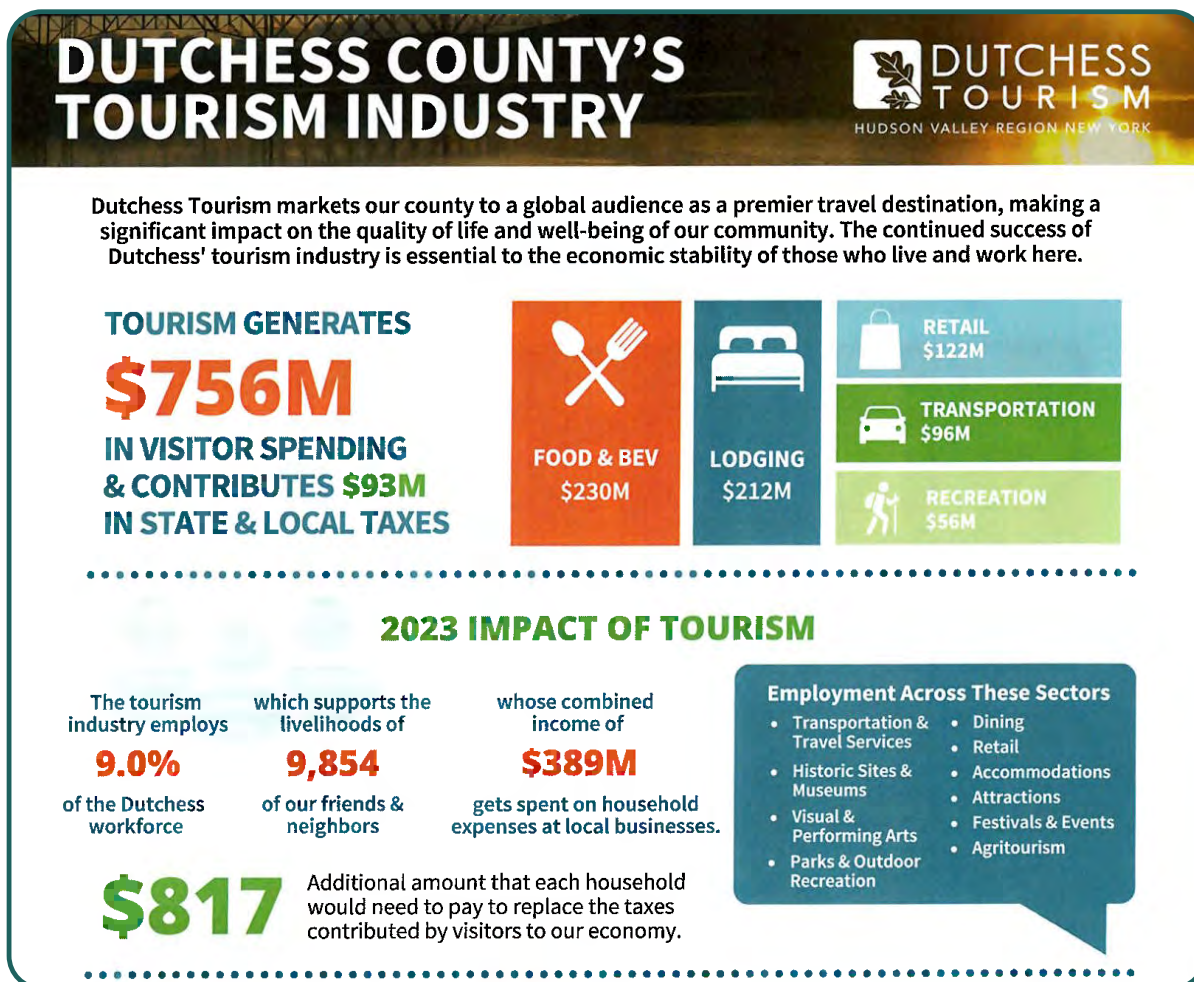
Agritourism

A number of working farms are located within East Fishkill which offer potential opportunities to expand on agritourism. A primary example, Fishkill Farms, located south of I-84 and just west of Lime Kiln Road, was founded in 1913, originally including a fruit orchard, vegetables, dairy, and chickens. Managed by the founding family, the 270-acre farm still operates today as primarily an apple farm but also offers vegetables, berries and eggs.

Area trail networks offer an opportunity to further expand agritourism. The Empire State Trail and the Maybrook Trailway extend through large sections of the Town of East Fishkill, passing through several of the Town's hamlets and offering opportunities for economic development through trail-based tourism. In addition, the Town is home to Fishkill Farms and multiple other working farms. The presence of these working farms lends itself to the further development and expansion of the agritourism industry throughout the Town.



Modern-day view at Fishkill Farms



Trail-based Development and Tourism

Outdoor recreation is a growing economic contributor that provides an opportunity for residents and visitors to improve their wellness and connection to natural resources and the environment. Located within a short drive of major metropolitan areas, East Fishkill is positioned to provide an easily accessible respite from urban life.

Trail systems can connect natural resources with one another as well as with downtown areas, providing support for alternative transportation such as walking or cycling. These corridors and greenways protect natural and historical resources such as watersheds, rivers, scenic landscapes, and archaeological sites.

Encouraging strategic growth while promoting outdoor recreation can foster community revitalization, protect air and water quality, and support job creation and economic diversification, while offering opportunities for people to connect with the natural world.

The Town contains a variety of existing trails, including the **Appalachian Trail, Empire State Trail, Dutchess Rail Trail, and Junction Loop Trail**, with more under development with potential connections to the proposed **Hopewell-Beacon Line and Hudson Fjord Trail**. For more about East Fishkill trails, refer to Chapter 8 - Transportation.

East Fishkill is unique in its physical connection to both the Empire State Trail and the Appalachian Trail. These could support pedestrian and cyclist connectivity and have the potential to serve as economic drivers for the town.

Aside from drawing outdoor enthusiasts, recreation has direct and indirect benefits to the local economy. Outdoor amenities attract travelers that may be looking to spend a night or more in the area, and who are likely to have discretionary income to spend in a local community – whether on daily needs or overnight lodging and activities. Recreation-related retail – a consumer buying a tent, fishing pole, bicycle, or other equipment – is complemented by spending at gas stations, restaurants, and hotels, as well as employment of guides and special event coordinators.

In addition to measurable economic benefits, the intrinsic value of greenspaces and trails includes ecosystem and environmental services, mental and health benefits, and other factors that contribute to the quality of life.

East Fishkill has an enormous opportunity to provide lodging and accommodations to trail travelers, a huge economic increase to existing small businesses and a draw for new business. The Appalachian Trail runs over 2,000 miles and through 14 states from Georgia to Maine and receives millions of users each year. The Hopewell Junction trailhead of the Empire State Trail is a key to the continued success that major trails in other parts of the country have seen when they move from just recreation to tourism and economic development.

The area of Hopewell Junction near the Depot could potentially offer dining, guest lodging, and trail-oriented businesses with wide sidewalks and outdoor seating. Fishkill Plains, Hopewell Junction, and Stormville could all serve as trailhead locations.

When trails offer connectivity to other nearby recreation assets, tourism destinations, or shopping and employment centers, they can serve as alternate commuter routes.

Certain types of businesses can support trail-based tourism, such as lodging, small retailers, convenient dining, recreation-related sales and service (bike shop, rentals/repair services, gear). Events and seasonal attractions such as festivals and farmers markets can also contribute.

This recreation and trail-based economic development and tourism would be complemented by strategic development in targeted areas of the town.

Future Land Uses

A thriving community integrates many different land uses -- a mix of different activities and development types, along with open spaces and resilient natural resources. When planning for future land use, it is important to consider compatibility, taking into account whether the uses – like residential, commercial, industrial, agricultural, or recreation and open space – can be located near each other without causing significant negative impacts due to factors like noise, traffic, or visual disruption. It's also important to consider the characteristics of each use type and their potential effects on the land and environment when determining whether they will fit well into the context of the community.

For example, a dense residential area and a central business district are generally compatible and have similar traffic volumes. However, a low density residential development would conflict with a large industrial operation. Buffer zones can help to mitigate the effects of less compatible land uses. For example, a use compatible with those on either side may be placed in the center, or a wide swath of open space may be preserved between two other uses.

When uses are planned for, it is common to see industrial areas located with convenient access to highways, bordered by denser commercial uses, then smaller scale commercial, which may be near denser residential, or mixed-use development, extending out to less dense residential areas and open space. Additional areas of open space and recreation may be interspersed throughout commercial and mixed-use districts. Areas that present development constraints or have aesthetic or habitat value might be preserved as open space.

Strategic Planning Areas

To move toward its vision, the Town will focus on Strategic Planning Areas (SPAs) to create innovative economic opportunities while also maintaining the Town's residential character and preserving the Town's bucolic open spaces, historic agricultural identity, and safe, welcoming, community-oriented, small town identity.

With community input, the CPC has identified the following SPAs to guide growth and revitalization:

- Hopewell Junction Downtown Business District
- Fishkill Plains Retail Corridor
- Gayhead Gateway District
- Stormville Business District
- Stormville Airport Opportunity Area
- The Route 84 Economic Development Area

Within each of the six SPAs, the CPC identified planning and development initiatives to foster a balanced approach to growth and guide new development. The implementation of these initiatives would support the Town's vision of a thriving and sustainable community with an economy that supports cutting edge manufacturing and technology, nourishes agriculture, and serves as a social and economic hub, offering a variety of engaging local businesses and entrepreneurial opportunities. The economic development strategies developed by the CPC for the SPAs were guided by the following goals:

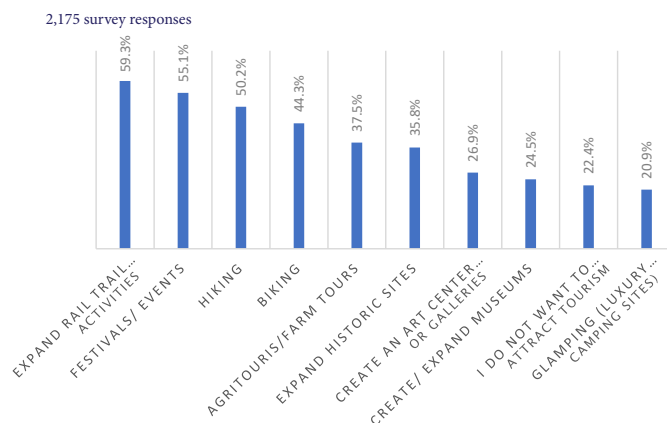
- Focus growth and revitalization within the six strategic planning areas
- Guide development to areas that can be supported by adequate water and sewer infrastructure with a priority on areas that are currently served or can be reasonably served by existing water and sewer infrastructure
- Support a regional workforce by utilizing mixed-use development in targeted areas to support an adequate housing supply
- Identify opportunities for small-scale multi-family development (e.g., apartments, townhomes, cottage developments, duplexes, etc.)
- Pursue workforce development and training opportunities to support local businesses
- Integrate cultural, recreation- and agriculture-based tourism opportunities into the Town's broader economic development plan
- Continue the adaptive reuse and redevelopment of the former IBM Campus
- Identify opportunities to incorporate public art, enhance building facades, and support aesthetic improvements to the public realm.
- Improve connectivity and safety for pedestrians and cyclists

Survey Results

Hamlets, in order of preference for growth and revitalization:

- | | |
|----------------------|----------------|
| 1. Hopewell Junction | 4. Gayhead |
| 2. Fishkill Plains | 5. Arthursburg |
| 3. Stormville | 6. Pecksville |

To attract tourism, which of the following would you support?



Additional Comments:

- Dining options
- Aesthetic improvements
- Separate pedestrian trails
- Lodging options

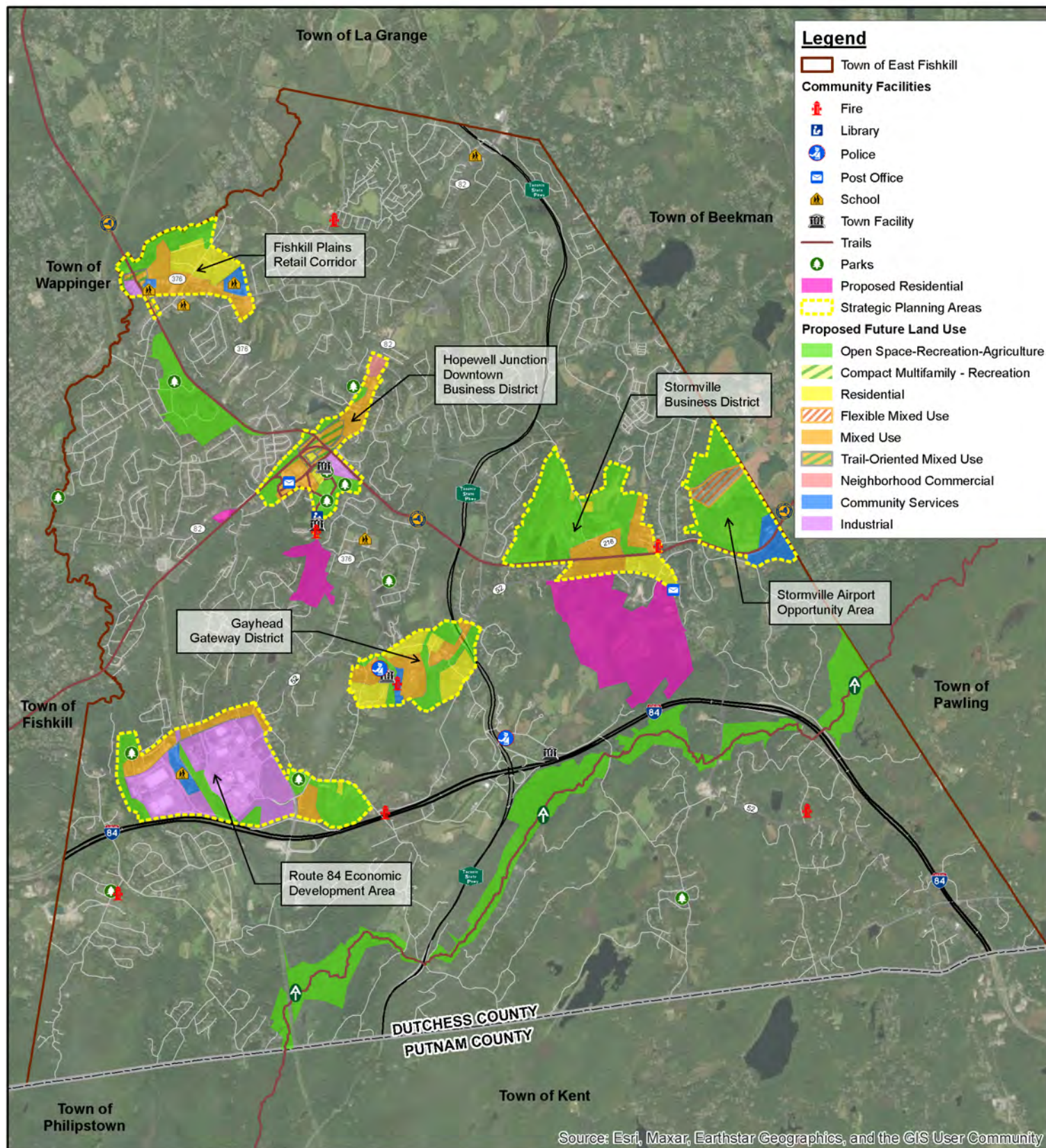
What could hamlet growth and revitalization look like?



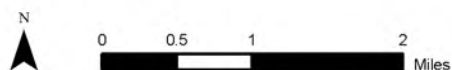
ADAPTIVE REUSE: REPURPOSE EXISTING STRUCTURES



INFILL DEVELOPMENT: MAKING THE MOST OF UNDERUTILIZED SPACE



Town of East Fishkill Future Land Use



**SARATOGA
ASSOCIATES**

Landscape Architects, Architects,
Engineers, and Planners, P.C.

Map Date: August 2025

This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.

PROJECT # 2023-068.10
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Hopewell Junction Downtown Business District

Overview

Hopewell Junction is a focal point of community life with a traditional small-town feel and local businesses, serving as a crossroads for residents and visitors alike.

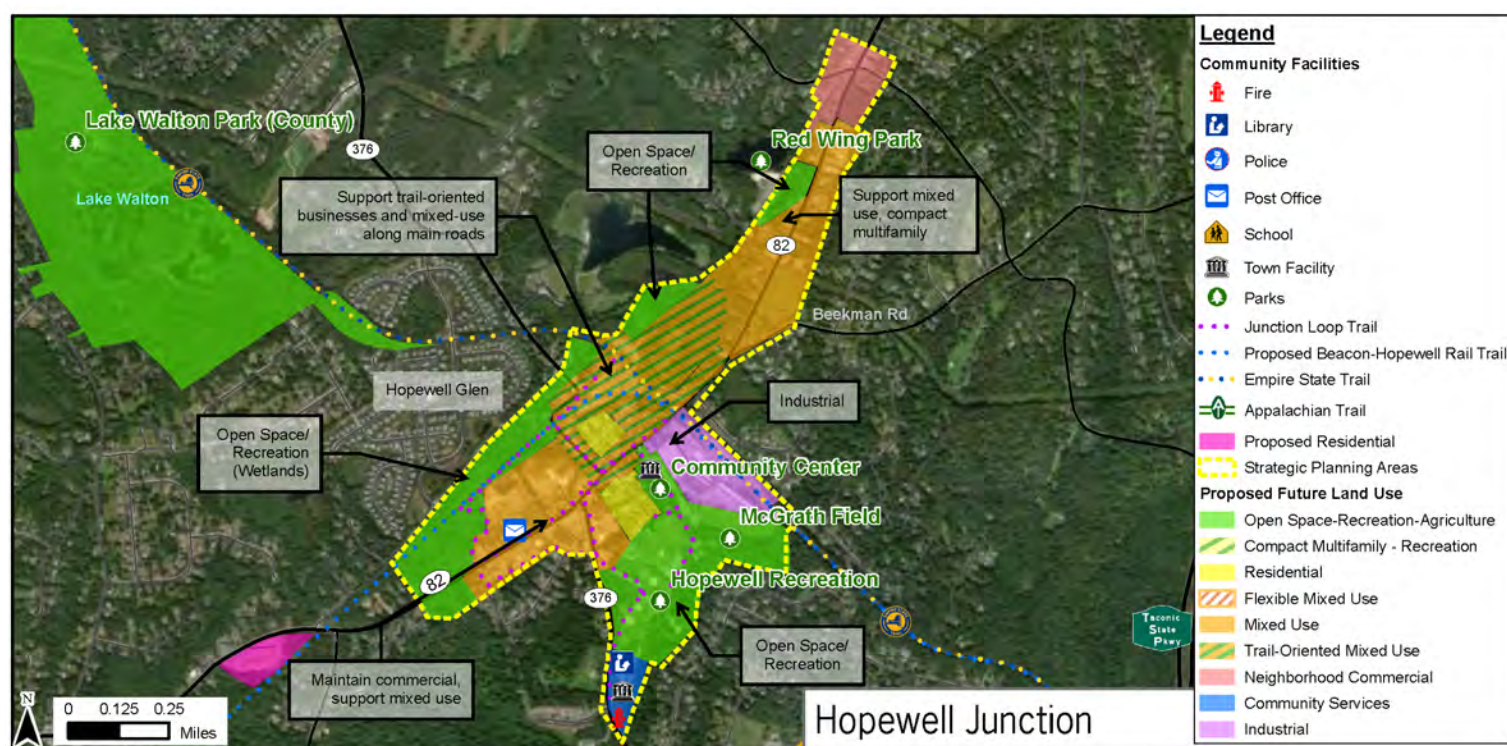
Hopewell Junction is anchored by a section of NYS Route 82 (Main Street), extending from Beekman Road to Palen Road, with sections of the intersecting NYS Route 376 (South Avenue). The Empire Trail bisects Hopewell Junction, affording the opportunity to revitalize this historic hamlet to be a regional shopping, dining, and rail trail destination. The section of Hopewell surrounding the depot lacks public water and sewer, which limits development potential for this area.

As the hamlet sits just over a mile from NYS Route 52, Hopewell Junction has traditionally served as the service and retail hub for the area in and around iPark and the former IBM campus. It is also a destination for large sections of neighboring towns. The resurgence along this corridor is once again driving retail and service demand. In addition, the presence of the Empire State Trail and Junction Loop Trail offer opportunities to concentrate shopping, dining, recreation, and culture in the center of the community, drawing on the rich historic railway past of Hopewell Junction.

Strategies

This strategy would strengthen the Hopewell Junction Hamlet as a focal point of community life in East Fishkill balancing its traditional small-town feel with its role as East Fishkill's downtown center. The goal is to build on Hopewell's historic identity as an economic hub and "junction" for commerce by using the rail trail corridors as economic drivers and transforming the hamlet into a regional destination for shopping, dining, recreation, and culture. By drawing on its rich railway past and leveraging the recent State investment in The Empire Trail, which bisects the heart of the hamlet, the Town's vision is to establish Hopewell Junction as a vibrant, walkable, bikeable, mixed use center and economically resilient business district.

A key component of this strategy is to encourage new residential development above existing commercial uses along Main Street and Route 376 to expand and support evening activities such as, dining, live music and other cultural events. Opportunities for targeted small-scale, compact multi-family developments nearby or within the Hopewell Junction Downtown Business District with pedestrian access and connectivity to the Hamlet, municipal campus, and recreation areas should be explored. Traffic improvements to reduce congestion, increase pedestrian safety, access, and mobility are an integral element of this strategy. Streetscape improvements and reinvestment in building facades and visual character that complies with the Hamlet design guidelines and results in improvements to the aesthetic quality of the Hopewell Hamlet are encouraged to foster walkability and pedestrian activity. By improving bikeability walkability and increasing connectivity between existing plazas and businesses the goal is to reduce auto-dependence, traffic congestion, air pollution, and greenhouse gas emissions.



Fishkill Plains Retail Corridor

Overview

Fishkill Plains is situated in the northwest portion of East Fishkill, extending between New York State Route 376 at Sprout Creek to the intersection of Route 376 and Dutchess County Route 29/Hillside Lake Road.

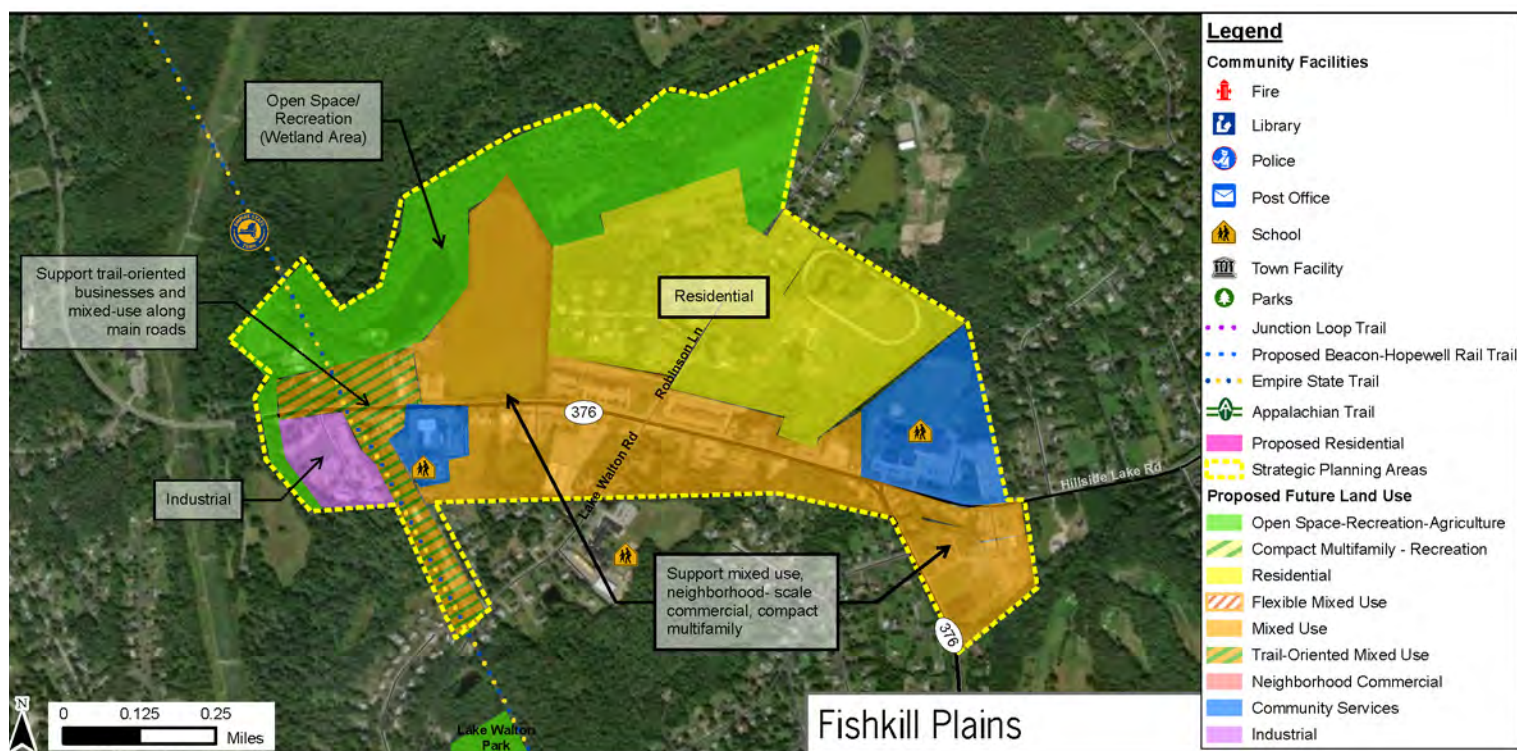
Existing land uses include a number of strip plazas with restaurants and service retail with a mix of light industrial, automobile and office use behind the strip plazas fronting Route 376. The Empire State Trail passes through the western section of Fishkill Plains with several access points and parking.

Strategies

This strategy would allow for the continued development of mixed-use vehicle-oriented retail corridor in Fishkill Plains. The Empire State Trail passes through Fishkill Plains with several access points and parking and provides opportunities to develop uses and businesses in this area that complement the rail trail.

The vision for the Fishkill Plains Retail Corridor is to promote a mix of small-scale retail and commercial uses that support the surrounding residential development such as restaurants, service retail, offices, and a neighborhood grocery store. The goal is to provide thoughtful expansion of sewer infrastructure to guide growth and limit sprawl. Additional goals include making the area more visually attractive, economically strong, and resilient by encouraging smart growth practices such as compact development, small-scale and upper-story residential infill development (see page 4.7 regarding Middle Housing), and improved connectivity. Strategies include enhancing walkability and providing pedestrian and cyclist amenities between the existing plazas, businesses, trail, and school with the goal to reduce auto-dependence, traffic congestion, air pollution, and greenhouse gases.

The district should include development design guidelines, which serve to increase cohesiveness of the corridor's appearance. These would include setbacks and buffers, architectural design and materials, lighting, parking, and landscape requirements.



Gayhead Gateway District

Overview

The Gayhead Gateway District is located along Route 52, generally spanning the area from just west of the intersection with Route 376 to just east of the Taconic State Parkway.

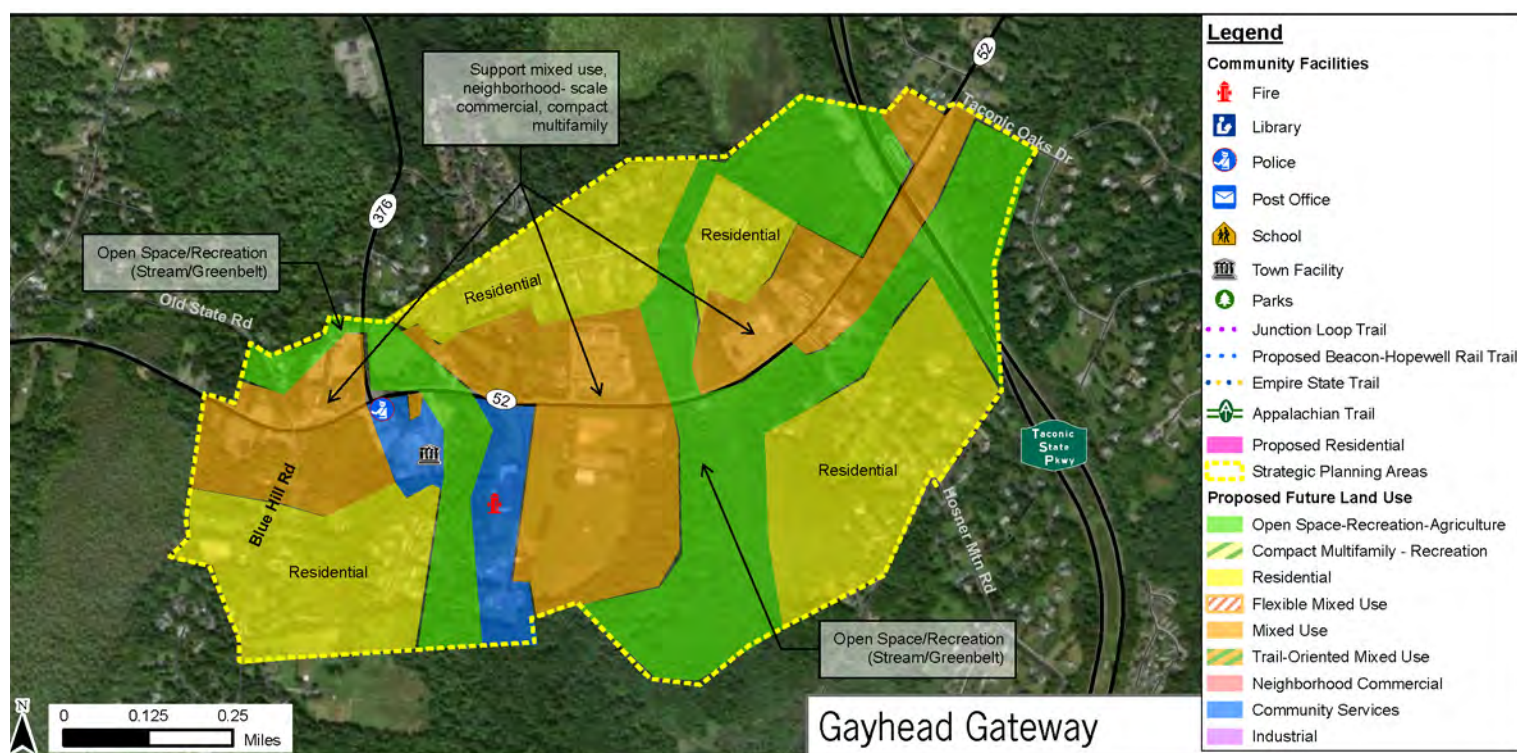
While it is more of a driving destination than a walkable one, its accessibility to these travel routes present the potential for multiple uses and an opportunity for the Gayhead area to provide retail services for Stormville.

Strategies

This strategy would focus on maximizing Gayhead's potential as a close-knit, vibrant hamlet center by supporting investment in the existing plazas and underutilized commercial sites to improve visual character and walkability as well as increasing opportunities for incorporating residential uses above commercial and compact, small-scale multi-family residential in appropriate areas with access to central sewer and water. (See page 4.8 regarding Middle Housing)

Opportunities to redevelop parcels with commercial uses, such as a grocery store that support the surrounding residential development should be encouraged. Improving access to sidewalks and bike lanes would contribute to the hamlet's livability, vitality and connectedness.

There is also an opportunity to recognize and preserve the important water resources and natural features in the corridor, including wetlands, a fen, and various streams and adjacent natural areas and forest land. Officially preserving these resources as a greenbelt and creating a trail system would ensure their permanent integration into the open space landscape of the hamlet, creating local recreational opportunities and contributing to a unique neighborhood character and destination. The district should include development design guidelines, which serve to increase the cohesiveness of the corridor's appearance. These would include setbacks and buffers, architectural design and materials, lighting, parking, and landscape requirements.



Stormville Business District

Overview

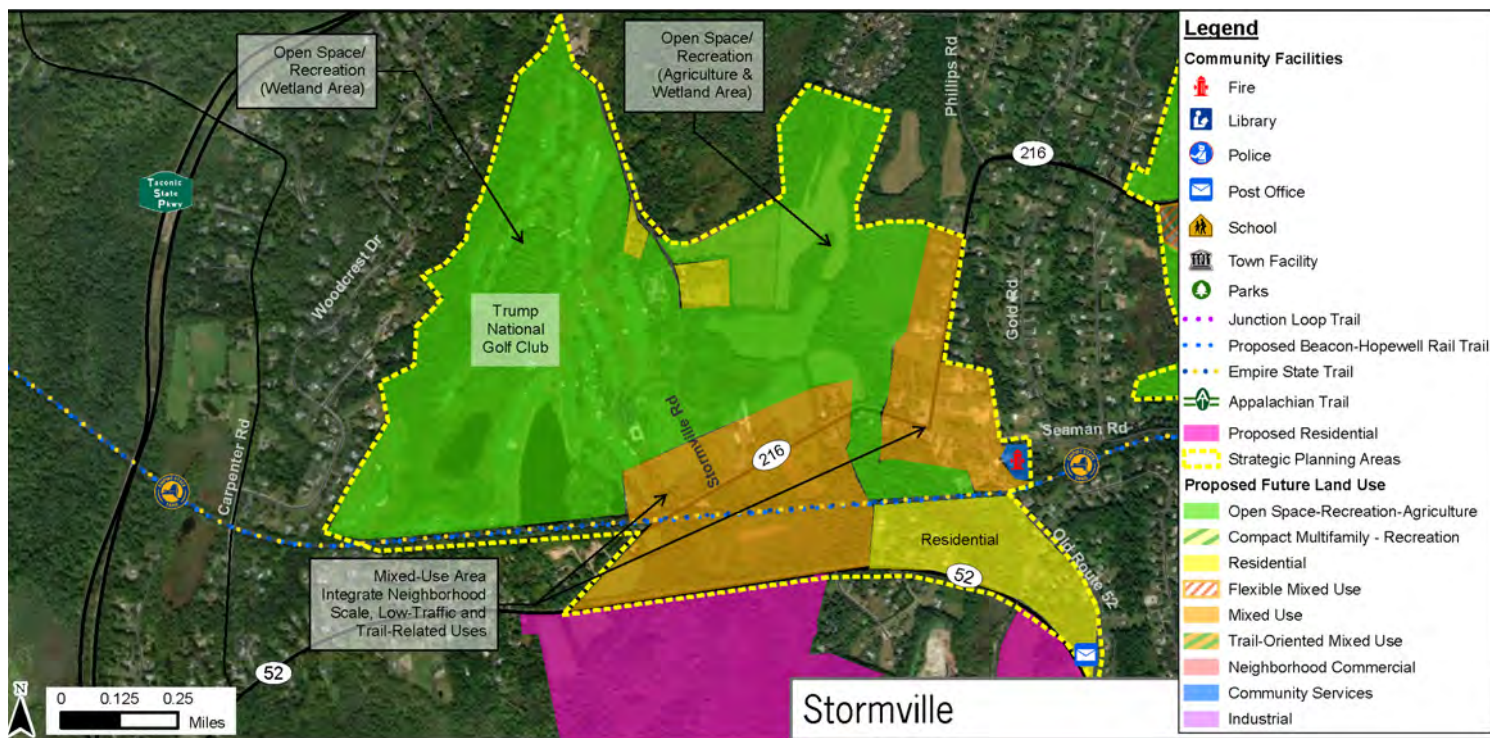
Stormville is the most rural area of the town and is characterized by larger-lot residential properties, agricultural land, and open spaces. The boundaries of the Stormville Business District extend from just east of Carpenter Rd to the intersection of Old Route 52 and Route 52, and is bisected by the Empire State Trail. Route 216 and Old Route 52 serve as the center of the hamlet. Old Route 52, the predecessor to the current Route 52 is dotted with older homes and structures, retaining its historical charm and reflecting the town's agricultural past.

This area presents an opportunity to seek ways to balance agriculture, history, and open space conservation with the revitalization of the historic hamlet center.

Strategies

This strategy would maintain Stormville's rural residential and agricultural character while providing for an expansion of hamlet-scale retail and commercial uses in targeted locations to serve surrounding residential use as well as prevent sprawl, preserve agricultural lands, and protect open spaces. Uses such as restaurants, neighborhood grocery stores, small-scale offices and retail would be encouraged. Opportunities for small-scale Empire State Trail amenities and businesses should be encouraged.

Within this district, locations should be identified for trail access and trailhead parking. Walkability and connectivity to the rail trail should be encouraged and accessibility for pedestrians and cyclists between the trail and the business district should be established.



Stormville Airport Opportunity Area

Overview

Located just east of the Stormville Business District along Route 216, this area extends to the municipal boundary with the Town of Beekman. It is known for its rural character and the notable Stormville Airport Antique Show & Flea Market that draws visitors from across the region.

This area is also home to large wetlands and other open spaces and maintains adjacency to the Empire State Trail.

Strategies

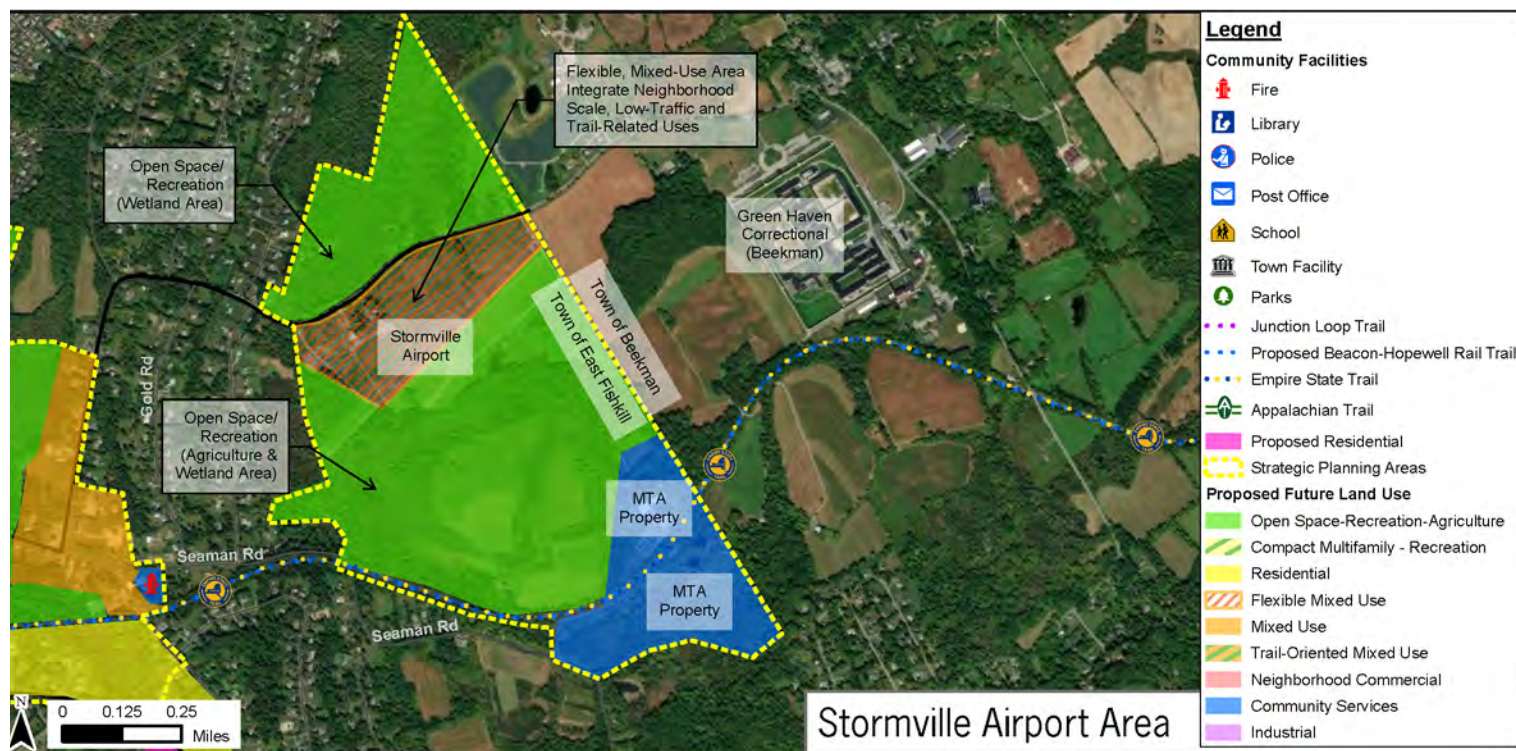
This strategy would focus on the unique development opportunities provided by the former Stormville Airport parcels and adjoining lands. A key component of this strategy is to balance the area's rural character and significant visual resources with its economic potential.

The goal of the Stormville Airport Opportunity Area is to support uses that create economic benefits while also preserving some of the area's significant viewsheds and open spaces.

This potential economic opportunity area should offer flexibility to allow a range of uses that reflect the unique character of the land, understanding the infrastructure, wetland, natural resource, agricultural, visual, traffic, and other contextual neighborhood features.

Zoning for this area should incorporate landscaping and design guidelines to minimize visual impacts. Lower traffic generating uses that maintain neighborhood character should be encouraged.

Providing access to the Empire State Trail should be a priority given the proximity of this area to the trail. Trail access and improved pedestrian and cyclist amenities would allow for connectivity between this strategic planning area and several others, including the Hopewell Junction Downtown Business District, and would allow for travel through three other strategic planning areas, traversing the northern half of the town without the need for a car.



The Route 84 Economic Development Area

Overview

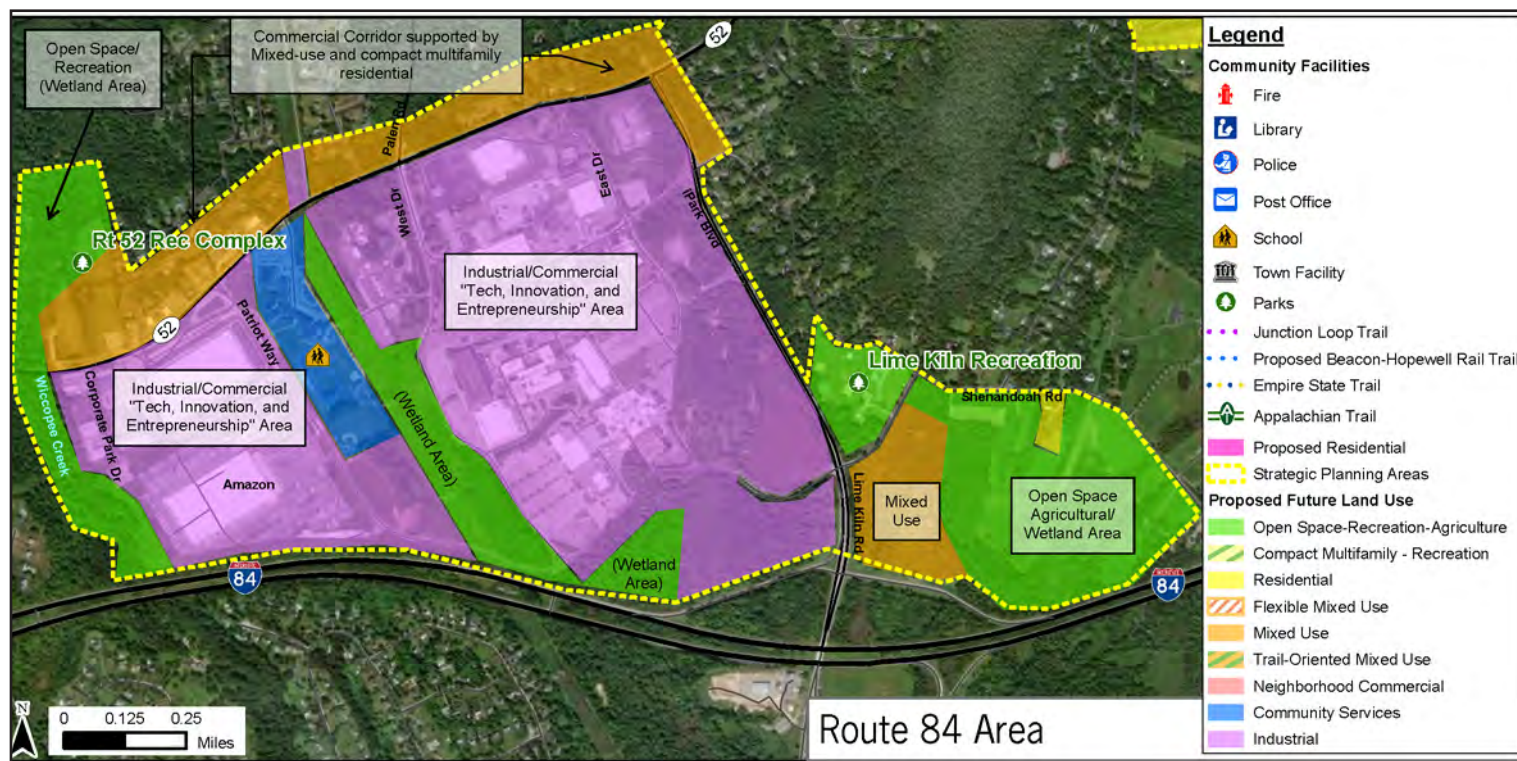
The Route 84 Economic Development Corridor extends from Wicoppee Creek to iPark Boulevard, encompassing the Route 52 corridor, and the entire former IBM industrial campus and associated roadways (now currently iPark and its related businesses, Frito-Lay, OnSemi, Amazon, and Stellantis). Originally, owned and operated by IBM, the industrial campus has transitioned from an underutilized, single-use site to a thriving and dynamic multi-use industrial campus with a broad range of businesses and multiple owners providing thousands of jobs. Due to its strategic location and easy access to I-84, the industrial campus, iPark Boulevard and the surrounding Route 52 corridor are benefiting from renewed investment and redevelopment.

The significant increase in employment and the area's burgeoning status as a logistics, innovation, and technology hub underscore the need to consider complementary land uses, such as housing, lodging facilities, and services for employees of the industrial campus as well as visitors and travelers to the site. The influx of industrial and logistics operations highlights the need to evaluate the current and future extents of industrial zoning districts within the town.

Strategies

This strategy would focus on the continued redevelopment of the former IBM industrial campus and the Route 52 corridor with a mix of uses that would support the surrounding residential areas and the expanding workforce and businesses within this corridor. Development within this corridor should leverage the area's existing industries and infrastructure. To prevent land use and traffic impacts to surrounding residential areas, access to any new industrial and commercial developments should be limited to state and county roads. Opportunities for targeted multifamily development within the Route 84 Economic Development Corridor should be evaluated.

As part of the economic development strategy for this area, the creation of a new "Technology Innovation and Entrepreneurship (TIE)" zoning district should be encouraged. This new district would provide flexible zoning to draw pioneering and diverse land uses and businesses as well as innovative workspace options. The objective is to bring technology-based businesses, start-ups and entrepreneurial activity to the area with the goal of attracting uses such as biotechnology, clean energy, and advanced manufacturing. Within this area there is also a unique opportunity to explore the possibility of facilitating a specialty training/apprenticeship program between the industries and businesses within the campus and the local high schools and colleges. Opportunities to collaborate with programs such as Future Farmers of America and BOCES should be explored.



Joseph Cotter
1958 – 2024

Early in the process of developing this Comprehensive Master Plan for East Fishkill, the committee staff advisors and consultant met with Joe Cotter, president of National Resources, a real estate development and investment firm focused on the redevelopment of urban and industrial sites including the former IBM East Fishkill complex, iPark.

Joe generously shared his vision, his experience, and his encouragement, pushing us to think beyond conventional boundaries. His energy was infectious, and his belief in the potential of East Fishkill was truly inspiring. We met with Joe twice, once at the beginning of our process and again as we were finalizing the plan. Each time, he offered invaluable insights and unwavering support for our goals.

A true visionary, his boundless energy and “out of the box” thinking challenged us to imagine the full potential of East Fishkill. He was as committed to transforming iPark into an economic hub for East Fishkill. Joe’s sudden passing shortly after our final meeting is a deep loss. We are immensely grateful for the opportunity to have benefited from his creativity and forward-thinking vision, which will continue to shape the future of East Fishkill through this plan.

Opportunities for iPark

- Develop a daycare on the 5-acre site in the complex
- Create community recreation space
- Provide for the creation of workforce housing on Lot 8
- Facilitate specialty training and apprenticeship programs, collaborating with local businesses and educators such as BOCES
- Attract a data center, leveraging the relatively low cost of power. The transmission rate at iPark is 6-7 cents per kw, half the rate of Kingston & Dutchess County, 1/3 that of Westchester.
- Explore the potential creation of a “food network” studio or food startup space.
- Develop a boutique hotel above the existing gym



Challenges and Opportunities

The Town envisions vibrant, walkable, and economically resilient business districts that incorporate rental housing keeping with New York State's commitment to more housing stock that is accessible to all.

Challenges

- "Aging and accessibility" -- the need to provide convenient, safe access for all to enable seniors to remain in the community and access the activities and services they need.
- Limited access from area train stations and airports to commercial and employment areas for those without an automobile inhibits retail and workforce opportunities.
- The high rate of out-commuting suggests the need to develop local job opportunities to retain talent and reduce transportation burdens.
- Child care is the #1 concern of employers according to HV Pattern for Progress' 2024 Childcare Report.
- There has been an influx of residents relocating from NYC and adjacent areas, resulting in high-income residents moving in and middle income moving out.
- Desire to build a diverse economic base while also preserving the natural beauty and rural character that define the Hudson Valley.
- COVID transitions have also impacted East Fishkill. While some industries can shift to accommodate working from home, others, such as health care, education, and manufacturing, continue to require reliable, convenient, and safe access.
- Families raise their children in East Fishkill, but graduates do not return after school, preferring to locate in communities with more to do after the workday ends.



Opportunities

There is an opportunity to focus on integrating younger workers into the local economy and preparing for the transition as older workers retire. Initiatives could include apprenticeship programs, partnerships with local colleges, and continued education programs tailored to the area's dominant industries. To attract the younger workforce, the Town needs more nighttime attractions and activities.

Demand exists in the region for:

- Sports tournament facilities/associated tourism
- Large meeting/conference space (500+ participants)
- Year-round sound stage/film production
- Medical Offices/Uses Potential
Adjacent municipalities indicate that they are reaching capacity for medical use space. Therefore, East Fishkill has an opportunity to accommodate these uses.
- East Fishkill has proximity to I-84 and major medical (hospitals). The town could offer Class A medical space so businesses can expand, but such areas would need sewer, water, and parking.

The community survey asked respondents about retail preferences to assess local opportunities. The results indicated the desire for small-scale retail and grocery stores, along with restaurants and bars, recreation, and agritourism businesses. East Fishkill can capitalize on the area's culinary resources - farms, farm-to-table opportunities, and proximity to the Culinary Institute of America.

The Town could encourage the development of innovative educational opportunities to support a strong workforce. Collaborations could engage local educational institutions, agriculture, and emerging technologies.

The dominance of manufacturing presents an opportunity for supply chain expansion and the attraction of complementary industries. Transportation and warehousing are likely to see an increase as new distribution centers become operational.

Diversification into sectors such as information technology, arts, and entertainment could stimulate new economic growth and resilience. Increasing local job opportunities could include developing business parks, incubators, and incentives for businesses to relocate or start up in the area. Attracting these business types suggests a need to evaluate whether the supply of land zoned for office, retail, commercial, medical services, light industrial, and other uses is sufficient.

Business Milestone Awards

In February 2025, the Town Board, partnering with the East Fishkill Rotary, announced an initiative to acknowledge the longevity of local businesses through a program known as the East Fishkill Business Milestone Awards.

The program featured businesses that have served the community for 20 years or more on the town website and supported their promotion with marketing items.

15. Effectively brand and market the Town of East Fishkill as the junction of commerce, community, and country.

- 15.1. Develop a marketing, branding, and wayfinding strategy for historic tourism, agritourism, the arts, and recreation as well as new commercial growth.
- 15.2. In coordination with Dutchess County Tourism, develop a schedule of events, website, and other marketing materials (brochures, maps) highlighting things to do and places to stay in East Fishkill.
- 15.3. Encourage collaboration and coordinate economic development strategies with adjacent municipalities and local and regional economic development organizations.

16. Enhance the community's "junction" assets by supporting compatible development in proximity to the primary trail networks (e.g. Appalachian Trail, Empire State Trail, Beacon Line, Hudson Fjord Trail, Junction Loop Trail).

- 16.1. Develop an economic development strategy centered around the unique rail trail and other trail assets located in the Town. Market Hopewell as a trail destination with food, services, shops, and lodging.
- 16.2. Consider developing a "trail hub" overlay district to ensure that trail users have easy access to hospitality and services. Allow for a range of appropriately scaled lodging, dining, shopping options near or along the rail trail. (Also see Open Space goals on 5.14.)
- 16.3. Establish locations along the rail trail in strategic locations for food trucks, farmer's markets, public art installations, bike rentals, etc. (e.g. utilize old train cars as market stalls).
- 16.4. Obtain an "Empire State Trail Town" designation.
- 16.5. Become a designated Appalachian Trail Community.

Economic development strategies should consider bolstering local businesses and attracting new companies within the local radius to maintain and expand local job opportunities, help retain talent, reduce commute times, and improve quality of life. Diversifying the local economy could involve targeting sectors that are underrepresented locally but have a strong presence in areas where residents are commuting to work.

Strategies to enhance commuter links to New York City could benefit residents, potentially making East Fishkill a more attractive place to live for those working in the City. Long-distance commuting suggests a need for robust transportation infrastructure as well as potential opportunities for local economic development to attract more jobs closer to where people live. (See more about Transportation in Chapter 8.)

Empire State Trail Town

The Empire State Trail Town program, managed by Parks & Trails New York (PTNY), offers technical assistance to designated communities along the Empire State Trail. PTNY's 2025 Handbook notes that Trail Towns are places:

- where trail users can find high-quality amenities and services
- where they can safely travel by foot or by bike around the community
- where they can find information out about what's around them, whether ahead of time online or in the moment through wayfinding and welcome centers, and
- the community is welcoming and has a unique sense of character.

The support and resources provided by PTNY help each community meet key goals and offer education on the benefits of embracing the trail as a driver of economic growth and community building. Long-term benefits include:

- More vibrant local economies boosted by increased visitation to the trail
- Increased sense of place and cultural sustainability
- New developments and businesses focused along the trail and trailheads
- More walkable, bikeable streets throughout the community
- Higher quality of life for residents and more desirable place to live

https://www.ptny.org/download_file/view/6093/2381



Appalachian Trail Community

The Appalachian Trail Conservancy recognizes communities that promote and protect the Appalachian Trail via its A.T. Community™ program. Benefits to joining the network include access to educational resources, national and regional recognition of tourism programs, and opportunities for grant funding, such as Community Impact Grants. Member communities are promoted as "assets for everyone who uses the A.T., providing food, supplies, recreation, history, volunteer opportunities and so much more." The program serves to assist communities with sustainable economic development through tourism and outdoor recreation while preserving and protecting the Appalachian Trail.

<https://appalachiantrail.org/explore/communities/>

17. Support the attraction, retention, and improvement of the local workforce and businesses.

- 17.1. Review town code to consider permitting more home-based businesses and live/work spaces.
- 17.2. Support diverse housing options to attract a healthy workforce (see Housing section).
- 17.3. Work with Dutchess County to support a local small-business incubator.
- 17.4. Support the formation of a Business Association or Business Improvement District for economic development activities.
- 17.5. Explore strategies, including potential assessment phase-in agreements, to incentivize new business growth.
- 17.6. Recommend that the Town expand the role of the Economic Development Director to help direct developers and new and existing businesses through the process. This position would meet with commercial developers, as well as residential developers, to determine what they need in order to meet the community's development goals. Recommend that this position:
 - develop and maintain up-to-date data on:
 - commercial and multi-family vacancy rates and rent/sales pricing that can be communicated to developers on commercial, multifamily etc.
 - potential opportunities for residential development
 - demand for and availability of medical office space.
 - strategic areas where the Town could benefit from a developer bringing in infrastructure
 - Identify resources for low-cost financing to those wishing to start or grow local businesses.
 - Identify the factors that have attracted existing businesses of all sizes to East Fishkill and ways that these elements can be supported moving forward.
 - Lead "special projects" as they arise to enhance the overall beauty and functionality of the town which helps economic development as a whole.
- 17.7. Develop a Strategic Area Plan, incorporating Smart Growth principles, for targeted locations, outlining a concept and desired elements to be included that could help guide a potential developer and assist the community in achieving its goals/attaining desired outcomes.
- 17.8. Review Town Code regarding child care facilities and ensure ability to co-locate with housing (See 17.1.).

What is a Business Incubator?

A business incubator provides support to early-stage businesses. Incubators take various forms, from programs with information and resources to physical workspaces, and may provide management training, financing support, and mentorship to companies in the start-up phase.

18. Develop vibrant hamlet centers supported by commercial corridors.

- 18.1. Conduct an inventory of vacant and underutilized properties in commercial corridors and hamlet areas.
 - Identify uses that support the Town's vision (such as commercial, multifamily, and/or mixed-use development) and update zoning to allow for these uses and services.
 - Identify buildings that should be adaptively reused for economic development.
- 18.2. Create programs that encourage reuse, redevelopment, and rehabilitation of existing buildings (particularly historic buildings) within strategic planning areas by communicating the benefits of such projects and information for funding sources.
- 18.3. Identify and evaluate the potential of vacant Town-owned properties within or adjacent to hamlet areas, commercial corridors, and trails. Connect potential uses of these properties to identified land use goals, such as public-private partnerships.
- 18.4. To mitigate neighborhood impacts resulting from construction on assemblies of multiple-lot parcels, adjust area and bulk standards for projects that combine more than three lots.
- 18.5. Encourage medical uses (doctor, dentist, clinic, etc) in commercial areas through both conversion of existing commercial spaces and new construction.
- 18.6. Identify incompatible uses in strategic economic development areas and seek potential appropriate locations for such uses.
- 18.7. Develop an economic strategy to attract technology, innovation, entrepreneurial, and artisan-oriented uses in industrial zones through a comprehensive list of incentives including:
 - Fast track approval process
 - Assessment phase-in agreements
 - Infrastructure grants
 - Job training assistance
 - Childcare assistance
- 18.8. Support the creation of an economic development fund to assist with start-up, relocation and/or fit-up expenses.

- 18.9 Evaluate the range of different industrial and technology uses and identify areas near I-84 that could be zoned for these uses. Ensure that this potential district would allow for training and apprenticeship opportunities.
- 18.10. Identify areas to provide lodging options for tourists, visitors, and visiting employees. Facilitate adaptive reuse in industrial zones and the addition of lodging options to support this strategy.
- 18.11. Review how town zoning interfaces with adjacent municipalities. Identify ways to provide complementary uses, including along primary vehicular and commercial corridors. Consider adopting zoning that is compatible with adjacent municipalities in gateway areas where land area may be split between municipalities.
- 18.12. Adjust zoning district boundaries to remove split lots townwide.
- 18.13. Develop a service center for truck traffic and commuters utilizing the highway network (I-84/Lime Kiln area), along with applicable design guidelines. The space would offer services to travelers and truck drivers (showers, safe place to park during inclement weather), and could incorporate a visitor's center, "local food court", and local art.

19. Encourage mixed-use development to introduce people and activities to the hamlet centers.

- 19.1. Support mixed-use development that will provide retail storefronts, a variety of housing options, amenities such as open space and parks, services such as childcare and medical, and commercial uses such as retail, neighborhood grocery stores, restaurants, breweries, and pubs within walking distance of one another.
- Identify and evaluate areas to consider allowing residential over commercial as-of-right. (See strategy 24.2 under Housing)

20. Coordinate with educational institutions and local employers to provide a qualified workforce to sustain the local economy.

- 20.1. Work with agencies such as Dutchess County Community College, BOCES, the County One-Stop, employers, and others to identify positions and skills needed by local employers.
- 20.2. Work with educators and local employers to develop internship and job training opportunities for local students and companies.

21. Collaborate with large employers to develop outdoor and communal space for employees.

What is "mixed use?"

Mixed use development allows for multiple functions within a single property or structure. Combinations often include retail shops or restaurants on the first floor with office spaces and residences on the floors above.



EASTDALE VILLAGE, POUGHKEEPSIE



Housing

Housing

Cultivating Balance

Safe, affordable, and economical housing is essential for family stability, social and economic well-being, and mental and physical health. Like many communities, East Fishkill is sensitive to the need for housing in a variety of styles and sizes that meets the needs of people throughout all stages of life as well as providing options for employees who sustain its economy.

East Fishkill wants to balance addressing housing needs with maintaining neighborhood character and the overall “small town” quality of life and conserving the open spaces and scenic views that are so iconic to the community.

“Housing that works for people at all stages of life.”

- Marianne Flores, Councilmember

Introduction

Many factors affect the real estate market, including the local, regional, and national economy, interest rates, and demographics – age, race, gender, income, migration patterns, government policies, household size, and population growth. Housing is closely related to population. Major demographic shifts can have a large impact on real estate trends that can last for decades, particularly influencing the types of properties that are in demand. It is important to understand the past and present patterns when making policy recommendations.

Housing and Demographics

In recent decades, the Town has functioned as a bedroom community characterized by 3- to 4-bedroom single-family homes in a semi-rural setting. The Town has become increasingly more suburban and the demand for a broader range of housing types has grown, prompting changes to the zoning code. As development pressure continues, these trends influence the demand for a variety of housing types, styles, and price points, prompting the need to identify locations for these units.

Population Trends

The Town of East Fishkill had the largest absolute growth in population in Dutchess County from 2000 to 2010, increasing by 3,440 people to reach a total of 28,586 residents. From 2010 to 2020, the population of Dutchess County has decreased, while the town population has continued to grow, reaching 29,709 as of 2020. The average household income has also increased, but the development of housing options has not kept pace.

Aging Demographic

According to the National Association of Realtors, from 1981 to 2023, the median age of home buyers across the market has increased from age 31 to 49. First time home buyers are age 35, rather than late 20s, while repeat buyers are age 58, up from mid- to late-30s.

The population is aging overall and family sizes have gotten smaller. These trends contribute to what is referred to as The Great People Shortage – a steady overall trend toward global population decline. Despite increasing local populations, most of the Hudson Valley has witnessed a decline in birth rates over the past three decades. From 1997 to 2019, Dutchess County saw a 20.5% decrease, or 700 fewer live births. New York’s birth rate (1.57) is below the threshold that would keep the population stable (2.1). Smaller family sizes and declining household sizes has led to a growth in the total number of households -- the rising population is dispersed among a greater number of households. Despite East Fishkill’s increase in overall population, the aging demographic impacts schools and community services. School enrollments have been declining, along with the population under 5 years old, indicating that enrollments will continued to decline in coming years. (See the Community Services chapter for further discussion.)

COVID Impacts on the Housing Market

- The covid-19 pandemic contributed to a period of housing market tumult. Economic uncertainty led to an initial stall, soon followed by spiking demand and prices.
- Cramped, quarantined households yearned for more space. Supported by the rise in remote work and flexibility in living location, buyers sought areas with lower taxes and more room. The increase in the number of households leaving cities for suburban areas contributed to a spike in housing demand.
- Initially record-low interest rates in 2020 contributed to a “buying frenzy.” A rise in real estate investing exacerbated the supply shortage. The frenzy helped to encourage inflation and push housing prices upward. Interest rates were raised in an attempt to mitigate inflation, causing higher mortgage rates. Existing homeowners with a lower rate are often now reluctant to sell and move, taking on a new higher-rate mortgage.
- Supply chain issues impacted construction, raised the price of building and renovation, and further worsened the housing shortage.

Change in Annual Live Births: 1997-2021

County	1997	2021	Difference	% Change
Columbia	664	476	-188	-28.31%
Dutchess	3,399	2,641	-758	-22.30%
Greene	491	390	-101	-20.57%
Orange	4,869	5,617	748	15.36%
Putnam	1,227	915	-312	-25.43%
Rockland	4,341	6,386	2045	47.11%
Sullivan	839	975	136	16.21%
Ulster	1,922	1,575	-347	-18.05%
Westchester	12,655	10,059	-2596	-20.51%

Source: NYS Dept. of Health Vital Statistics

“The Hudson Valley and Catskills have seen their popularity skyrocket since the Great Recession of 2008, which compelled families to forgo air travel and opt for “staycations.” The trend toward cheaper, driving-distance vacations brought millions of people to our region. (The Covid-19 pandemic gave rocket fuel to this trend.) In turn, many chose to buy a second home here. Others saw the uptick in visitation as an opportunity to purchase homes and rent them to visitors through Airbnb, VRBO, or similar services.”

- Hudson Valley Pattern for Progress, *The Great People Shortage*

Housing Values and Occupancy**Housing Values**

Census data indicates that the median value of owner-occupied housing units in East Fishkill is \$418,300, about 20% higher than Dutchess County, 10% higher than New York, and almost 50% higher than the national median home value of \$281,900. In five years, town’s median home value is projected to change by 1.18% annually to \$461,034 before 2030.

The median value reported conveys only part of the dynamic at work in the East Fishkill housing market. The number of homes sold per quarter has been declining, but the cost of

a home has increased. At the end of 2023, the average sales price had reached \$588,000 (up 12% from 2022), and as of October 2024, the average price had risen to \$592,553. The highest percentage of homes sold and on the market were within the \$600,000 - \$799,999 range.[^]

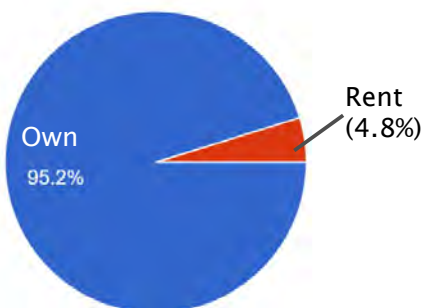
Housing values – and the high cost of housing – have contributed to a regional and national housing crisis. As these trends continue, the median age of home buyers has increased – jumping from 31 in 1981 to 42 a decade ago and 49 in 2023. The age of first-time, repeat, and overall home buyers hit an all-time high in 2022 since the National Association of Realtors began collecting data in 1981.

Housing Occupancy

East Fishkill’s housing stock is predominantly owner-occupied, with very few rental units available. 84.8% of the 10,897 housing units in the area are owner occupied; 9.3%, renter occupied; and 6.0% are vacant. (Vacancy statistics can also include properties that serve as second homes.) In 2020, there were 10,829 housing units in the area and 5.8% vacant housing units. The annual rate of change in housing units since 2020 is 0.19%.

Do you own or rent your place of residence?

2,183 survey responses



In the U.S., 58.5% of the housing units are owner occupied; 31.7% are renter occupied; and 9.8% are vacant. In comparison, the percentage of ownership rates is much higher than the nation and county, and is more typical of a bedroom community(see table below). The household size in owned units has remained fairly steady, while that of rental units has declined.

	2020/2022	2010	2000
Housing Units	10,310	9,250	8,233
Occupancy*	92% owner-occupied 8% rental	88.37% owner-occupied 11.62% rental	89.9% owner-occupied 10.1% rental
Owner vs Rental			
Average Household Size	3.1	3.05	3.1
Owner-Occupied	3.16	3.1	3.18
Rental	1.9	2.96	2.38
Dutchess County	2.42	--	--
United States	3.13	--	--

*National Average: 66% owner-occupied; 34% rental

Source: US Census Bureau and American Community Survey

[^] Westchester, Putnam, and Dutchess Market Report: Full Year 2023.
Houlihan Lawrence.
https://issuu.com/houlihanlawrence/docs/q4-2023_wpd

Housing Availability

Regional Trends

The construction of single-family homes in Dutchess County declined sharply in the mid-2000s (concurrent with the recession) and has dropped again slightly in the last few years due, in part, to increasing interest rates and other factors. From 2021 to 2022, construction of one-family homes declined 27%. Construction rates in 2022 were about 20% of what they were during the mid-2000s housing boom. These shifts seen in Dutchess County could be attributed to a shift in buyer preferences away from large-lot single-family homes, as well as to land use constraints such as zoning regulations and protections for rural areas.

In East Fishkill, the peak of housing construction occurred in the 1970s, following the arrival of IBM, with over 2,200 units built. Levels dropped to just over 1,100 units in the 1990s, but rose again to 1,550 in the 2000s, before dropping to just 615 units in the 2010s. The number of housing units in East Fishkill increased 25.2% from 2000 to 2020, with a population increase of 16.2%, corresponding to less people per housing unit.

Construction in the rental market has not followed the same patterns as home construction. Most new large residential developments in Dutchess County have been for apartments. As of 2022, 81% of the market rate rental units in Dutchess County were within the Town of Poughkeepsie, Town of Fishkill, City of Poughkeepsie, and Town of Wappingers. Of these units, 92% are 1- or 2-bedrooms, 5% are 3-bedrooms, and 3% are studios. From 2021 to 2022, the average rent across all unit sizes increased by 9% across Dutchess County.

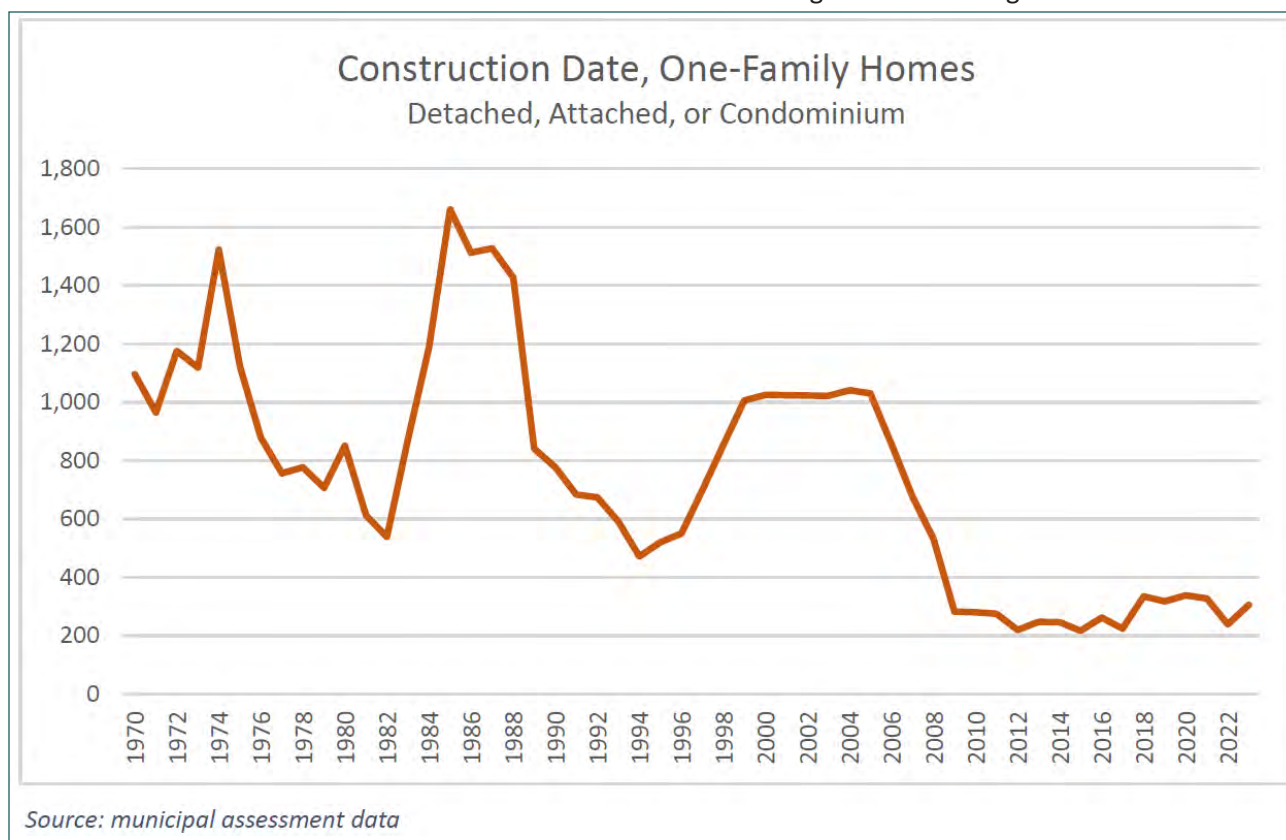
Aging residents often have a desire to age in place. As a result, they tend to seek housing of a smaller scale in areas that are safe for pedestrians and walkable to everyday needs – the same types of housing and services sought by new graduates and young families.

In the past, seniors might have traditionally looked to downsize, and the homes in which they raised their families would have become available to younger families. There is less of that shift occurring nationwide. This affects housing availability, as the added competition means the number of homes available for first-time home buyers tightens. Anecdotal discussions highlight concerns due to several economic factors, such as the lack of inventory of smaller homes, to the substantial spike in home values during their ownership tenure (driven by COVID and national trends), significantly higher interest rates, and the potential Capital Gains taxes that long-term homeowners could face if they were to sell their homes.

Local Trends

The regional trends are reflected in East Fishkill - changing interests among buyers, interest in rental housing, and a decrease in downsizing, coupled with increasing costs for home buyers.

The residential character of East Fishkill is predominantly single-family homes. Reviewing community survey feedback, recognizing shifting demographic trends, and seeing market demands for multifamily and smaller housing units, the Comprehensive Plan Committee identified the need to strategically develop new housing types while preserving open space and agriculture, providing balance while maintaining small-town neighborhood character.



The Town adopted changes to the zoning code in 2019 to allow for residential mixed-use within the hamlets of Hopewell Junction and Fishkill Plains. These changes include zoning that allows for mixed-uses, specifically apartments over ground-floor commercial uses in some of the hamlet centers as well as multifamily developments by special permit, increasing options for multifamily and denser housing, and allowing people to live over businesses in the Hamlet of Hopewell Junction.

The new zoning permitted second- and potentially third-story residential uses above ground floor commercial. The objective was to bring more people to the hamlet centers in the evening and to help support existing businesses while incentivizing property owners within the hamlets to invest in aesthetic improvements to their buildings such as facade renovations and the incorporation of pedestrian amenities, landscaping, and signage. The original objective was to revitalize the hamlets by creating more vibrant, walkable, and active Town centers.

Prior to the start of the comprehensive planning process, a development with 51 market-rate apartments and one with 89 senior apartments (under construction) were approved in East Fishkill, totaling 140 approved multifamily residential units.

In addition, several residential projects have been applied for and are currently under review, including:

- 175 single-family homes
- 125 single-family homes, and
- 468 multifamily units

While these proposals are still undergoing review, the number of approved housing units remains uncertain. Currently, these projects present the potential for over 768 new units of housing in East Fishkill.

The CPC acknowledges that planning for the future is a dynamic process that requires careful consideration and balancing of a community's existing needs with its anticipated future needs.

When developing recommendations for housing in East Fishkill, the Comprehensive Planning Committee (CPC) considered the existing housing inventory, approved and under-construction projects, and those under review, along with infrastructure, demographics, and regional/national trends while acknowledging constant adaptation to changing circumstances. Balancing current applications, projects under review or construction, and anticipated needs is a key challenge. Based on an assessment of these factors and extensive discussions on housing, the CPC is recommending the inclusion of "middle housing" in strategic areas.

Existing Residential Uses

Residential Use Type	# Parcels
1-Family Residence	9105
1-Family with Apartment	19
2-Family Residence	382
3-Family Residence	21
Rural Residence	96
Seasonal Residence	5
Cottages	5
Manufactured Housing	18
Manufactured Housing Park	3
Residential: Multi-Use	122
Residential Vacant Land	1082
Apartments	11
Motel	1

Zoning for Multifamily Housing

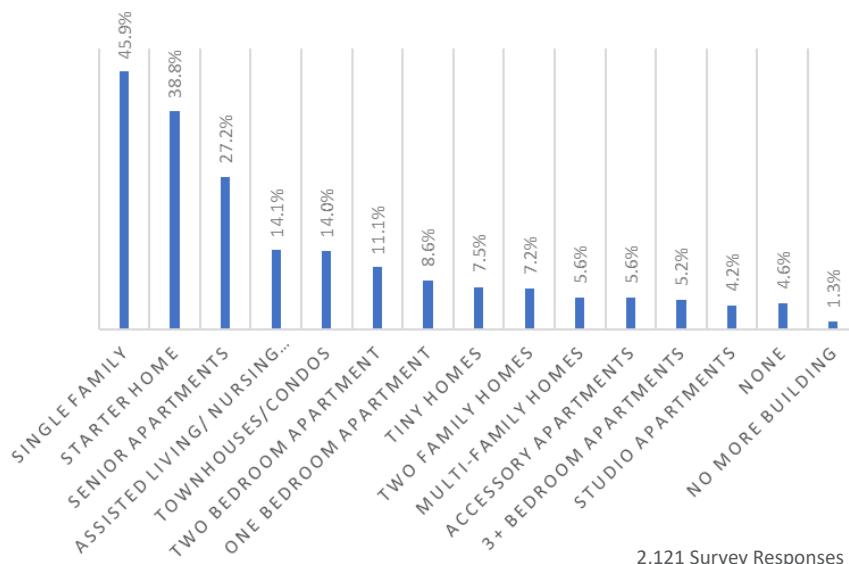
The landmark case of *Berenson v. Town of New Castle* (1967) highlighted the exclusionary nature of zoning ordinances that fail to adequately provide for multifamily housing. This decision established a principle that zoning must consider the regional housing needs and cannot effectively zone out affordable and diverse housing options.

Therefore, this Comprehensive Master Plan recognizes the legal and ethical imperative to incorporate provisions for multifamily dwellings within the town's zoning regulations. This inclusion will promote a more balanced community, address diverse housing needs, and avoid the potential for future legal challenges based on exclusionary zoning practices. Furthermore, the provision of multifamily housing aligns with broader planning goals related to density, efficient land use, and access to community amenities and services.

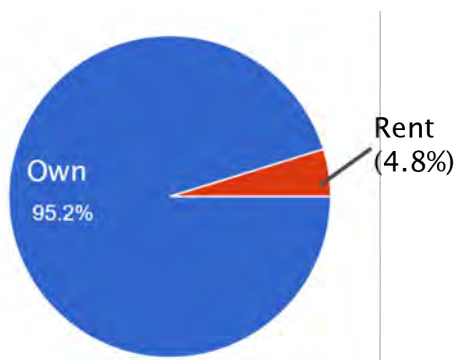
Survey Results

East Fishkill Needs More...

- Single Family Homes (45.9%)
- Starter Homes (38.8%)
- Senior Apartments (27.2%)
- Assisted Living/Nursing Homes (14.1%)
- Townhouses/Condos (14.0%)
- Two-Family or Multifamily (12.8%)
- Other Apartment Options (34.7%)
- Tiny Homes (7.5%)



Do you own or rent your place of residence?
(2,183 responses)



Supported Housing Strategies

- Mixed-use strategies
- Focus on Hamlet Areas over Rural Lands
- Supporting developments with special assessment districts for water and sewer
- Cottage Developments



Would you support the following strategies for new housing within the town?



Housing as Economic Development

Commercial development tends to occur in areas with healthy housing markets – where customers and employees are living and can afford to stay. Without an adequate supply of housing for residents at all income levels and stages of life, an area will have trouble sustaining a workforce that meets the needs of employers. Communities may see their residents lured to neighboring areas that offer a greater range of housing options.

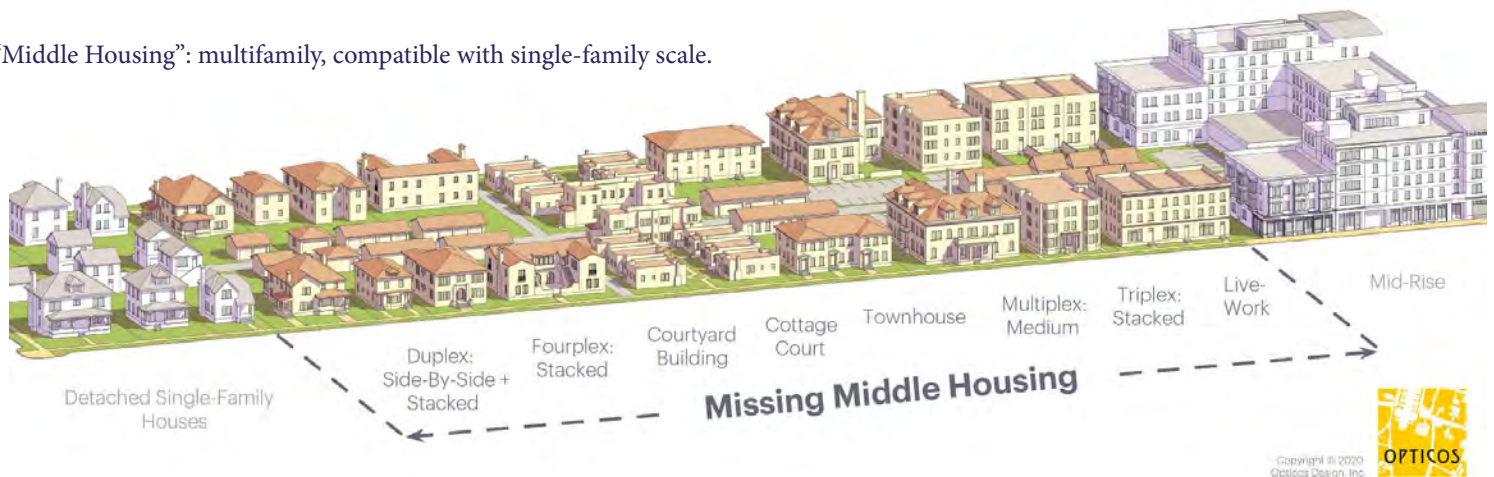
Traditional thoughts about housing types tend to gravitate toward the ends of the spectrum – detached single family homes versus large mid- to high-rise apartment structures.

What is often missing from the conversation, and sometimes from development plans, is “middle housing” – duplex, triplex, fourplex structures; cottage or bungalow communities; “courtyard” apartments; townhouses; condominiums in small to mid-scale structures (see diagram below). These varied housing types can help to meet the

needs of shifting demographics, offer a variety of price points, provide variation in development that can improve walkability, and support more diverse communities. The community survey, conversations with residents and businesses, and the Comprehensive Plan Committee have all indicated that “middle housing” is an attractive, needed option in East Fishkill.

Providing small-scale multifamily housing options incorporated into live-work (mixed use) settings such as hamlet centers could help to activate these neighborhoods and help to address the issue of missing middle housing. After analysis with the Comprehensive Planning Committee, one strategy identified was to allow as-of-right residential uses above commercial uses in hamlet centers (see Economic Development page 3.23). The CPC also identified potential locations for the development of middle housing.

“Middle Housing”: multifamily, compatible with single-family scale.



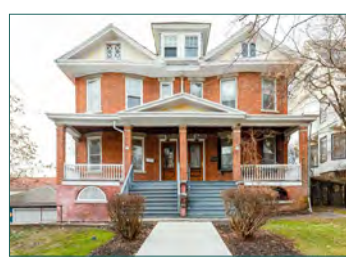
What might “multifamily housing” look like?



TOWNHOMES AND
CONDOMINIUMS



SENIOR APARTMENTS



DUPLEXES, TRIPLEXES,
AND FOURPLEXES



GARDEN APARTMENTS AND
MULTISTORY BUILDINGS

Local Housing Affordability

“Over the past five years, the median price of a home in the Mid-Hudson region has increased by as much as double in some of [the Mid-Hudson region] counties. Most counties have seen their median sale price increase by 40-70%. That surge was largely driven by the migration of people from the New York City metropolitan area into the Mid-Hudson during the heart of the COVID-19 pandemic. Federal migration data show that a net of approximately 60,000 people moved from New York City into the Mid-Hudson during those years. Many people flocked north in search of less density and paid substantially more than the asking prices for single-family homes.”¹³

Real estate pressure since the pandemic has further intensified housing challenges as home sales prices have risen in response to the increased demand for single-family homes and limited inventory of high-quality housing throughout the New York Metro Region and the greater Hudson Valley.

These same regional trends can be seen within East Fishkill. During the pandemic, housing costs rose faster than incomes, illustrated by the following data from The National Association of Realtors. The median price for an existing home in the U.S. in March 2020 was just \$280,700, compared to \$406,700 by July 2023. Between the fourth quarter of 2023 and 2024, the number of homes sold decreased by 24%, but the average sales price increased by 12% (\$523,500 to \$588,000). The highest percentage of homes sold within

the \$600,000 to \$799,999 range. In southwest Dutchess County (including East Fishkill, Fishkill, LaGrange, the Town and City of Poughkeepsie, and Wappinger), the average sale price was \$465,741, or \$230 per square foot.

Planners and housing experts generally use a federal standard that outlines that housing is unaffordable if occupants pay more than 30 percent of their gross income toward housing costs.

The local market indicates demand for rental housing, consistent with regional trends. Hudson Valley Pattern for Progress has concluded that the stress on the rental market is especially acute as more middle-income people stay in rentals because they cannot access homeownership. To maintain balance, East Fishkill’s approach would be to incorporate rental units in a distributed manner, rather than concentrated in larger, high-density developments. Options such as ADUs, mixed use which locates residential units above commercial uses, or small infill residential developments would provide rental housing options while keeping with the scale and character of the community.

Median, Mean, and Average

The **median** is the middle value when the data is ordered from least to greatest.

The **mean** is the average value, calculated by summing all of the values and dividing by the number of values.

Median Housing Costs in the Town of East Fishkill Compared to Adjacent Municipalities

(highest costs in red, lowest in green)

Municipality	Median Value of Owner-Occupied Housing Unit	Median Monthly Owner Costs of Housing Units with a Mortgage	Median Monthly Rent
County of Dutchess	\$ 348,700.00	\$ 2,508.00	\$ 1,425.00
County of Putnam	\$ 421,800.00	\$ 2,988.00	\$ 1,691.00
County of Westchester	\$ 619,000.00	\$ 3,834.00	\$ 1,796.00
Town of Beekman	\$ 368,100.00	\$ 2,701.00	\$ 1,731.00
Town of East Fishkill	\$ 418,300.00	\$ 2,834.00	\$ 1,681.00
Town of Fishkill	\$ 364,700.00	\$ 2,563.00	\$ 1,690.00
Town of Kent	\$ 344,100.00	\$ 2,732.00	\$ 1,477.00
Town of LaGrange	\$ 374,100.00	\$ 2,748.00	\$ 1,467.00
Town of Pawling	\$ 401,300.00	\$ 2,708.00	\$ 1,354.00
Town of Philipstown	\$ 574,400.00	\$ 3,246.00	\$ 1,693.00
Town of Putnam Valley	\$ 432,100.00	\$ 2,968.00	\$ 2,087.00
Town of Union	\$ 443,800.00	\$ 2,867.00	\$ 1,350.00
Town of Wappinger	\$ 346,800.00	\$ 2,362.00	\$ 1,486.00

Data Source: ACS-5 Year Estimates (2018-2022)

¹³ 2023 MHREDC Strategic Plan

Housing: What is “affordable” for East Fishkill?



What does housing cost?



Median home value:

\$418,300

Median rent:

\$1,681

Median owner costs,
with a mortgage:

\$2,834

Median owner costs,
without a mortgage:

\$1,004

Data from 2022 American Community Survey, via the US Census Bureau



What should it cost?

The recommended limit for housing expenditures is approximately **30% of income**.
What does that look like?

Median household income in East Fishkill was **\$135,120** in 2022 (NYS: \$103,700)

**Median is the midpoint, not average

30% of that is \$40,536 per year

\$3,378 per month

\$844.50 per week.

NYS Minimum Wage for 2024: \$15/hr (\$16/hr for Long Island, NYC, and Westchester)

At 40 hours per week, minimum wage would equate to a salary of \$31,200.

If earning \$15/hour, that equates to **56.3 hours per week**, just for housing costs.



How is this determined?

The department of Housing and Urban Development (HUD) develops income limits based on Median Family Income estimates and Fair Market Rent area definitions for each metropolitan area.

The Poughkeepsie-Newburgh-Middletown Metropolitan Area contains Dutchess and Orange County.

Fiscal Year 2023:

Median family income: \$119,600

Family Size:	1	2	3	4
Low income (80%)	\$66,300	\$75,750	\$85,200	\$94,650
Very low income (50%)	\$41,560	\$47,600	\$53,550	\$59,500
Extremely low income*	\$25,000	\$28,600	\$32,150	\$35,700

*60% of very low income limit, or the poverty guideline, whichever is greater

Fair Market Rents for 2024:

Efficiency	1BR	2BR	3BR	4BR
\$1126	\$1233	\$1583	\$2016	\$2238

Challenges & Opportunities for the Future

Challenges

- Housing -- both rental and ownership -- has become a financial burden nationwide.
- There is a need for broader housing options.
 - Young adults are unable to find local options in line with their preferences. Aside from affordability, much of what is available on the market does not match their desired housing type (smaller units, smaller lots).
 - Established households are reluctant to downsize, due to financial considerations and lack of smaller home options.
 - The local market lacks rental units for households and for professionals coming to work for local businesses for a short term.
- Fewer children in the local population has led to declining school enrollments and indicates a potentially shrinking future labor force.
- Employers, from corporate to agricultural, seek sufficient housing options for their workforce.

Opportunities

- East Fishkill has an opportunity to increase the diversity of housing stock in order to expand housing availability and affordability and to maintain social and economic diversity.
- The development and maintenance of a diverse housing supply (size, type, and price point) is necessary to meet the needs of existing and projected demands and trends, including those of the elderly, special needs, and underserved populations.
- Goals include allowing residents to “age in place” and for families to be able to raise their children in the community.
- Evaluation of affordability and cost of living should consider the proximity of home to work.

Reviewing community survey feedback, recognizing shifting demographic trends, and seeing market demands for multifamily and smaller housing units, the Comprehensive Plan Committee identified the need to strategically develop broader housing options while preserving open space and agriculture, providing balance while maintaining small-town neighborhood character.

Housing Goals and Strategies

22. Enable and encourage development of middle housing to create a wide range of housing choices throughout the Town that provide for needs throughout all life stages. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units.

- 22.1. Encourage new and innovative housing types that meet the evolving needs of people who live and work in East Fishkill (e.g., starter homes, aging in place, empty nesters, etc.). These housing types include but are not limited to single dwelling units; multi-dwelling units; accessory dwelling units; small units; cottage homes; and clustered housing/clustered services.
- 22.2. Encourage development and preservation of small, resource-efficient, cost-effective single-family homes.
- 22.3. Review zoning district adjacencies to plan for a density and scale transition between the core of the mixed-use center or employment center and surrounding single family residential areas.
- 22.4. Mitigate the impact of close proximity (traffic, noise, odor, lack of privacy, and negative visual aesthetics) through compatible site and building design.
- 22.5. Review requirements for parking and emergency access for multifamily structures.
- 22.6. Identify strategies to incentivize a broader range of housing types.



JOE'S MOTHER'S ROAD - RENDERING

23. Locate additional housing options in or near strategic planning areas, including targeted hamlet centers, employment centers, and transportation corridors, including areas within walking or cycling distance to take advantage of the access to infrastructure, active transportation, jobs, open spaces, schools, and various services and amenities.

- 23.1. Identify areas of the Town that could support “middle housing” types.
- 23.2. Promote the vitality and revitalization of the Town’s strategic planning areas by allowing residential uses above commercial. (See strategy 19.1 in Economic Development)
- 23.3. Review minimum lot size, lot coverage, and area/bulk requirements to support a supply of smaller housing types, maintain existing residential housing stock, and preserve the character of existing neighborhoods.
- 23.4. Encourage flexible zoning policies in targeted areas of Town that allow for accessory dwelling units.
- 23.5. Consider creating two-family residential districts.
- 23.6. Identify areas to allow for the conversion of single-family detached dwellings to duplex dwellings.
- 23.7. Consider zoning that allows for multi-generational housing on one-family lots, such as caretaker cottages, in areas where infrastructure is sufficient.
- 23.8. Consider the establishment of regulations to allow cottage developments or cottage courts.
- 23.9. Consider zoning that would provide for agricultural property owners to develop housing for farm workers on active farms, taking care to locate the housing strategically in order minimize impacts to neighboring residential properties and viable cropland.
- 23.10. Share information on the NYS Program for Farmworker housing with the local agricultural industry.

24. Encourage community design that creates and maintains appropriate neighborhood and community character.

- 24.1. Promote housing and site design that supports the conservation, enhancement, and continued vitality of structures, site features, or areas with special historic, architectural, scenic, or cultural value.

Cottage Developments

Cottage housing developments, as a form of smaller single family residential units, diversify housing choice and provide housing that is more attractive to some households than that of traditional single-family homes.

The type of cottage housing development discussed here refers to projects that feature a cluster of units – often between four and twelve – built around a common open space. Typically, each cottage is less than 1,500 square feet. This type of development is not new; the historical pattern of small housing units clustered around small parks and open spaces can be found in some parts of older cities. Cottage housing developments have recently been established as infill projects, offering a middle ground between single-family residences and multifamily development. Compared to traditional detached single-family homes, cottage housing can offer a smaller scale housing choice suitable for meeting a variety of needs.



Oak Park cottages by Ross Chapin Architects

Farmworker Housing



Examples of farmworker housing from San Mateo County, California and Saratoga Springs, New York.

Image credits: Bigfoot Homes (top) and Saratoga Springs (bottom)

25. Promote the environmental sustainability of existing and new residential development.

- 25.1. Update the existing Town zoning regulations to reflect current best practices with regards to efficient and superior land use design, climate resiliency, energy efficiency, and overall sustainability.
- 25.2. Promote residential energy efficiency practices such as solar, geothermal, and the use of green roofs.
- 25.3. Promote landscaping practices and plants that reduce the need for irrigation and support native species and habitat. Encourage residents to store rainwater for use within residential property to minimize the use of central water for irrigation.

26. Encourage increased safety and accessibility of multifamily and clustered housing developments through universal design. (See also Community Services)

Universal Design

Universal Design is the practice of designing products, environments, and services to be usable by as many people as possible, regardless of their age, size, ability, or disability, without the need for adaptation or specialized design.

Originally developed to respond to the needs of the aging population and people with disabilities, universal design can be applied more broadly to benefit everyone. Key principles include simplicity, flexibility, and efficiency. Examples of universal design in homes include:

- No-step entry
- One-story living
- Wide doorways
- Wide hallways
- Extra floor space

Potential Safety Benefits

- slip-and-fall risk prevention
- reduced fire and emergency service calls



Agriculture & Natural Resources



Agriculture & Natural Resources

Cultivating Balance

Sufficient natural resources and agricultural land support public health, the local food supply, the local economy, scenic resources, and cultural heritage. Open spaces also have a positive impact on climate resilience.

Open space and recreation are intrinsically connected. Natural resources create opportunities for recreation, and the conservation of open spaces, parks, and trails contributes significantly to a vibrant economy. The NYS Open Space Conservation plan recognizes that farms provide precious green and open space, not only where public park access is limited but also where pressure of suburban development has taken hold. Farms provide scenic working landscapes, contributing to our rural heritage and quality of life.

The local community can thrive when the natural landscape, water resources and quality, and recreation offerings are highlighted. Part of the Community Vision for East Fishkill is to maintain scenic open space and continue to offer opportunities for recreation that attract both residents and visitors. Recognizing the intrinsic value of the environment and aiming to achieve balanced growth will help East Fishkill evolve sustainably.

Introduction

Open space offers a broad range of benefits that improve quality of life. Protecting and preserving open space has a positive effect on climate change and resiliency, public health, child development, natural resources, the quality and sustainability of the built environment, cultural heritage, and the economy. Open space provides active and passive recreational areas for residents, enhances the beauty of an area, and supports the environmental health of neighborhoods by removing carbon from the atmosphere and providing sustainable infrastructure for stormwater management, habitat creation, water conservation, environmental education, and sea level rise adaptation. Open spaces can also help nurture a community's social and economic health by providing a wide variety of places for people to come together, interact, and engage in a broad range of activities. The Town's open spaces also contribute to its sense of place and play a critical role in defining the character of the Town.

Agriculture

Agriculture is intrinsic to the fabric of East Fishkill. Active farmland contributes to the local food supply and pastoral nature that is iconic to the community. The rural character makes the town desirable and was noted in the survey and community meetings as a reason people chose to live in East Fishkill. The local education system recognizes the value of agriculture and offers a "Future Farmers of America" program through John Jay High School.

Agriculture is a means of stewardship of the land. There is a relationship between farmers and community members – not just profit-focused, but about the benefit to the community, ecosystem, and the environment. Those involved in agriculture maintain a sense of community, rather than competition.

"Healthy vibrant communities thrive when they have economically viable farms."

Matthew Sabellico

Chair of the Dutchess County Agricultural and Farmland Protection Board

Agriculture can serve as infrastructure for a community. In addition to providing local food, farms safeguard wildlife habitat and environmentally sensitive areas, such as meadows, woodlands, wetlands and streams. They also protect local aquifers and other drinking water supplies and reduce cost of services for municipalities.

As noted in Chapter 3, there has been a decrease in agricultural land use since 1981, which may suggest a shift away from an agrarian-based economy, loss of farmland to suburbanization, or more intensive farming methods requiring less land. Parcel records for 2024 show that East Fishkill is home to 69 parcels in agricultural use (one farm could have one or several parcels), totaling 4,374.10 acres. Local farm types vary, including production agriculture (hay, corn, and field crops), specialty crops (horticulture, orchards, Christmas trees, vegetable farms), dairy, livestock, and horses.

Agricultural Assessments

Separately from Agricultural Districts, a NYS agricultural value assessment can be applied to parcels that are actively farmed, based on the number of acres in production and the sales volume. If a property is both in an agricultural district and has an agricultural assessment, it is eligible under Right to Farm Laws. A Right to Farm law sets forth a process to mediate disputes about farm practices and farm operations within agriculture districts. Both New York State and Dutchess County have adopted Right to Farm Laws.

Agricultural Districts

The Town of East Fishkill zoning code permits agricultural uses in all residential districts. At the State level, Agricultural Districts are established to protect and promote the availability of land for farming purposes. An agricultural district is a geographic area which consists predominantly of viable agricultural land. Agricultural operations within the district are the priority land use and afforded benefits and protections to promote the continuation of farming and the preservation of agricultural land. In practice, districts may include land that is actively farmed, idle, forested, as well as residential and commercial.

State Agricultural Districts are reviewed and certified every 8 years. As of 2023, all Agricultural District parcels within Dutchess County are now within consolidated NYS Agricultural District 21, which contains over 195,426 acres (1,910 fewer acres than the previous configuration). Most of the parcels recommended for removal from the district were lands that have been converted from agriculture to residential or commercial uses. **In East Fishkill, 140 parcels totaling 5700 acres are within this District. Since an agricultural district does not include all possible farmland and uses can occur outside of the district, the overall agricultural acreage is higher.**

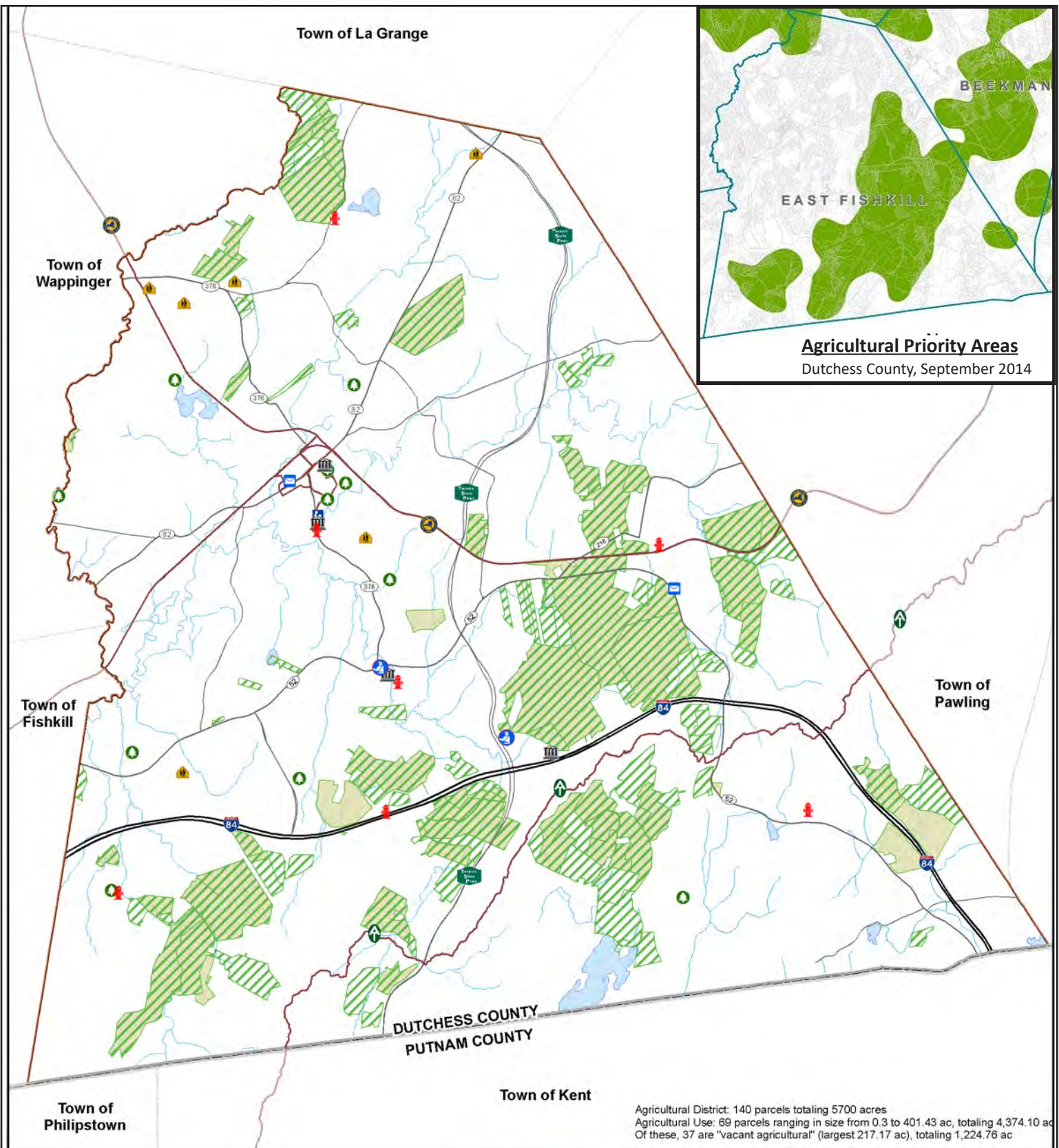
Agricultural businesses are inextricably linked to the quality, location, and condition of the land. The 2015 Dutchess County ***Agricultural and Farmland Protection Plan*** designates Agricultural Priority Areas that consider the agricultural economic viability of each farm parcel. An inset showing the areas mapped for East Fishkill is shown on the following page. East Fishkill is the site of one of the County's largest purchase of development rights project, the 402-acre Silver Ledge Farm located at the gateway intersection of Interstate 84 and the Taconic Parkway.

NYS Agricultural Districts Law

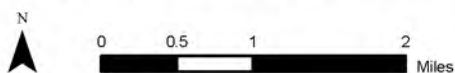
The New York State Agricultural District program was enacted in 1971 and is supported through New York's Agricultural Districts Law (ADL) (Article 25AA of the New York State Agriculture and Markets Law). The ADL states that agricultural lands are important and irreplaceable resources, which are in jeopardy of being lost as a result of increasing costs of agricultural businesses, development pressures and regulatory constraints. The Law states "The socio-economic vitality of agriculture in this state is essential to the economic stability and growth of many local communities and the state as a whole."

The Law seeks to create economic and regulatory incentives which encourage farmers to continue farming. Relying primarily on the initiative of landowners and local governments, with state oversight, the law provides agricultural landowners with a number of benefits and protections. The Agricultural Districts Law is a tool to conserve, protect and encourage the development and improvement of the agricultural economy; protect agricultural lands as valued natural and ecological resources which provide needed open spaces for clean air sheds, as well as for aesthetic purposes; and preserve open space.





Town of East Fishkill Agricultural Use and District



SARATOGA
ASSOCIATES

Landscape Architects, Architects,
Engineers, and Planners, P.C.

Map Date: August 2025

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Open Space Resources

Preserved open space increases property values, attracts businesses and residents, supports tourism, and offers opportunities for recreation. It also protects against sea level rise and supports climate resiliency by providing green infrastructure assets (such as natural buffer zones) to accommodate projected risks from climate change.

The New York State Open Space Conservation Plan provides the following definition for open space:

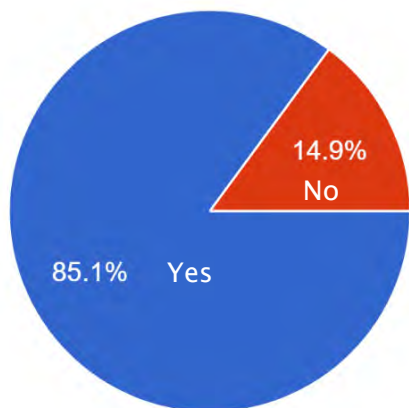
“Open space is defined as land which is not intensively developed for residential, commercial, industrial or institutional use. Open space can be publicly or privately owned. It includes agricultural and forest land, undeveloped coastal and estuarine lands, undeveloped scenic lands, public parks and preserves. It also includes water bodies such as lakes and bays. What land is defined as open space depends in part on its surroundings. A vacant lot or a small marsh can be open space in a big city. A narrow corridor or pathway for walking or bicycling is open space even though it is surrounded by developed areas.”

In 2022, New York State signed on to an initiative titled “30x30” and is part of New York State’s effort to support greater national and international goals of conserving 30% of lands and waters by 2030. This initiative stems from the United Nations Convention on Biological Diversity (CBD).

In East Fishkill, open space resources highlight the overall natural beauty and iconic landscapes that are part of the identity of the town -- from farms to rolling hills and forests.

Committee members strongly recommended the Town continue its efforts to preserve open spaces and our natural assets. The Comprehensive Plan survey responses strongly support the preservation of more open space by the Town (see survey question and response in call-out box below).

Currently, approximately 6.4% of the Town of East Fishkill (2154 of the total 33,782 acres) is classified as park and open space. Should the Town preserve more open space?
(2,184 survey responses)



85% of survey respondents support the Town preserving more open space.

Community open space goals include preserving significant agricultural land and farms, maintaining natural settings and views along scenic thoroughfares and trails such as the Empire State Trail and the Appalachian Trail, preserving the rural character of areas like Wiccopee and Stormville, and embracing the Taconic State Parkway scenic byway.

Natural Resources

Local governments can play a vital role in advancing biodiversity and environmental stewardship priorities, such as conservation of forest habitat and wildlife corridors; protection of water resources; and climate change adaptation. A comprehensive approach to municipal planning minimizes ecosystem degradation while also incorporating adaptation strategies for environmental change and community needs.

Green Infrastructure Planning is an approach to managing natural and built environments to enhance ecosystem services, improves community resilience, and support sustainable development. It involves designing and implementing networks of natural and semi-natural spaces, such as parks, wetlands, green roofs, forests and open spaces, to address environmental, social and economic challenges. Through this approach, a community or region can identify and prioritize natural areas that should be preserved or restored to protect long-term ecological health and build community resilience. The process begins with an assessment of an area’s most important environmental assets, identifying the natural and working lands and water bodies that need to be protected or restored. Along the water, this process should include a community vulnerability assessment, which systematically identifies areas that are vulnerable to, or that can help buffer communities from, natural hazards such as flooding. This provides a framework for determining which lands and water bodies need protection and which areas can best accommodate growth.

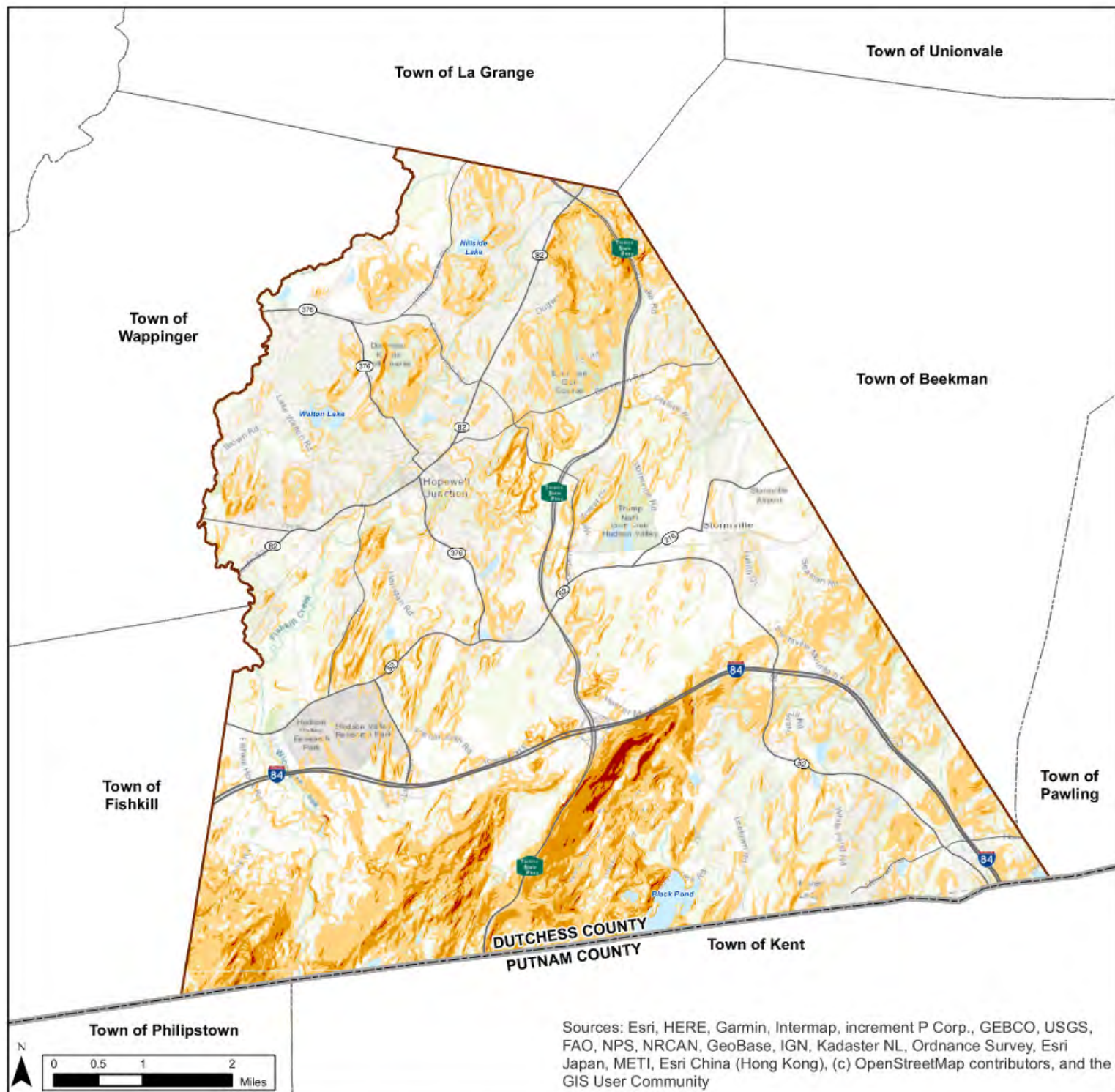
Natural Areas

The landscape of the East Fishkill is generally forested, interspersed with working farms, residential development, hamlets, concentrated light industrial areas, and diverse natural areas including streams and wetlands.

Significant Natural Communities are locations of rare or high-quality wetlands, forests, grasslands, ponds, streams, and other types of habitats, ecosystems, and ecological areas. NYS DEC has mapped one Significant Natural Community in East Fishkill -- a floodplain forest stretching southwest from Hopewell Junction along Fishkill Creek.

Topography

East Fishkill is characterized by rolling hills with flatter areas through the center of town. The topography is notably mountainous south of Interstate-84, with Round Mountain, Shenandoah Mountain, Hosner Mountain, and Money Ledge Hill located in the southern portion of town. The topography map highlights areas with steeper slopes.





EAST FISHKILL
COMPREHENSIVE MASTER PLAN
Community | Commerce | Country

Map Date: March 2025

Town of East Fishkill Topography

Legend

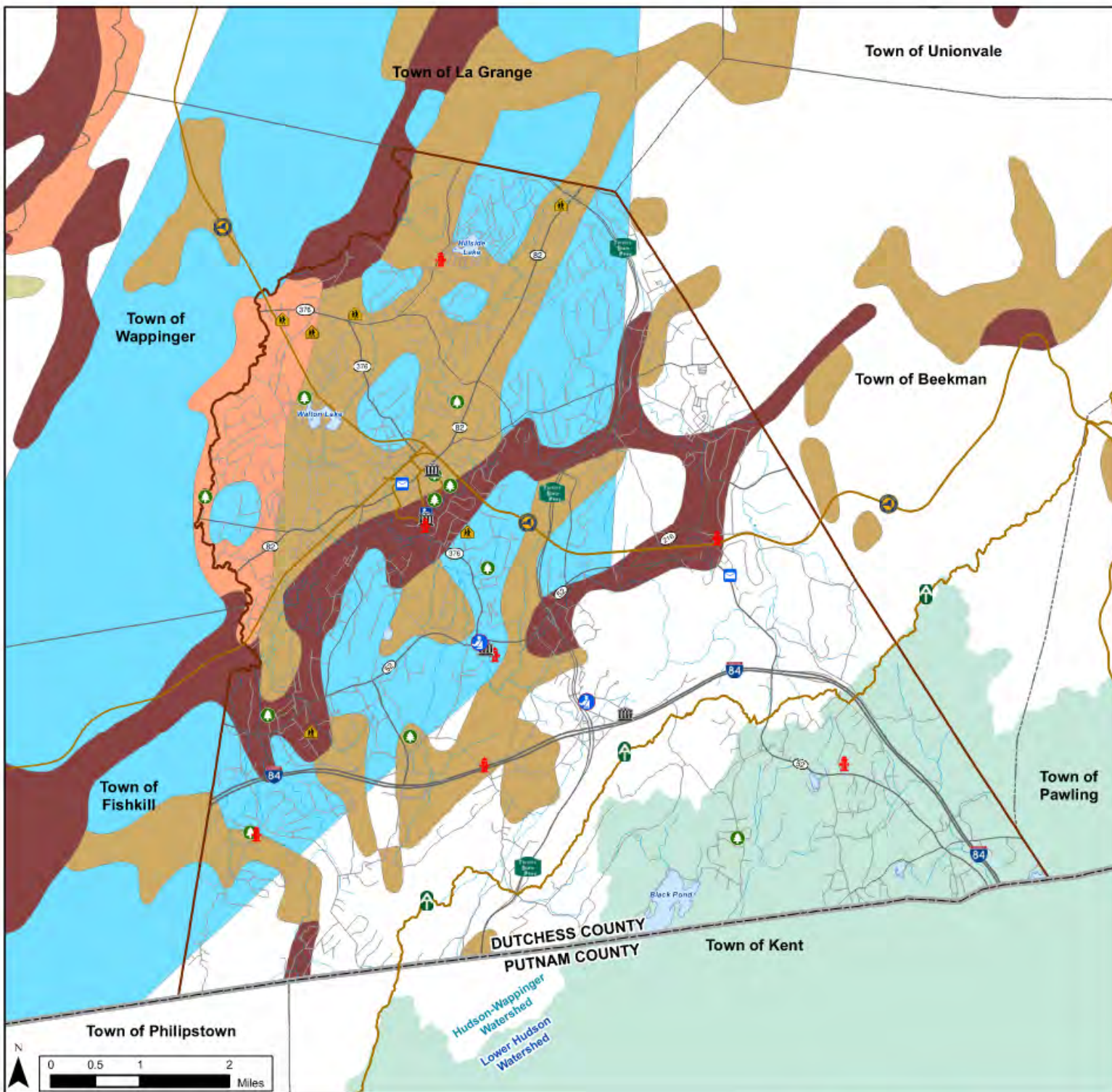
- Town of East Fishkill
- Slope**
 - 10 - 25%
 - 25 - 50%
 - Over 50%

SARATOGA ASSOCIATES

Landscape Architects, Architects, Engineers, and Planners, P.C.

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Town of East Fishkill Aquifers and Watersheds

Legend

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> Town of East Fishkill Streams Trails | Community Facilities <ul style="list-style-type: none"> Fire Library Police Post Office School Town Facility Parks | <ul style="list-style-type: none"> Lower Hudson Watershed NYS Unconsolidated Aquifers <ul style="list-style-type: none"> Primary Aquifer Region Kame Lacustrine or Eolian Unconfined, High Yield Unconfined, Mid Yield |
|--|--|---|



EAST FISHKILL
COMPREHENSIVE MASTER PLAN
Consulting | Construction | Consulting

Map Date: March 2025

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Water Resources

Watershed

Everyone lives in a watershed, or drainage basin, that is part of the larger environment. The Town of East Fishkill lies within the Hudson River Estuary Watershed, with most of the town falling within the Fishkill Creek Watershed portion of the Hudson-Wappinger Watershed, and a small area of the Town within the Lower Hudson Watershed. The Lower Hudson Watershed contributes to the NYC drinking water supply. As such, portions of the land within the Lower Hudson Watershed are under NYC Department of Environmental Protection and ownership.

The Fishkill Creek Watershed Fishkill Creek watershed spans 11 municipalities in Dutchess County and 3 in Putnam County. There are 338 miles (544 km) of tributaries within the watershed. The main stem of Fishkill Creek runs for 33.5 miles with a large section running through East Fishkill. The longest tributary is Sprout Creek, which flows south 18.5 miles (29.8 km) from Millbrook to Hopewell Junction. Within the watershed, there are also around 1,575 acres (637 ha) of ponds or lakes. The Town participates in the Fishkill Creek Watershed Alliance of Dutchess and Putnam Counties, which promotes regional watershed planning and mitigation.

Surface Waters

Lakes, ponds, rivers, and streams serve as drinking water supplies, provide flood control to protect life and property, and support recreation, tourism, agriculture, fishing, power generation, and manufacturing. These water bodies also provide habitat for aquatic plant and animal life.

East Fishkill is home to abundant lakes, streams, and ponds, including the following:

- Hillside Lake
- Lake Walton
- Penneywater Pond (north of Binnewater Road)
- Emmadine Pond
- Gayhead Pond
- Leetown Pond, Lake Winham, Buck Mt. Pond
- Black Pond (Hidden Acres Road)
- Ballard Lake (Milltown Road)
- Fishkill Creek
- Wiccopee Creek/Shenandoah Brook
- Sprout Creek (forms western municipal boundary)
- Pond at Red Wing Park

Water quality is an important asset for all surface waters. Section 303(d) of the Clean Water Act requires states to identify waters where water quality standards are not met, the water body does not support best uses, and the water body is subjected to a total maximum daily load. Within East Fishkill, the only water body noted as impaired by NYS DEC based on phosphorus levels is Hillside Lake. It is listed as

“Class B” -- where best usage is identified as “primary and secondary contact recreation and fishing. These waters shall be suitable for fish, shellfish and wildlife propagation and survival.”

Water quality can be affected by stormwater runoff. Stormwater -- water from rain or snowmelt that does not infiltrate into soils, but instead runs over the surface -- collects and transports nutrients and pollutants to surface waters. Pollutants may include road salt, fuel and oil residues, other chemicals, fertilizers and pesticides, as well as debris.

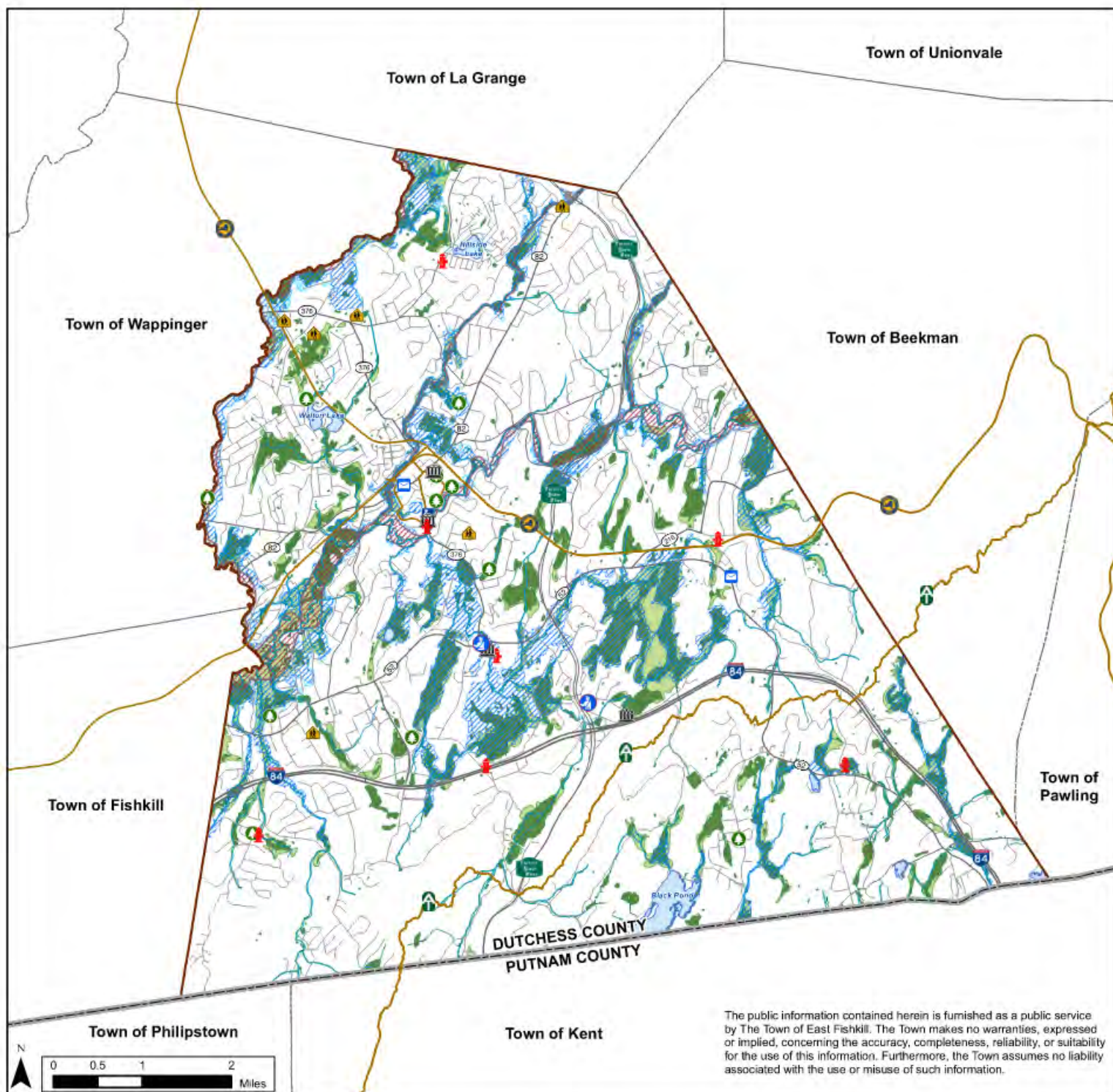
Aquifers

About one quarter of New Yorkers rely on groundwater as a source of potable water. Most groundwater occurs between grains of sand, gravel, silt, or clay (unconsolidated sediments) or in the fractures, bedding planes, and joints of bedrock.

Below the surface level, there are areas of aquifers. Aquifers are underground layers of rock, sediment, or soil similar to underground lakes, but the water is stored in the spaces between soil particles, like gravel or sand. These layers are permeable and can supply wells with water. The most productive aquifers consist of unconsolidated deposits of sand and gravel that occupy major river and stream valleys or lake plains and terraces. These aquifers typically form flat areas that are suitable for development and generally provide an ample ground-water supply.

Within the town, aquifers are largely located north of I-84 and west of the Taconic State Parkway. A primary aquifer underlies most of this area. According to the NYS DEC, Primary Aquifers are highly productive and are often utilized as sources of water supply by major municipal water supply systems. Within East Fishkill, the following municipal water system draw from the Primary Aquifer. The Town also contain several Principal Aquifers or Unconfined Aquifers which are shown on Map #XX. Unconfined Aquifers are categorized by NYS DEC as “Unconfined Aquifer 10 to 100 gallons per minute” or “Unconfined Aquifer more than 100 gallons per minute”. Principal Aquifers are also known to be highly productive water sources but are not used as commonly as Primary Aquifers as a source of water supply by major municipal systems.

New York has issued regulations limiting the siting of landfills, oil and gas wells, and tire stockpiles over primary and/or principal source aquifers. The permeability of aquifers and their shallow depth to the water table make them particularly susceptible to contamination from point sources and development impacts. Any location within the mapped boundaries of a Primary or Principal Aquifer is considered to overlie such an aquifer. Therefore, it is important to carefully consider the types of land uses permitted within the boundaries of an aquifer.



Town of East Fishkill Wetlands and Flood Zones

Legend

- | | | |
|-----------------------|---------------|------------------------------|
| Town of East Fishkill | Fire | NYS DEC Wetlands (reference) |
| Streams | Library | Federal Wetlands |
| Trails | Police | Flood Hazard Zones |
| | Post Office | Floodway |
| | School | 100 Year Flood Zone |
| | Town Facility | 500 Year Flood Zone |
| | Parks | |



Map Date: March 2025

SARATOGA ASSOCIATES

Landscape Architects, Architects,
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Wetlands and Floodplains

Wetlands

Wetlands (swamps, marshes, bogs, and similar areas) are areas saturated by surface or ground water sufficient to support distinctive vegetation adapted for life in saturated soil conditions.

Wetlands provide many valuable functions, including serving as natural habitat, filtering pollutants, protecting surface and groundwater, mitigating the forces of flooding and tides, promoting stormwater retention, and reducing erosion to prevent loss of upland soil. Depending on their size, they are regulated either by the Army Corps of Engineers or the NYS Department of Environmental Conservation.

Wetlands are typically low-lying, with frequently wet soils and are generally deemed to be inappropriate for development. Development can occur only with applicable U.S. Army Corps of Engineers and NYSDEC approvals and permits.

Floodplains

Development within a floodplain is not recommended due to the risk of flooding. The Federal Emergency Management Agency (FEMA) defines a number of terms used to describe flood areas.

- Floodplain: Any land area susceptible to being inundated by floodwaters from any source.
- Floodway: A “Regulatory Floodway” means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.
- Zone A: Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
- Zone AE: The base floodplain where base flood elevations are provided.
- Zone X is the area determined to be outside the 500-year flood.

The 100-year floodplain – Zone A, the area considered to have a 1% annual chance of flooding – represents a significant but calculated development constraint, i.e. a flood will occur once in 100 years.

The 2016 **Dutchess County Hazard Mitigation Plan** identifies areas that are vulnerable to flooding and identifies strategies to reduce damage to properties. The Plan also noted that the Town of East Fishkill had purchased undeveloped vulnerable property to prevent inappropriate development, including the purchase of over 147 acres in 2012 that included two houses in a floodplain and property on Cannon Lane. The Town is open to future purchases of this nature should the opportunity arise.

Planning for Open Space and Conservation Conservation Zoning

The Town’s Conservation Residential Zoning District’s intent is to “Maximize the preservation of slopes over 15%, wetlands, flood-prone areas, historic structures or areas, unique, natural or geographic formations, rare vegetation or habitats of endangered wildlife, lakes, ponds, significant recreational areas or resources, trails, bikeways, pedestrian routes and significant scenic routes, particularly ridge lines, water bodies and mountains.” The Town should use zoning as a tool to further additional conservation efforts, such as creating Open Space Districts for Conservation-related and Recreation-related uses.

Town Conservation Advisory Council

The Conservation Advisory Council was formed by resolution of the Board of the Town of East Fishkill in 1968 to ensure the wise use of the Town’s natural resources and the enhancement and protection of its environment. Members are appointed by the Town Board and serve without compensation.

Its duties include advising Town government on promotion and development of Town natural resources, coordinating activities of unofficial bodies organized for similar purpose and developing and maintaining indices of open space and wetlands. Advocacy for environment protection and review of applications for development continue as primary activities.

Mission Statement

The Conservation Advisory Council shall advise the government of the Town of East Fishkill on the development, management and protection of its natural resources.

To this end, the CAC shall:

- Conduct research into land use.
- Seek to coordinate the activities of unofficial bodies organized for similar purposes and cooperate with other municipal bodies active in the area of community planning.
- Advertise, prepare, print and distribute material which it deems appropriate to accomplish its mission.
- Keep an inventory and map of all open areas within the Town of East Fishkill and obtain information pertinent to the proper utilization of open lands. These include lands owned by New York State, other municipalities within the state, and the Town of East Fishkill.
- Keep an inventory and map of all open wetlands in like manner and recommend a program for ecologically suitable utilization of all such area to the government of the Town of East Fishkill.

A Greenway Community

The Hudson River Valley Greenway is a New York State agency that helps communities preserve their resources, including scenic, natural, historic, cultural, and recreational resources, while encouraging economic development.

The Greenway has the following goals:

- Natural and Cultural Resource Protection
- Regional Planning
- Economic Development, including agriculture, tourism, and urban redevelopment
- Public Access and Trail Systems, including a Hudson River Greenway Trail
- Heritage and Environmental Education

East Fishkill became a Greenway Compact Community in November 2002. The Greenway Compact Program is a voluntary community planning approach. Communities maintain local control over land use and become eligible for state grants, planning assistance, and other benefits.

Dutchess County Natural Resources Inventory

A Natural Resources Inventory (NRI) is a planning tool that can be used by a community to inform land use decisions, prioritize areas for conservation, review development proposals, and protect important natural resources. NRI's are used to make informed plans for protecting and managing natural resources, often by incorporating the NRI data into strategic plans and zoning regulations.

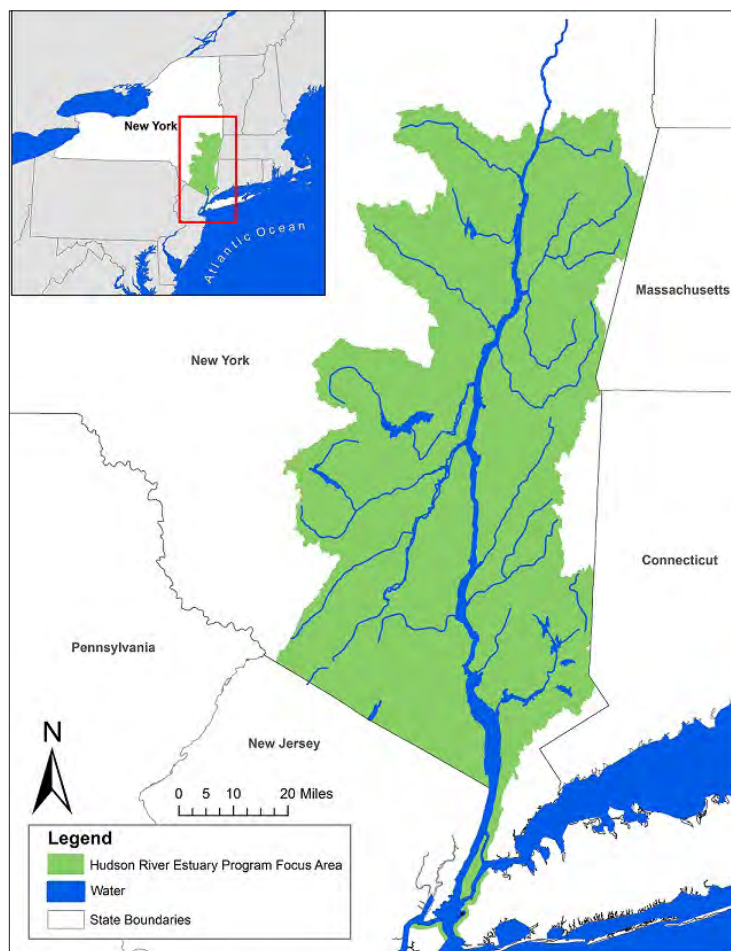
In 2024, Dutchess County released its new natural resources inventory (NRI) and an interactive, online mapper application. NRIs are important reference documents, providing baseline information about geology, soils, streams, wetlands, wildlife habitat, farming, recreation, and more. The Dutchess County NRI also provides information about history, land use, and climate. Residents, municipalities, and developers can use the NRI and mapper to learn about the county and inform decisions about land use and natural resource protection.[^]



Beautiful Vistas, Open Space, and Autumn Colors. Photo by John Eickman.

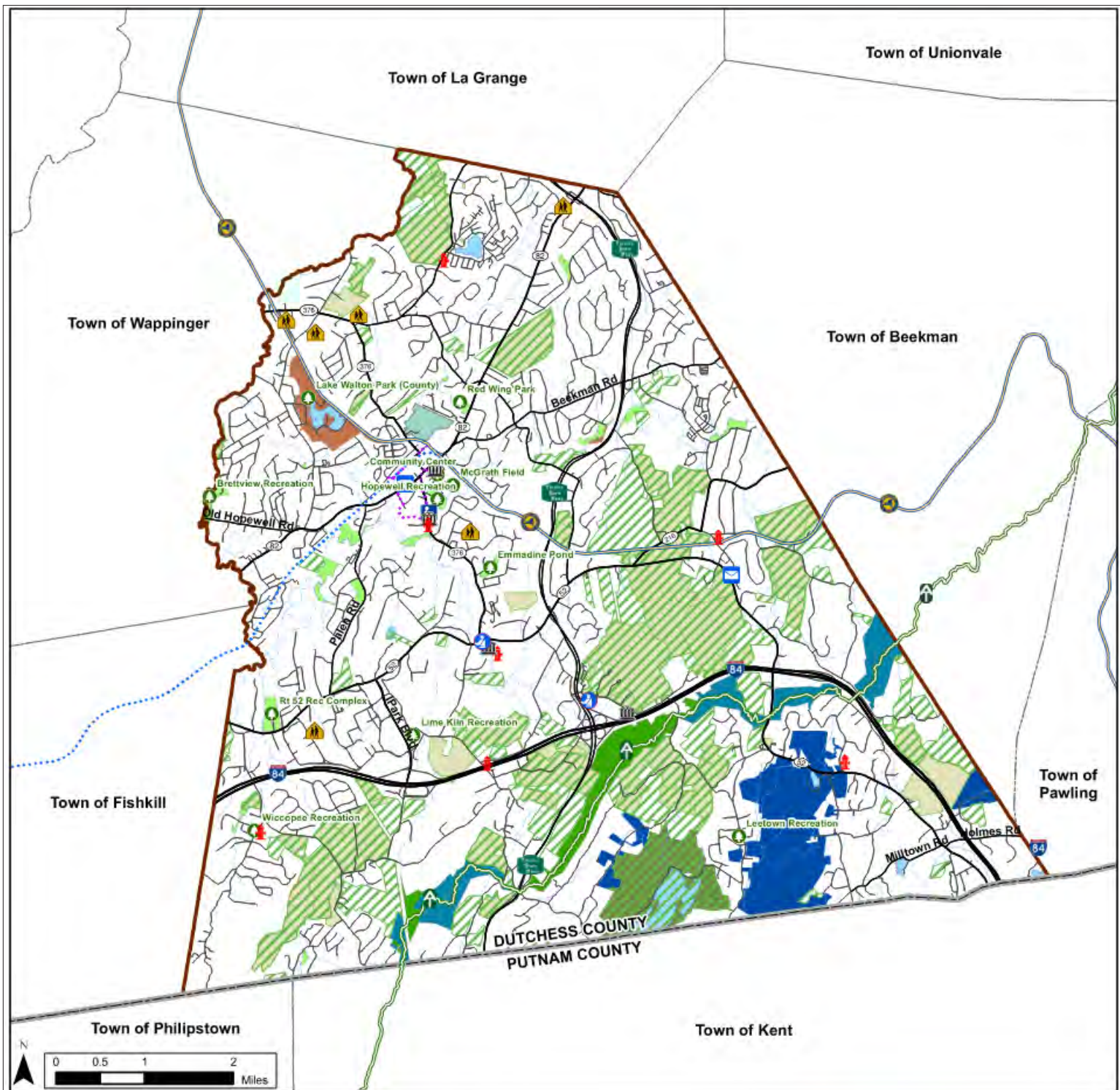
The Hudson River Estuary Conservation and Land Use Program

The Hudson River Estuary Conservation and Land Use Program (CLU Program) was formed in 1997 as a joint initiative of the New York State Department of Environmental Conservation's (DEC) Hudson River Estuary Program (Estuary Program) and Cornell University's Department of Natural Resources and the Environment (DNRE) to conserve important ecosystems in the estuary watershed. The Program provides outreach, technical assistance, and research to raise awareness about estuary watershed biodiversity and conservation approaches, and also provides access to current, science-based information. While East Fishkill is not directly adjacent to the Hudson River, but it lies within the broader Estuary Program Focus Area as shown in the map below.



Hudson River Estuary Program Map

[^] Dutchess County Natural Resources Inventory, available online at <https://nri.dutchessenvironment.com/>





EAST FISHKILL
COMPREHENSIVE MASTER PLAN
2023-2028

Map Date: March 2025

Town of East Fishkill Open Space and Recreation

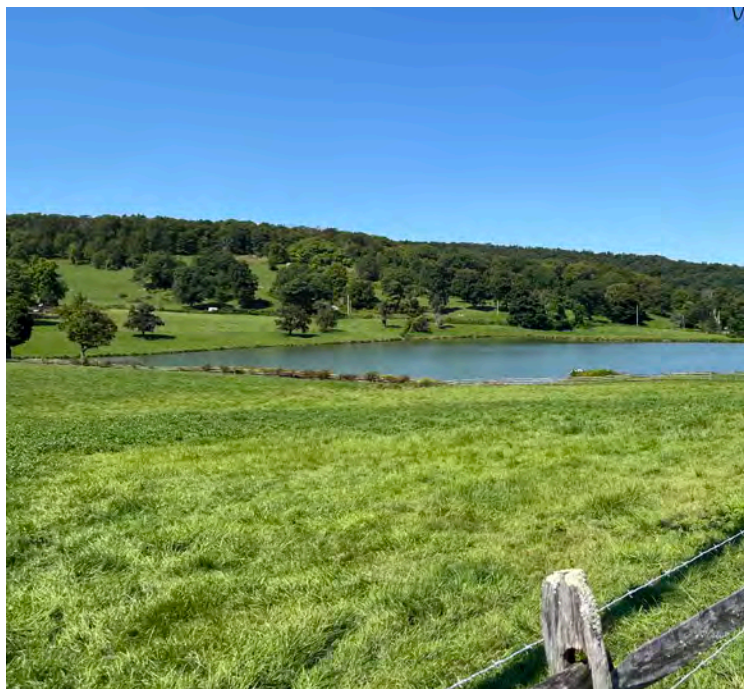
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Legend

<ul style="list-style-type: none"> Town of East Fishkill — Streams ● Parks --- Junction Loop Trail --- DCTC Beacon Line Trail --- Appalachian Trail --- Empire State Trail 	<p>Community Facilities</p> <ul style="list-style-type: none"> ■ Fire ■ Library ■ Police ■ Post Office ■ School ■ Town Facility 	<ul style="list-style-type: none"> Current Agricultural Use Agricultural Districts Public Open Space Municipal Park State Park Public Park Dutchess County Property NYC-Owned Property Private Open Space Privately Owned Forest Private Hunting/Fishing
---	---	--



Challenges and Opportunities

The Town of East Fishkill has many opportunities, and is working to balance economic development versus the preservation of open space, habitat, and agriculture. The community indicated its desire for the Town to continue to preserve, maintain, and improve existing open space. To achieve this goal, development should be guided to areas that do not significantly impact rural character, agricultural land, or special or unique habitats or scenery.

Challenges

Open Space

- Guide development while preserving wildlife habitat connectivity
- Preserve rural character: Stormville, south of 84/ Hudson Highlands area -- views, farming, DEP watershed lands, steep slopes, lack of infrastructure, etc
- Revise existing regulations to address the aesthetic impacts of large earthwork operations.
- Revise guidelines for the quantity and design of cell and utility towers to prevent interference with the rural, forested character of the town.
- Regulate signage in a way that protects scenic views.

Agriculture

- Effects of development pressure: farms can be replaced by housing developments, because there is not an agricultural district to preserve them.
- Viability of local agriculture is a challenge as lands are transferred between generations. Younger generations may not stay engaged in agricultural and may sell the farm.

- There is a shortage of large animal veterinarians to support farms (e.g. dairy cattle must be inspected prior to moving across state lines).
- An important issue for farm employment and growth is housing for employees.

Farmworker Housing



Examples of farmworker housing from San Mateo County, California and Saratoga Springs, New York.

Image credits: Bigfoot Homes (top) and Saratoga Springs (bottom)

Opportunities

Open Space

- Facilitate stronger ecosystem protection through strategies such as the protection of wetlands and watercourses, aquifers, open space, critical environmental areas, and steep slopes.
- Build community resilience to flooding and drought, control erosion, protect water quality, conserve wildlife habitat, preserve sensitive natural areas and areas of exceptional or unique significance
- Preserve potential Open Space Parcels
- Maintain distinctive landscapes through the preservation of natural habitats and open spaces within the town

Agriculture

- Support agriculture by mitigating financial burdens
- Preserve local farms and farmland
- Celebrate local agriculture via agritourism
- Create a “farm hub” or “food hub” – Coordination of Farmer’s Markets with iPark Food Hub idea.
- Consider incentives for developers to integrate agriculture.

Open Space and Agriculture Goals and Strategies

27. Encourage the location of development in areas where topography, geology, and other environmental conditions are suitable for and able to accommodate development.

- 27.1. Identify Critical Environmental Areas and Significant Habitats and avoid or mitigate impacts to these areas.
- 27.2. Develop regulations to mitigate the effects of excessive excavation and fill on lots under construction.
- 27.3 Incorporate viewshed considerations into steep slope regulations.

28. Continue to preserve open space and recognize the value of natural assets to attract a skilled workforce, increase property values, and cultivate intergenerational community interaction.

- 28.1. Develop an Open Space Plan and incorporate the county Natural Resources Inventory.
- 28.2. Plan for continuous greenspace systems and wildlife corridors.
- 28.3. Identify opportunities to work with the land conservancies and similar organizations to support open space preservation.
- 28.4. Work with the CAC to develop a public education campaign regarding impacts on conservation areas.
- 28.5. Preserve the rural character of the R-2 and R-3 districts by maintaining minimum acreage.
- 28.6. Consider developing Open Space Districts for Conservation-related and Recreation-related uses.

Potential Open Space Districts

Conservation Recreation and Open Space (CROS) —A CROS district could apply to private land that is used for conservation, recreation, and open space such as NYCDEP watershed lands, homeowner association lands, and golf courses.

Parks, Recreation and Open Space (PROS)—A PROS district could ensure the preservation of publicly-owned lands, including parks, open space, recreation areas, steep slopes, wetlands, flood-prone areas, unique, natural or geographic formations, rare vegetation or habitats of endangered wildlife, lakes, ponds, significant recreational areas or resources, trails, bikeways, pedestrian routes and significant scenic routes, particularly ridge lines, water bodies and mountains.

29. Identify methods to further protect surface waters, including lakes, streams, ponds, creeks, wetlands; groundwater; and aquifers through coordination with local, regional, state, and federal agencies.

- 29.1. Work with Dutchess County to implement the Drinking Water Source Protection Plan (DWSP2).
- 29.2. Create a drinking water source protection overlay district – specific allowed land uses; increased wetland buffers, require stormwater quantity and quality management.
- 29.3. Consider the development of an Aquifer Protection ordinance, identifying aquifer recharge areas, springs, and other groundwater elements.
- 29.4. Review and update the wetland ordinance with regard to streams and riparian buffers.
- 29.5. Establish a local law for floodplain management to prohibit or significantly reduce developments in floodplain areas.

30. Prevent impairment of scenic resources of local significance.

- 30.1. Identify local areas of Scenic Significance and scenic viewsheds and establish protocols to protect them. Consider quality, uniqueness, public accessibility, and public recognition when identifying scenic views.

31. Conserve and protect agricultural lands in the town to prevent the loss of agricultural land when that loss would have a significant effect on an agricultural area's ability to continue to exist, to prosper, or to expand.

- Areas of sufficient acreage that have U.S. Department of Agriculture designation as prime farmland, unique farmland, or farmland of statewide importance, as well as actively farmed areas adjacent to these lands.
 - Active farmland within Agricultural Districts
 - Areas identified as having high economic viability for farming
- 31.1. Consider establishing an agricultural overlay district in the Town zoning code (separate from the NYS Agricultural District regulations), prioritizing lands identified.
 - 31.2. Revise the zoning ordinance to further restrict solar or wind energy development on prime agricultural lands.

32. Explore the potential to create “agrihoods” as a type of future development to incorporate agricultural production into residential neighborhoods.

33. Support opportunities for farmers to expand their “market” at the local level.

- 33.1. Explore the opportunity to create a “food hub” or a “farm hub” along I-84 which could serve as a transportation/logistical bridge for local farmers to enter markets toward the south (NYC) and could act as a cooperative effort/distribution hub.
- 33.2. Encourage efforts to support and market local food production, such as a cooperative approach that could be incorporated into the business district or a “farm store” that could be accessible to the rail trail.

34. Identify opportunities for “controlled environment” (indoor) farming, such as hydroponic farming and vertical farming.

35. Work with Cornell Cooperative Extension and the Dutchess County Agricultural Navigator to incentivize young farmers and enhance their ability to keep their farms to maintain the viability of local agriculture with the transfer of generations.

- 35.1. Work with the Town Board and Tax Assessor to assess fire tax based on agricultural value rather than full value of the property, if possible under NYS law.

36. Continue to support the local agricultural education programs, such as the “Future Farmers of America” (FFA) program at John Jay High School.

- 36.1. Identify challenges for farmers that these programs could address, including administrative roles such as marketing, logistics, bookkeeping. Share information with local educational programs such as FFA, BOCES, and Dutchess Community College.

37. Explore the potential use of Transfer of Development Rights (TDR) to protect agricultural uses and open space.

38. Support agritourism in East Fishkill.

By definition, agritourism must include an educational component (e.g. a farm wedding venue might serve local meat/produce to guests, and offer it for sale to them).

- 38.1. Develop an agricultural fee schedule that reflects discounted rates for items such as special permits and signage for agricultural uses.
- 38.2. Collaborate with Dutchess County Tourism for agritourism opportunities, such as the creation of a “Taste of East Fishkill” event.

The Urban Land Institute defines

agrihoods as single-family, multifamily, or mixed-use communities built with a working farm or community garden as a focus.

This term was inspired by the thinking that development centered on food-production spaces can produce multiple benefits for individuals and communities while enhancing real estate performance.

Agrihoods combine conservation areas; farmland; food-production; clustered homes; a community center; service roads, connected streets, trails, and multimodal transportation; event spaces; market areas; and shops and restaurants all within proximity to schools and other community features.



Agrihood rendering from the Urban Land Institute Report

Norris, Matthew. *Agrihoods: Cultivating Best Practices*. Washington, D.C.: Urban Land Institute, 2018.

39. Update outdoor lighting regulations to incorporate Dark Skies principles.

40. Identify strategies that protect pollinators and support habitats.



Sabellico Greenhouses and Florist

41. Consider establishing a tree ordinance.

41.1. Preserve viable, mature, and specimen trees within developments where possible.

41.2. Ensure that natural resource-based commercial activities, such as forestry, are undertaken responsibly and with minimal adverse impact to those resources.

41.3. Mitigate the effect of large-scale clearing.

41.4 Complete enrollment in the Arbor Day Foundation's Tree City USA Program.

What is Transfer of Development Rights?

Transfer of development rights is voluntary and allows landowners to sell the development rights of their land to another party. The buyer can then use the rights to increase development density at a different location. The seller retains ownership of the land and can continue to use it, but an easement prevents further development on the property.



Community Services

Community Services

Cultivating Balance

East Fishkill's institutions and services form the backbone of the community and contribute significantly to the Town's overall identity and quality of life. Community Services perform a critical role by addressing local health and safety needs, providing resources to residents, creating social connections, fostering a sense of place and belonging, and building a more balanced and resilient community for all residents.

The Town of East Fishkill delivers many services that enhance the quality of life of its residents. These include municipal services such as road maintenance, snow plowing, recreation programming and facilities, teen and senior programming as well as coordination with other agencies such as schools, libraries, fire departments, ambulance corps, police, public safety, and health care services. All these services and institutions form the building blocks of the community.

Introduction

As the community continues to grow and evolve, the demand for additional services, such as senior, veteran, and teen outreach, as well as arts and recreation, is rising. This growing need is compounded by declining Federal and State funding for these programs.

This chapter will establish long-term sustainable goals and policies for East Fishkill's community services and recreation that will help guide future decision-making with a focus on innovative technology strategies to improve communication, connectivity, community awareness, and access to Town services across a variety of mediums. Part of the Community Vision is to "create an inviting, safe, and secure community which prioritizes the well-being and peace of mind of all who call East Fishkill home."

To maintain high-quality services for all residents, the Town must balance increasing demands from new development with changing resident needs. Strategies to ensure the continued availability of essential services are crucial.

The Town spends the largest percentage of its budget supporting its full-time police department, followed by the highway department, Town Hall operations, and support for cultural and recreational activities. East Fishkill is proud of its fiscal management, which has enabled rates paid by East Fishkill taxpayers to have declined in recent years, comparable to levels paid in 2010.

Existing Conditions

The Town currently has 13 departments, with 100 full-time, 33 part-time, and 104 seasonal employees that provide direct services to residents. East Fishkill provides a wide range of community services, which are delivered via numerous facilities located throughout the Town including:

- Town Hall – 330 NY 376
- Community Center – 890 Route 82
- Police HQ – 2468 Route 52
- Tax Office & Original Town Hall – 2464 Route 52
- Highway Department – 2484 Route 52

Some of these facilities serve specific areas, such as neighborhood parks. Some community services are also provided in conjunction with and/or by local, regional, and state public, private, and non-profit agencies.

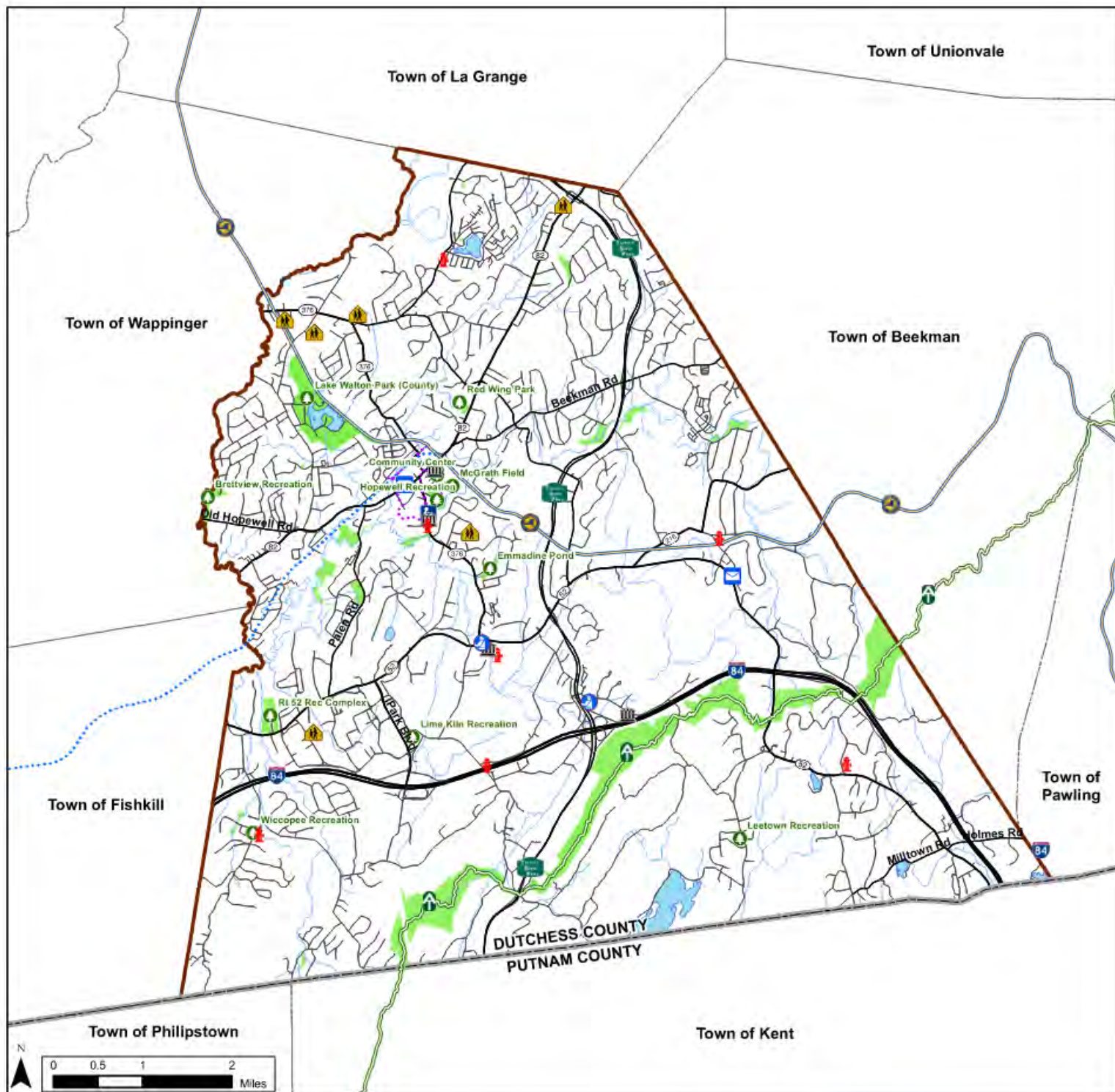
Town Government

The Town Board is the primary governing body of the Town consisting of the Town Supervisor and four Council members who are each elected to four-year terms. Town Board responsibilities include adopting the budget, levying taxes, authorizing debt, negotiating salaries for Town employees, filling appointed positions and overseeing the administration of Town business.

Town departments perform a critical role by addressing local health and safety needs in coordination with agencies such as fire departments, ambulance corps, police, public safety, and health care services.



East Fishkill Town Hall, located on Route 376



Town of East Fishkill Community Facilities

Legend

- Town of East Fishkill
- Streams
- Junction Loop Trail
- DCTC Beacon Line Trail
- Appalachian Trail
- Empire State Trail

Community Facilities

- Fire
- Library
- Police
- Post Office
- School
- Town Facility
- Parks
- Parks

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Map Date: March 2025

Fiscal Strategies

The Town’s annual budget is created by the Town Board and outlines the financial plan of the Town for the fiscal year. The budget is an important tool for managing the Town’s finances, and allows the Town’s department heads and government officials to expend funds and provide important services to residents in line with the Board’s vision.

The Town’s most significant revenue stream is property taxes. Other major revenue sources include mortgage tax, sales tax, state and federal grants, departmental fees, and charges for services. These revenues are used to fund government expenditures, which support the police department, highway department, Town Hall operations, culture and recreational activities, and needed capital improvements in the Town.

The Town’s governing board and other government officials monitor the budget and may amend it as needed to support changes in estimates or assumptions that arise during the year. At the end of the year, any excess of revenues over expenditures creates a surplus that can be added to the Town’s fund balance. The Town strives to maintain a strong fund balance which creates a reserve to be used during difficult economic times, to fund projects, or make up for revenue shortfalls.

How Local Taxes Work

Every property has an assessed value that takes into account the land and any structures or improvements. Some properties may receive exemptions which result in a lower taxable value. The tax rate is then applied to the taxable value of the property, at a set amount per \$1,000 of value.

- Religious and government-owned properties are exempt from paying taxes. Others, such as seniors and veterans, may receive partial tax exemptions.
- Preservation of land may remove properties from the tax rolls, decreasing community tax revenues.
- Commercial and industrial property generates more tax revenue, but require less in community services.

The Town, similar to a household budget, works to balance income with expenditures. Taxes paid by property owners make up part of the municipal income.

Cost to Provide Services

Land Use Type	Median Cost to Provide Public Services Per \$1 in Tax Revenue
Residential	\$1.16
Commercial / Industrial	\$0.30
Agricultural	\$0.37

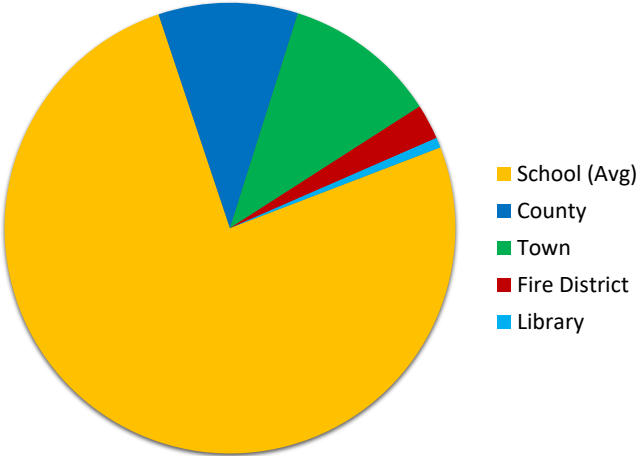
Source: American Farmland Trust - Cost of Community Services Study, September 2016

Different types of land uses tend to require different levels of services from the Town. For example, a residence may receive water and sewer service, send children to school, and also utilize police and fire protection. Meanwhile, an agricultural field will utilize much less of those services, and a commercial or industrial property will utilize few services in proportion to the property value-based taxes it generates.

How taxes are calculated

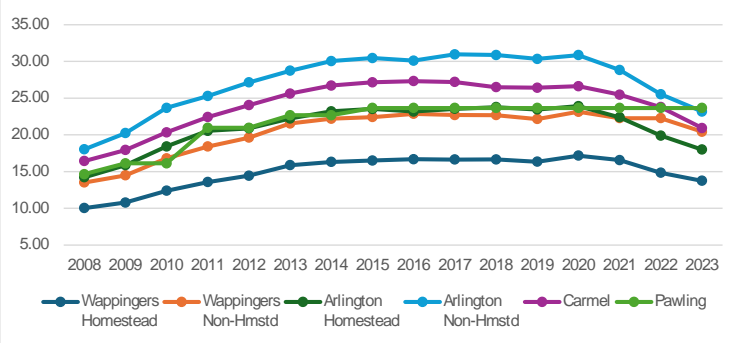
$$\begin{aligned}
 &\text{Amount Town needs to generate from taxes} \\
 &\div \\
 &\text{Combined taxable value of all properties} \\
 &= \\
 &\text{Tax rate per \$1} \\
 &\times 1,000 = \text{Tax rate per \$1,000} \\
 &\text{Taxable property value} \div \$1000 \\
 &\times \\
 &\text{Tax rate} \\
 &= \\
 &\text{Tax bill}
 \end{aligned}$$

Where Property Taxes Go



In addition to Town taxes, property owners typically pay taxes to the County, school district, fire district, and library.

School Tax Rates



How East Fishkill Taxes Compare

While each municipality in Dutchess County offers different levels of services, such as garbage pickup, taxes paid by East Fishkill property owners are among the lowest in the County.

Overall, rates paid by East Fishkill taxpayers have declined in recent years, dropping to levels comparable to those paid around 2010.

Municipality	2023 Rate (\$/1000)	Tax on \$430k Property	Full-time Police Dept
Wappinger (Town)*	2.18	\$ 937	No
Fishkill *	2.58	\$ 1,109	No
LaGrange**	2.68	\$ 1,153	No
East Fishkill	2.89	\$ 1,243	Yes
Hyde Park**	3.21	\$ 1,382	Yes
Pawling**	3.31	\$ 1,425	No
Putnam Valley	4.23	\$ 1,819	No
Patterson	4.25	\$ 1,828	No
Carmel	4.41	\$ 1,896	Yes
Poughkeepsie (Town)*	5.75	\$ 2,473	Yes
Fishkill (Village)*	6.56	\$ 2,821	No
Philipstown	6.63	\$ 2,851	No
Beacon*	7.07	\$ 3,040	Yes
Kent	7.24	\$ 3,113	Yes
Pawling (Village)	8.90	\$ 3,825	No
Wappingers Falls - Poughkeepsie*	10.21	\$ 4,390	No
Wappingers Falls - Wappinger*	11.30	\$ 4,859	No
Poughkeepsie (City)*	11.82	\$ 5,083	Yes
Average of Other (non-EF) Municipalities	6.02	\$ 2,408	

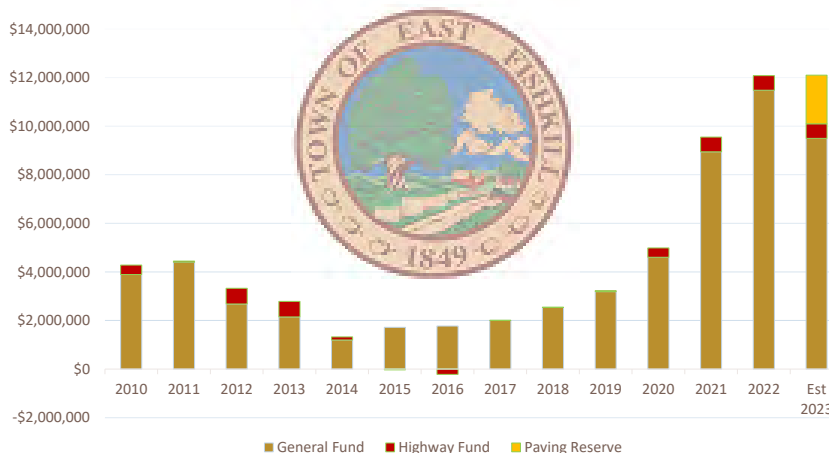
* indicates a proration of Homestead and non-Homestead rates
 ** adjusted to equate to full valuation

LOWEST
 ↓
 HIGHEST

Town Budgeting Data, provided by the East Fishkill Town Board

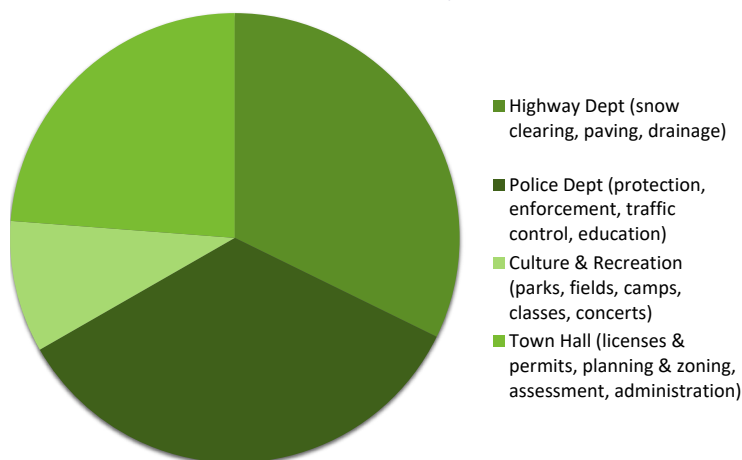
Historical Town Fund Balance

Despite having low tax rates, the Town's fund balance has been able to grow significantly, supporting the general fund costs, the highway fund, and placing some funds in reserve.



How Town Money is Spent

The Town spends the largest percentage of its budget supporting its full-time police department, followed by the highway department, Town Hall operations, and support for cultural and recreational activities.



East Fishkill Police Department

Police Services in the Town are provided through the East Fishkill Police Department (EFPD), which is the primary agency that responds to emergency calls within the Town, whether they are made directly to the police department or to Dutchess County 911. Support is also provided by Dutchess County Sheriff and New York State Police. EFPD takes reports, conducts arrests, serves orders of protection, offers traffic control, responds to domestic disturbances and mental health related issues, conducts trainings, responds to noise complaints, and addresses quality of life issues.

The East Fishkill Police Department (EFPD) prioritizes a “community policing” perspective, focusing on the safety of the community with a personal touch, leaving residents feeling that they are in good hands. The department maintains a presence in the community and engages the public through outreach and Community Partnerships between law enforcement, individuals, and organizations to develop solutions and increase trust.



Increasing development and a growing population present challenges for the Police Department, including a greater need for domestic and medical emergency support as well as other emergency responses such as routine responses to alarms. Larger structures can present tactical challenges and time commitments for clearing buildings or evacuating occupants. Looking to the future, the department will be integrating additional technology to assist with their efforts and increase efficiencies.



Fire and Emergency Medical Services (EMS)

The East Fishkill Fire Department (EFFD) is one of the largest all-volunteer fire organizations in the State. The Fire Department and Rescue Squad protect and serve not only the town residents, but are responsible for providing emergency response services to the two main highways in the Town - the Taconic State Parkway and Interstate 84, contributing to a coverage area of 30,000 residents across 56 square miles.

The Fire District is made up of four fire companies – Wicoppee, Hopewell Hose, Stormville, and Hillside Lake – with six fire houses. There are approximately 230 volunteer members who staff a Rescue Squad (via Dutchess County 911), provide fire protection (via Dutchess County 911), fire investigation, and fire police, and staff a group that offers support to the other volunteers.

The Fire District is independent from Town government and elects its own Fire Commissioners and develops its own budget, separately from the Town budget. The Fire department is challenged with how to manage increasing expenses while remaining within the NYS tax cap.

As the town has grown, so has the volume of calls for the

fire department – from 2,016 calls in 2013 to 3,018 calls in 2023, equating to an average of one call every 3 hours, around the clock. Most calls (80%) are for emergency medical services, which are common for the aging population.

The EFFD faces a challenge in maintaining its volunteer membership. Like the community population, its membership is aging, with fewer younger members joining.



Fire Advisory Board

The Fire Advisory Board is composed of five residents appointed by the Town Board who are tasked with reviewing site and subdivision plans for the purposes of addressing safety concerns and the needs of emergency services. It operates under the Building Department and reports on plans referred to it by the Planning, Zoning, & Town Boards.

Highway Department

The Highway Department is overseen by the elected Highway Superintendent and consists of a wide variety of staff that is tasked with maintenance of town roadways, parks, buildings, and grounds. The Department currently has five foremen, 21 full time employees, five part time employees, and 5 seasonal employees. These staff members contribute to a broad range of services including:



- Roadway maintenance and reconstruction for 195 road miles (390 lane miles) of paved roadways
- Drainage
- Traffic signage
- Vehicle maintenance
- Snow and Ice removal
- Emergency response for weather events
- Hazardous tree removal
- Town Beautification
- Hometown Hero displays
- Parks and Buildings



Stormwater Management

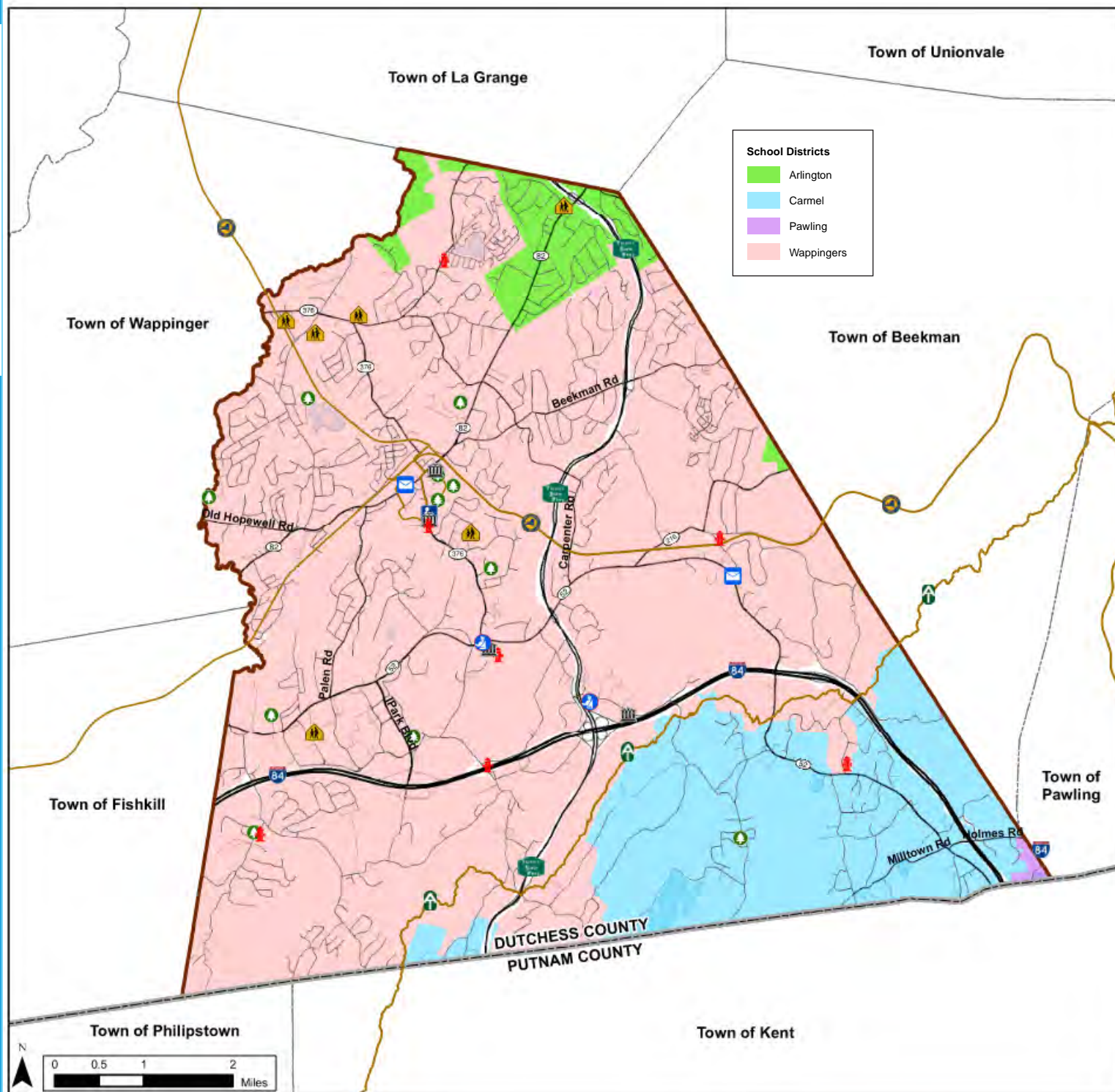
The Highway Department is responsible for stormwater management which includes maintenance of catch basins, outlets, and drainage basins, as well as monitoring areas in the town that are prone to flooding.


As East Fishkill plans for the future, impacts to the Highway Department must be considered, from adding roadways to maintain, to needing additional staff to maintain quality and safety of local infrastructure.

Emergency Storm Response and Resiliency

The Highway Department is tasked with managing emergency storm response, including clearing trees and working with local electrical providers to clear wires across impassable roadways.

After initial emergency storm response or weather events, shelter locations are often required for residents who lack electricity, water, heating, or air conditioning. Recently, Town Hall was fully outfitted with an emergency generator and will serve as the community storm shelter for warming, cooling, internet access, and device recharging.





EAST FISHKILL
COMPREHENSIVE MASTER PLAN
Continuity • Community • Security

Map Date: March 2025

Town of East Fishkill School Districts

Legend

- Town of East Fishkill
- Trails
- School Districts**
- Arlington
- Carmel
- Pawling
- Wappingers

Community Facilities

- Fire
- Library
- Police
- Post Office
- School
- Town Facility
- Parks

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Education

School Districts

The school system is often a driving force as to why someone might choose to move to East Fishkill. Four school districts serve town residents. The school districts are not politically managed through the Town, as they each have their own elected School Boards, and districts span town lines.



The Arlington Central School District is comprised of eight elementary schools, two middle schools, and one high school. The district covers an area of 114 square miles and serves approximately 8,200 students. Its service area includes the northernmost portion of East Fishkill, with the exception of Hillside Lake.



The Wappingers Central School District includes ten elementary schools, two junior high schools, two high schools, and one alternative high school. Serving over 10,000 students, the Wappingers district is the largest of the four and includes most of the geographic area of East Fishkill.



The Carmel Central School District includes a high school, middle school, two elementary schools, and a primary school. Based in Putnam County, the district encompasses 85 square miles and serves approximately 5,000 students from six different towns. Its service area includes most of the area south of I-84 and east of the Taconic State Parkway.



The Pawling Central School District is smaller than the others, with one elementary, one middle, and one high school. It serves approximately 1,050 students. The district includes a few parcels at the southeastern corner of East Fishkill, east of I-84.

DUTCHESSBOCES

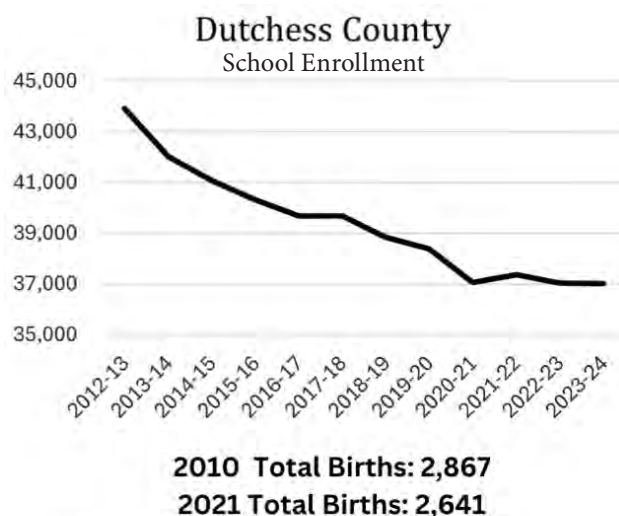
Through thirteen component school districts, Dutchess BOCES offers a wide variety of educational programs and support services to children and adults in Dutchess County, serving a student base of 48,000 pupils. The Adult Career and Technical Institute offers courses that allow students to upgrade current skills or learn new career skills in fields including Architecture and Construction; Hospitality and Tourism; Agriculture; Information Technology; Arts and Audio-Visual; Manufacturing and Production; Health Sciences; and Transportation, Distribution, and Logistics.

[^]Hudson Valley Pattern for Progress. Closed Schools, Open Minds. June 2024.

Declining School Enrollments

A common misconception is that local population increases have caused the schools to become overcrowded. Despite increasing overall populations, public school enrollment across the Hudson Valley is down. The student body in most of those districts has also shrunk during that time.

As reported by Hudson Valley Pattern for Progress,[^] more people moved out of the Hudson Valley than into it for 25 of the past 26 years. Tax data from the IRS showed that many of those households include children. High cost of living can also influence families to have fewer children. NYS Department of Education data showed 47,447 fewer students in public schools throughout the Hudson Valley in 2024 than at the peak of enrollment in 2003 -- a loss of 13% of the regional student body. Dutchess County enrollment has declined nearly 7,000 students in the past decade.



2010 Population Under 5 yrs old: 15,748
2022 Population Under 5 yrs old: 13,372

*Graph: Hudson Valley Pattern for Progress, Closed Schools, Open Minds report
Birth data: NY Department of Health. Population data: U.S. Census Bureau.*

The decline in regional public school enrollment has been exacerbated by parents sending children to private school or educating children at home. State data shows that Hudson Valley private school enrollments grew by approximately 11,000 since 2012. Before the Covid-19 pandemic, approximately 2,500 students were being taught at home; in 2023, that number had ballooned to approximately 5,300.

LaGrange Elementary School in the Arlington District was closed in 2010 and the building now serves as the District's Main Business Office. The Wappingers Central School District -- the largest that serves East Fishkill -- has witnessed shrinking enrollment. At 10,400 students, the district has lost nearly 300 students compared to pre-pandemic levels, and 2,081 students since 2008. Fewer children in schools can indicate a future challenge for the labor force and the broader community. A reduced population over time means fewer patrons to support local businesses and fewer taxpayers to support local education, government, fire and emergency services, and other public institutions.



East Fishkill Community Library

The Community Library operates independently from Town government. It is administered by a nine-member Board of Trustees and currently employs seven full time staff and sixteen part time staff.

The library serves as a multifunctional space for East Fishkill residents, offering print and digital materials to the community. Coordinating with various community partners, including the public schools, nurseries and daycares, youth groups (scouts), and Town recreation department, the library provides a range of programs and services for patrons from infants to seniors. Programming addresses literacy, the arts, culture, physical and mental health, and social activities. In 2023, 8,780 people attended 767 programs. In addition to education, the library's other services include operating a food pantry and little free library, offering workspace, and providing business services and career assistance.

The library also serves as a place for community members to socialize, or to seek shelter during inclement or extreme weather. It offers free Wi-Fi that extends into the parking area and is on 24/7 for the convenience of the public.

Located next to Town Hall, the library faces challenges with its current 12,000 square-foot facility— a space that is has outgrown, lacks infant, teen, and study spaces, and could be more accessible.

The library's long-range plan includes increasing and expanding programs, advancing technology, and continuing to support youth programming, workforce needs, socialization, and community safety.



East Fishkill Community Library, located on Route 376 next to Town Hall



Little Free Library (left) and Community Shelf (right) outside the Library



The Library hosts small musical performances, free to attend.

Parks and Recreation

The Town Recreation Department

The Town provides both passive and active recreation services through the Department of Recreation. The Town administers the following types of recreation programs: adult, pre-school, youth, environmental, swimming, teen, senior citizen, active recreation sports programs (basketball, lacrosse, football, soccer, and travel soccer), and summer camps. The Recreation Advisory Board is a volunteer advisory board (appointed by the Town Board) which makes recommendations to the Town Board regarding all aspects of recreation and parks.

Recreation Advisory Board (RAB)

The RAB is a volunteer advisory board that works with the Director of Recreation, the Town Board, and Town Supervisor on policies with respect to parks, recreation, and conservation. The RAB helps to develop long range plans and recommends projects. The RAB consists of up to seven appointed members and has the following responsibilities:

- Respond to referrals from the Planning Board with respect to pending applications and the possible use of land for recreational purposes or suggestion that the Town instead accept money in-lieu of land for recreational purposes.
- Formulate and make recommendations upon basic policy with respect to the parks, recreation and conservation programs of the town.
- Develop and recommend long-range plans for park and open space acquisitions and facilities development in conjunction with the Director of Recreation and Conservation.
- Recommend a capital projects plan annually to the Director and the Town Supervisor and the Town Board.
- Recommend all matters having to do with the regulation, use, fees and charges with respect to parks and recreation facilities.
- Make recommendations upon any proposed sale of parklands.



Town Recreation Facilities

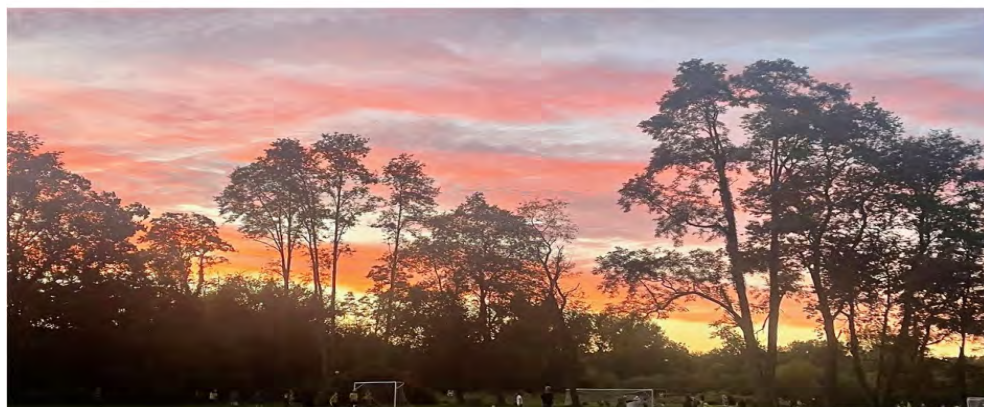
The Town provides residents with an array of parks and recreation facilities. Residents can enjoy a diverse range of Town sponsored recreational activities year round at about ten different sites. The Town has created an interactive list of recreational facilities and programs on their website. The website lists the facilities used by the Recreation Department for their numerous programs and the types of activities that each facility supports.

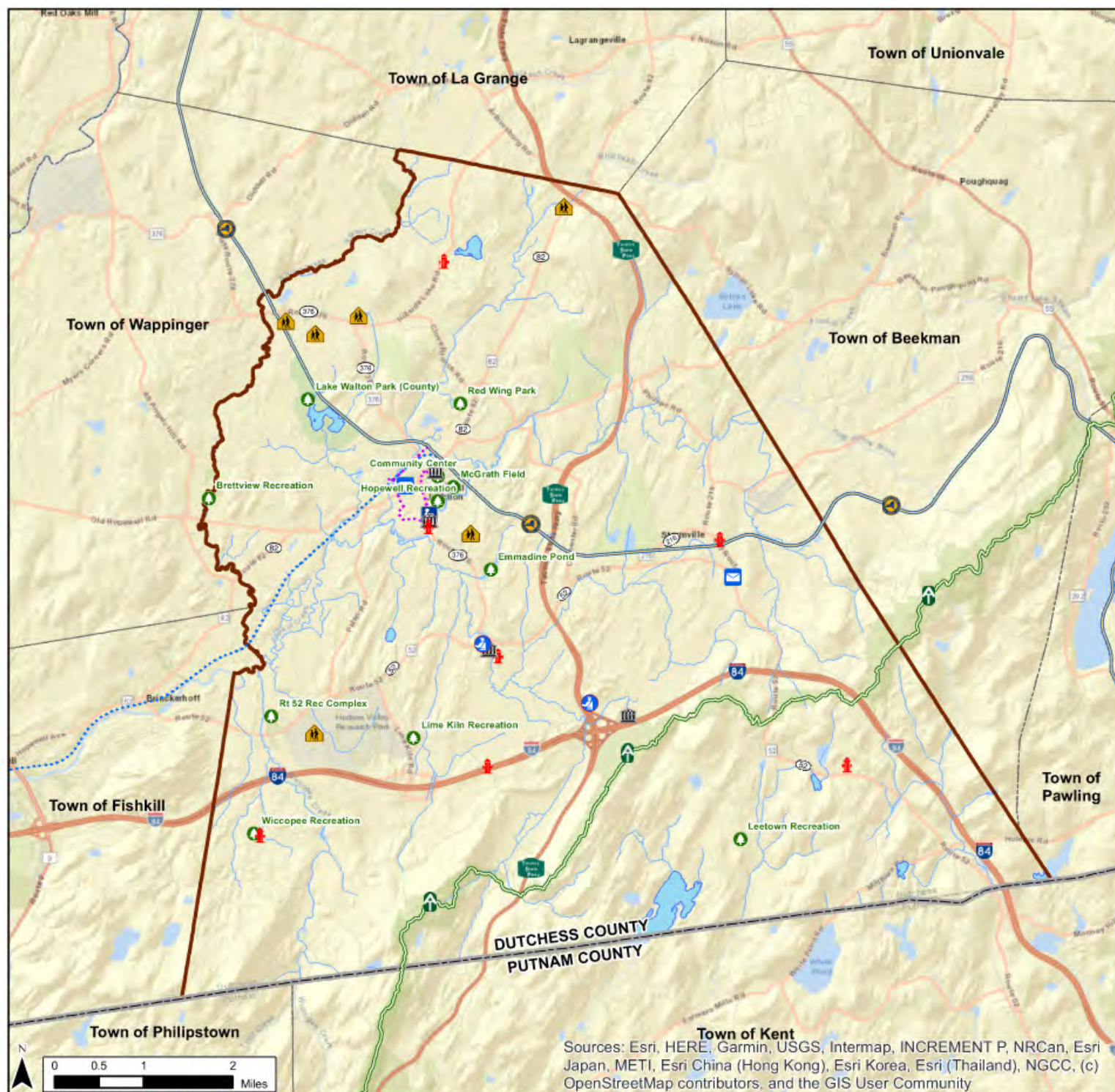
Numerous leagues -- both youth and adult -- use the Town recreation facilities and fields, ranging from baseball to softball, lacrosse, roller hockey, football, cheer, and soccer.

Additional Programming

In addition to routine park activities, a wide variety of programs are organized through the Recreation department, including:

- A Summer Concert Series
- Youth and Adult Basketball
- Youth and Adult Golf
- Skateboarding, Tennis, and Pickleball Lessons
- Volleyball
- Summer Camp, including Camp STEAM (Science, Technology, Engineering, Arts, & Math)
- Fishing Camp
- Bus Trips
- Easter Event
- 4th of July Parade
- Halloween Party, Costume Contest, and Parade





Map Date: March 2025

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Senior Programming

The Senior Citizen Program offers recreation, socialization, and information for Town of East Fishkill Senior Citizens. It provides a vast array of services including day trips, bingo, social and recreational activities, guest speakers, art classes, crafts, beading, exercise, holiday parties, and picnics.

The “Hometown Connection” program connects willing families or businesses with local senior citizens in need of help with light tasks such as yard work, home maintenances, physical tasks, or errands.

Planned Improvements

The Town is developing a new Veterans Memorial Park across from the municipal campus. Developed with guidance from the Veterans Committee, the park design envisions a space for reflection, recognition, and remembrance for those who have served and continue to serve, their families, and the community – a gathering space where the community could acknowledge history and honor service members.

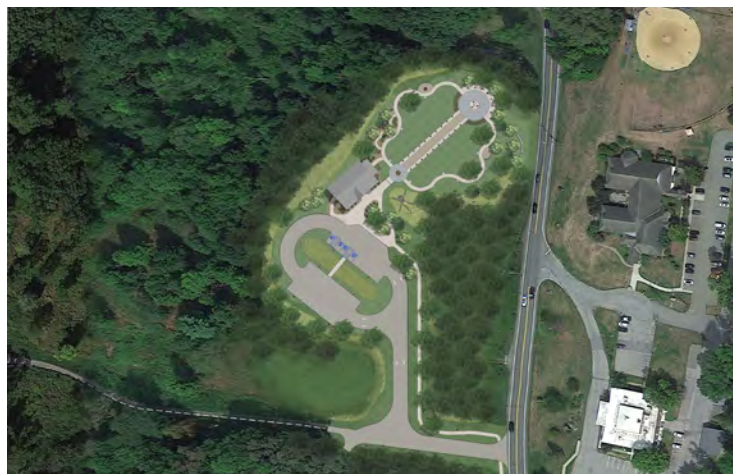
The entry will showcase a retired piece of military equipment. The design incorporates a new building for the American Legion and for community events, entry signage, pedestrian connections and parking, and a memorial garden with a water feature. This area will incorporate elements from an existing memorial that needed to be relocated for the construction of a roundabout. The central walkway framed by Hometown Hero banners leads to a plaza with flags and monuments for each branch of service. The lawn is enclosed by an interpretive history walk, a flag retirement area, and a plaza for Gold Star families.

East Fishkill is supporting the new Rotary Park in the center of Hopewell Junction. These spaces will educate and honor the Town’s past while also improving pedestrian circulation.

Dutchess County’s Lake Walton Preserve, while not Town-owned, is within East Fishkill and borders the Empire State Trail along the town’s western boundary. Though currently closed to the public, the County may make future improvements to the park and the Town would be interested in providing connections for pedestrians and cyclists.

The CPC is recommending that the Town continue to utilize the Recreation Advisory Board to plan adequate recreational services and facilities to meet the needs of the existing population as well as to tailor its programs to the demands of a changing user population.

The CPC emphasizes the objective of ensuring that adequate budgets are established to maintain the Town’s recreational facilities and programs. It is also recommended that the Town continue to develop partnership opportunities, including public-private partnerships with other recreational providers, when establishing new parks or recreational programs to determine whether operation and maintenance could be accomplished with the assistance of other community, county, regional, or state organizations.



Schematic Design plan for the Veterans Memorial Park, across from Town Hall

Challenges

- Since the 2002 Master Plan, East Fishkill has experienced substantial residential and commercial growth, placing increased strain on all local services.
- Multiple school districts prevent “the school” from being a center of community
- A growing population and increased building sizes/densities are correlated with increased calls for Fire Dept/EMS and Police
- The EFFD faces a challenge in maintaining its volunteer membership. Like the community population, its membership is aging, with fewer younger members joining.
- Expanded development areas leads to a need for more roads/drainage and associated maintenance
- Conservation, investment, and continued maintenance
- Desire for a large indoor community recreation facility

Opportunities

- Connect parks and recreation facilities via trails, sidewalks, and other transportation options, like a seasonal shuttle.
- Support systems and programs that allow residents to stay engaged and comfortably age in place
- Ensure public safety and resilience
- Facilitate opportunities for community engagement, connectivity, awareness, and information sharing
- Support public safety staffing efforts and find ways to encourage youth to consider these as career options.
 - Cultivate awareness in schools
 - Support outreach for EMS training program recruitment at community events
 - Encourage apprenticeship programs
 - Spread awareness of part-time opportunities in addition to full-time careers.
- Continue to adopt innovative technology strategies to improve communications, connectivity, community awareness, and access to Town Services.

42. Develop plans to ensure that the Town government and critical operations can mitigate and respond effectively to emergencies and natural disasters.

- 42.1. Develop/update a townwide Emergency Response and Recovery Plan (Building, Police, & Fire departments).
- 42.2. Update the 2013 Town of East Fishkill Hazard Mitigation Plan. (See strategy 57.1 under Infrastructure)

43. Conduct a municipal building space and programming assessment.

- 43.1. Consider developing a master plan for a future “municipal campus.” Evaluate which services should be incorporated, such as a community center, Town Hall and Justice Court, Police department, and other needs.

44. Develop a comprehensive town wide technology strategy to enhance community engagement, digital literacy, and access to essential services through improved communication, connectivity, and awareness initiatives.

- 44.1. Implement a town wide technology plan to modernize infrastructure, expand broadband access, and create digital inclusion programs to empower residents and businesses.
- 44.2. Leverage technology to improve quality of life, economic development, the efficiency of daily operations in Town Hall, and public safety.
 - Continue to improve the Town’s website, user experience and access to the Town’s digital information.
 - Maintain and continuously update broadcast and live-streaming capability within Town facilities and via the Town website to better communicate with residents.
 - Work closely with Dutchess County to update and enhance the quality and quantity of Geographic information Technology (GIS) available to both staff and the public.
 - Adopt innovative technology strategies to improve communications, connectivity, community awareness, and access to Town services.

45. Create a 5-Year Capital Improvement Program.

A Municipal Capital Improvement Program

The Town will prepare and annually update a Capital Improvement Program (CIP) that identifies capital construction projects and major equipment purchases, along with a planning schedule for Town Board consideration. Projects listed for future years will be evaluated and moved to design once the project is authorized by the Town Board. Project costs are estimates and are revised during design and prior to the release of a formal bid. The CIP also outlines potential funding sources.

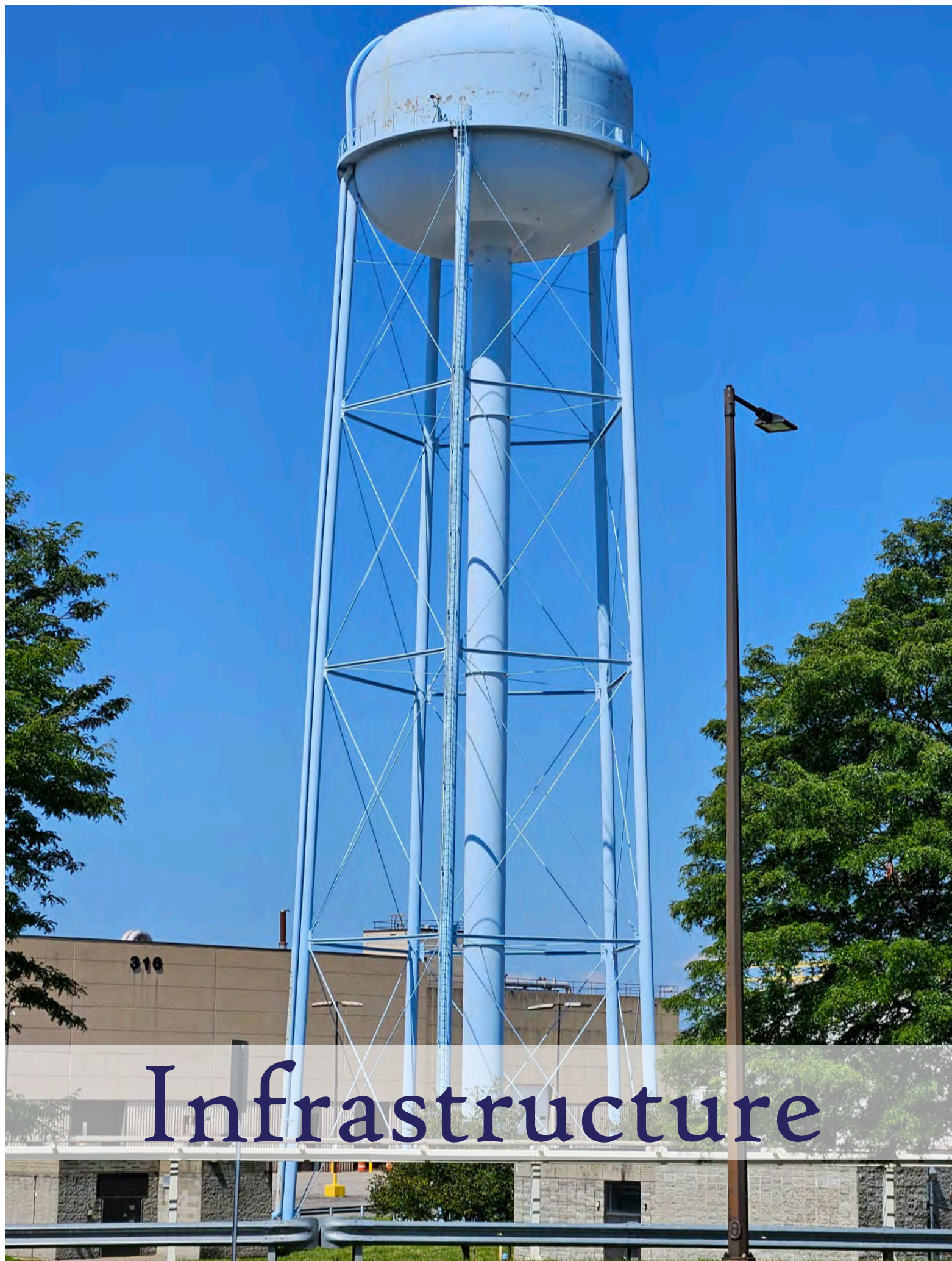
46. Expand recreational and natural resources by increasing access to existing assets and developing new resources.

Recreational uses include consumptive uses, such as fishing and hunting, and non-consumptive uses, such as wildlife photography, bird watching, and nature study. Any efforts to increase recreational use of these resources will be made in a manner which ensures the protection of resources and takes into consideration other activities dependent on these resources. Such efforts will be made in accordance with existing State law and in keeping with sound management considerations, including biology of the species, carrying capacity of the resources, public demand, costs, and available technology. Efforts to increase access to resources should not lead to over-utilization of that resource or cause impairment of habitat.

- 46.1. Assess and improve bicycle and pedestrian connections to and between the Empire State Trail, Appalachian Trail, Beacon Line Trail, Hudson Fjord Trail, the Junction Loop Trail, and the hamlets.
- 46.2. Improve connections to and between existing open space assets (e.g. connect parks to the rail trail; improve access at Hillside Lake; connect Gayhead Mill Pond to fire center, batting cages areas; connect Gayhead to Hopewell; Bull Rd to Brinckerhoff)
- 46.3. Identify locations for a trailhead and parking site in or near Stormville.
- 46.4. Offer development incentives to property owners who provide connections to existing or proposed trails.
- 46.5. Develop site design guidelines for properties along trails, addressing trail-facing facades, lighting, access, parking, and landscaping.

47. Develop a Recreation Master Plan for East Fishkill.

- 47.1. Conduct a townwide recreation asset inventory. Assess existing parks and services to identify elements that may be duplicative, what may be missing, what may require maintenance or repair, and where accessibility needs to be improved.
- 47.2. Identify potential locations for an indoor recreation facility and a town pool.
- 47.3. Explore public-private partnerships for recreation-related support facilities, such as restrooms for trails.
- 47.4. Identify and recommend areas to be zoned for recreational and open space use.



Infrastructure

Infrastructure

Cultivating Balance

The built environment touches every aspect of life. Open spaces and agricultural lands surround buildings we live, recreate and work in, while the roads, waterways, and transportation systems provide access, and infrastructure provides water, sewer, energy, and communications. Roadways and trail networks are a part of the larger infrastructure system for the town, but are addressed separately in the Transportation section (Chapter 8).

A robust and reliable system of infrastructure is essential to realizing the community's economic potential. The Town of East Fishkill has become more densely developed in recent decades, shifting its classification from a rural community to a suburban community as of the 2010 census, and bringing density-related challenges, such as the need for infrastructure to support growth. The town has reached a threshold where investment in central municipal systems is critical to expanding economic growth. The Town will need to invest in the built environment to support the economy of future generations, while balancing growth with preservation of the natural environment.

The Town of East Fishkill aims to provide efficient and reliable infrastructure that supports the community's growth, enhances the quality of life for residents, and ensures environmental protection. The Comprehensive Plan's vision is deeply tied to the Town's infrastructure in various ways. East Fishkill's small-town character and focus on its community are supported by the systems that support everyday life and growth. Dependable and sustainable infrastructure also strengthens the sense of community. The Town's commercial success is closely linked to the quality and availability of its infrastructure. As a crossroads where various infrastructure systems meet, East Fishkill aspires to be a social and economic hub, capitalizing on its strategic location. Improving water supply, wastewater treatment, solid waste management, stormwater systems, and utility services is crucial. Fostering an attractive and secure community with resilient infrastructure and well-maintained facilities is essential to realizing these objectives.

The Town's planning efforts will ensure that the systems remain capable of accommodating the demands of a vibrant and growing municipality.

Existing Plans and Studies

East Fishkill Master Plan (2002)

Though the 2002 Master Plan does not have a dedicated section for infrastructure, related topics and recommendations can be found throughout the plan, primarily focused on water and sewer utilities. The Plan notes that, at the time, East Fishkill had adequate groundwater resources for current and future population projections. There are a number of community water systems but most of the Town relies on individual wells and septic systems. Reducing water source contamination was a major goal set

forth in the plan. Contamination of private wells within the Town was one reason that the Town is trying to shift towards public water systems where feasible, as these systems have less risk associated with contamination due to water being sourced from multiple well sites. NYS studied private wells throughout the town regarding emergent contaminants.

The Town has initiated efforts to mitigate known public water sources that have emerging contaminants. The Town has conducted studies on some specific portions of the area water and sewer districts. These reports are available on the Town website.

The 2002 Plan also touches on expanding sewer infrastructure. Though the majority of Town residents use private septic systems, the Plan mentions that increased risk of groundwater contamination due to septic system use necessitates increased efforts in developing community sewer infrastructure.

East Fishkill Hazard Mitigation Plan (2013)

This Hazard Mitigation Plan (HMP) was prepared by Tetra Tech EM, Inc. for the Town of East Fishkill. It was formulated in response to the requirements of the Disaster Mitigation Act of 2000 to ensure that local and state governments articulate and address needs for hazard mitigation. The HMP also provides a Town Profile that outlines the existing conditions within the community, upon which the risk assessment and mitigation strategies are based.

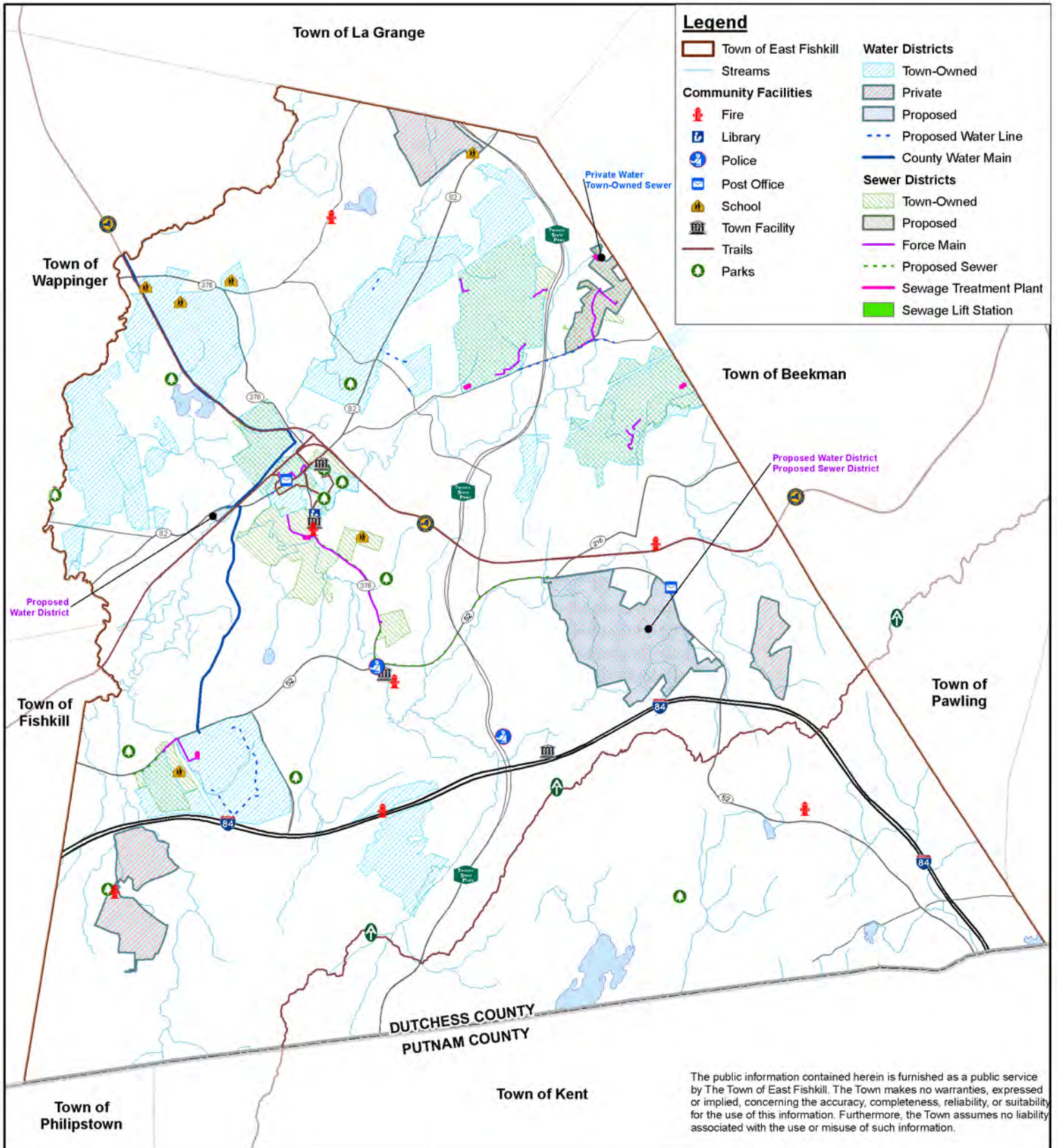
Hazards of concern which also pose a significant threat to the Town are identified within the HMP, including extreme temperatures; earthquakes; flooding; hail storms; ice storms; hurricanes and other tropical cyclones; nor'easters; severe storms; severe winter storms; and wind storms.

Mitigation Strategy objectives related to infrastructure included:

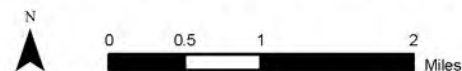
- Minimize damage to public facilities and utilities, such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in vulnerable areas.
- Protect the ongoing operation of critical facilities and infrastructure.
- Ensure continuity of government operations, emergency services, and essential facilities at the local level during and immediately after disaster and hazard events.
- Implement programs that enhance the capabilities to better profile and assess exposure to hazards, and the identification of effective mitigation approaches.

Dutchess County Hazard Mitigation Plan (2016)

This plan, which is undergoing updates in 2025, provides an overview of hazard mitigation planning in the County, presenting and analyzing a variety of information and existing resources related to the county's response to natural and man-made disasters. The plan provides a section dedicated to East Fishkill which identifies its risk to certain hazards and disasters (noting historical flooding and ice jams), capability to respond to those events, as well as previous and ongoing initiatives related to hazard mitigation. The Plan does not include future needs or recommendations for East Fishkill.



Town of East Fishkill Water and Sewer Infrastructure



SARATOGA ASSOCIATES

Landscape Architects, Architects,
Engineers, and Planners, P.C.

Map Date: August 2025

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Existing Infrastructure Resources

Townwide Overview

East Fishkill's infrastructure encompasses a variety of systems essential for daily life and future development. This section will address the development and maintenance of water supply, sanitary sewer, solid waste management, stormwater management, natural gas, electricity, telecommunications, and hazard mitigation systems.

Development in East Fishkill has become dense enough in recent years to shift its classification from rural to suburban. The Town does not have single, centralized water and sewer systems common to a typical city, other than the Hopewell Sewer Treatment Plant. Instead, the town has multiple smaller water and sewer systems that were generally designed and sized to serve specific development projects, rather than to accommodate future development.

Water Supply

Water infrastructure is essential for a community as it ensures the consistent and safe supply of water necessary for daily life. A reliable water system supports residential needs, public health, and economic activities, making it fundamental to a town's overall well-being and growth. Effective and well-planned water infrastructure is crucial as it allows for sustainable management of this vital resource. Proper planning ensures that water infrastructure can meet current demands and accommodate future growth, while addressing potential risks such as droughts or contamination. When a new project proposal comes before the Town, its water and sewer facilities are required to be built to Town standards. By prioritizing a comprehensive approach to water resource planning, East Fishkill can safeguard the long-term prosperity and health of its residents.

The Town of East Fishkill benefits from abundant groundwater supplied by aquifers that follow Fishkill Creek, Sprout Creek, Whortlekill Creek, and Wiccopee Creek. While many residents rely on individual wells, new developments are increasingly relying on central water systems. It is important to note that the Department of Health requires developments with more than 50 residential units to tie into existing central water and sewer systems or develop new ones.

Private Water Sources

While portions of the Town are connected to water systems, the majority of East Fishkill gets its water from private wells rather than public sources. It should be noted that, since 2007, East Fishkill mandates private well testing by a NYS ELAP Certified Laboratory prior to the sale of an existing or newly constructed home, the results of which are submitted to the Dutchess County Health Department.

Public Water Sources

The areas not served by private wells receive water via multiple sources, treatment facilities, and distribution systems.

The Dutchess County water main runs along the Empire State Trail south into Hopewell Junction, paralleling Fishkill Road, then south along Palen Road to the Route 52/iPark area. While individuals cannot tap the County water line, a Town district or permitted project could connect via the established approval process.

Water Districts

A phased approach to water supply expansion, initially proposed in 1992, aims to integrate existing systems and support future growth. The Town has acquired five independent water systems which have been incorporated into its districts and is exploring the expansion of the Hopewell Hamlet system to create a central, interconnected water supply. The advantages of a central system include greater reliability, improved fire protection, and better management of contamination risks and water quality. Interconnection can improve reliability and provide redundancy.

East Fishkill currently owns seventeen water districts, each with varying capacities and conditions.

Town-Owned Districts:

1. Revere Park
2. Pinewood Knolls
3. Taconic Estates
4. Little Switzerland
5. Hopewell Hamlet
6. Brettview Estates
7. Shenandoah
8. Fishkill Plains
9. Hopewell Glen
10. Four Corners
11. Beekman
12. Hopewell North
13. Hopewell West
14. Route 52 Commercial
15. Stone Ridge Estates – Four Corners
16. West Campus
17. Swartout-Hopewell Senior Living

There are also several private water districts within the Town of varying size. Refer to the Town of East Fishkill: Existing Water and Sewer Infrastructure Map (page 7.3), which details the existing water and sewer resources within the Town.

Drinking Water Quality

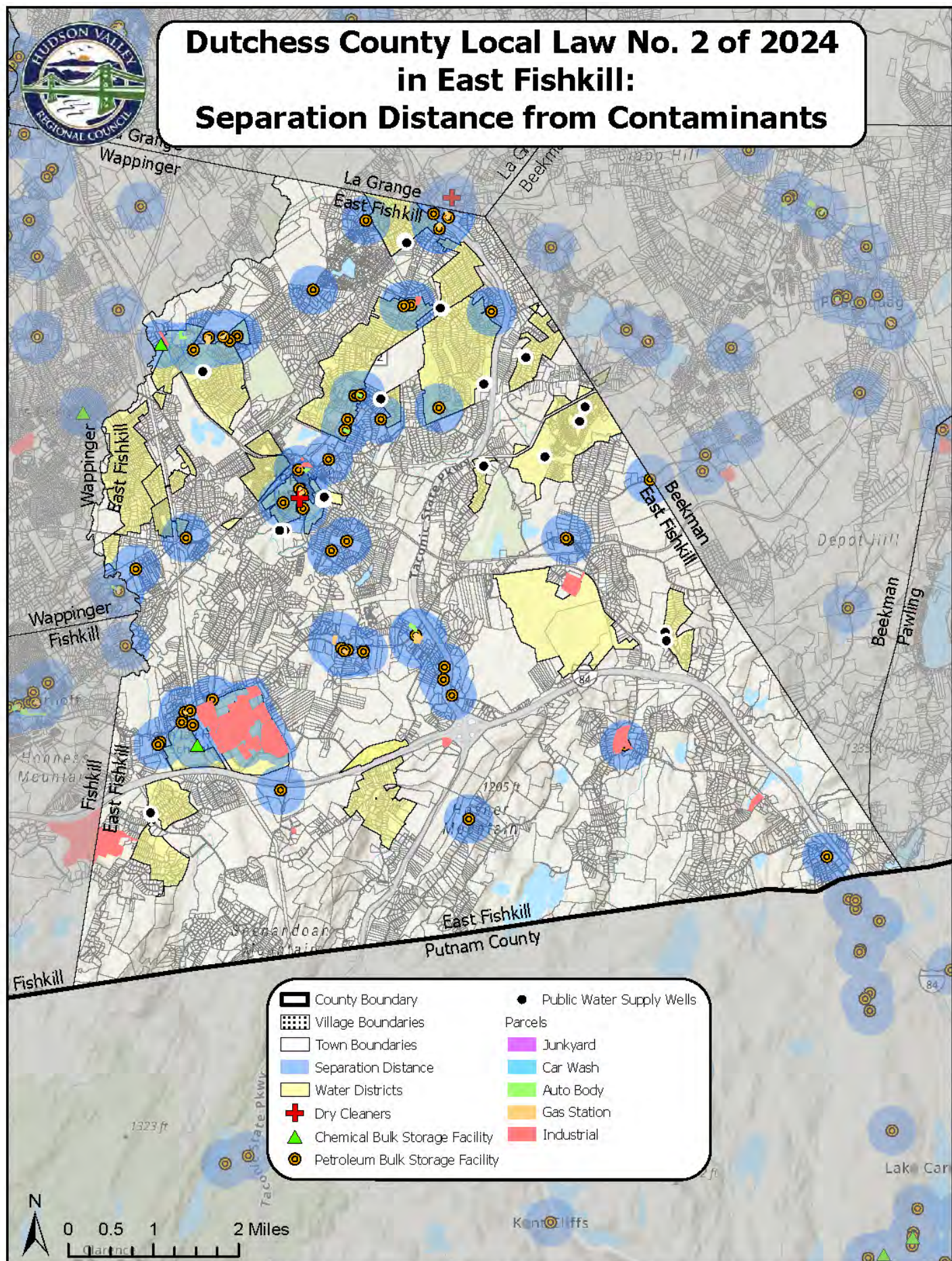
Annual drinking water reports review regulatory compliance and water quality. All of East Fishkill's water systems are subject to regular testing for various contaminants, including microbial, inorganic, organic, and radiological substances. The State and EPA regulations limit these contaminants to ensure safety. It should be noted that while small amounts of contaminants are expected in all drinking water, their presence does not necessarily indicate a health risk.

Southern Dutchess County and adjacent municipalities have been working together to address aquifer protection and drinking water source interconnection.

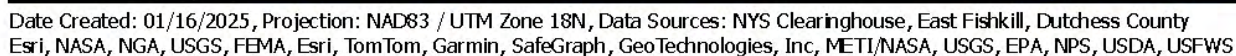
In late 2024, Dutchess County passed [a law to protect drinking water](#). The law notes "With continued population growth and development, groundwater sources are increasingly becoming vulnerable to potential contamination from hazardous pollution sources." Potential sources described in the law include underground storage tanks for petroleum or chemicals, dry cleaners, and commercial car washes. This law expands separation distances between specifically identified contaminant sources and public water supply wells, wetlands, and aquifers in an effort to protect the public water supply from known contaminants including gasoline, oil, and dry-cleaning chemicals. The maps on the following pages show the required separation distance from contaminants and from water resources, overlaid on the Town of East Fishkill.



Infrastructure at iPark



Date Created: 01/16/2025, Projection: NAD83 / UTM Zone 18N, Data Sources: NYS Clearinghouse, East Fishkill, Dutchess County Esri, NASA, NGA, USGS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS



Sanitary Sewer

Sanitary sewer infrastructure is vital to ensure the safe and efficient removal of wastewater from homes, businesses, and public facilities. It typically includes a network of pipes, pumping stations, and treatment plants that play a crucial role in protecting public health by preventing the spread of waterborne diseases and maintaining cleanliness. Proper management of wastewater prevents contamination of local water sources, which is essential for both human health as well as ecosystem health. Planning efforts for sanitary sewer systems can anticipate future growth and development to ensure that the infrastructure can handle increasing demands. Effective planning addresses challenges such as aging infrastructure, regulatory changes, and changes in the local population. It can create resilient systems that safeguard public health, protect the environment, and support sustainable growth and development.

Existing Sewer Districts

While the majority of the East Fishkill's developed areas operate with septic systems, there are five sewer districts in the town. Wastewater is treated via neighborhood-scale treatment plants for processing and discharging wastewater for each district. The Town-owned districts are:

1. Hopewell Hamlet (and Wildflower Hills extension)
2. Four Corners
3. Beekman
4. Sagamor
5. John Jay

Some areas of Town infrastructure have capacity that could support new development. Hopewell Hamlet, Four Corners, and John Jay have the ability to receive additional capacity, with the potential for limited expansion, if some improvements are made to the facilities. Refer to the Town of East Fishkill: Existing Water and Sewer Infrastructure Map on page 7.3, which details the existing public and private water and sewer resources within the Town.

The Four Corners Wastewater Treatment Plant (WWTP) was built in 2005 and was permitted to treat 130,000 gallons per day (gpd) from the subdivision that has 249 single family detached residential units along Phillips and Moore roads. The WWTP discharges to the Fishkill Creek and its SPDES permit is NY-0270610.

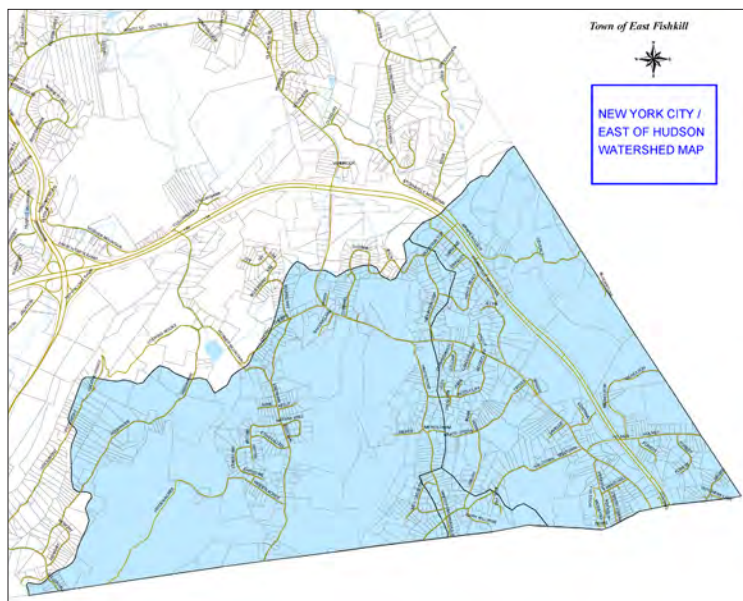
The Hopewell Hamlet Wastewater Treatment Plant (WWTP), constructed in 2009, is permitted to treat 500,000 gpd from various developments in the Hopewell Hamlet area, discharging into Fishkill Creek under SPDES permit NY-0267953. It is currently operating at 25% of its capacity, so it could support new or denser development.

The John Jay Pump Station is currently constructed and authorized for 50,000 GPD, average daily flow. The Town is currently designing upgrades that will allow the pump station to increase daily capacity to 100,000 GPD. In the event that additional flows beyond the 100,000 GPD are needed, the Town would need to consider other system improvements.

The NYS Board of Health regulations state that any residential development greater than 50 units must connect to a sewer system and not utilize individual septic systems, with each development project bearing the expense of creating those connections. As larger housing developments were built, several included sewer systems. Each sewer district is responsible for the cost of maintenance of their system.

Watershed Considerations

The southeastern portion of the Town is located within the New York City Department of Environmental Protection (DEP) East of Hudson watershed. The East of Hudson portion of the watershed is New York City's original upstate water supply has been providing safe, clean drinking water to the city since 1842. It covers 375 square miles in Dutchess, Putnam, Westchester and Fairfield counties with 13 reservoirs and 3 controlled lakes.



Lands in East Fishkill located within the NYC DEP East of Hudson Watershed

There is also a mapped watershed surrounding Hillside Lake that covers approximately 217 acres.



Map of the Hillside Lake watershed, provided by the Town

Owners of properties in either of these watershed areas that contain one or more septic systems must have their system(s) pumped, cleaned, and visually inspected by a registered waste transporter at least once every five years. Chapter 152: Sewers in the Town Code outlines that once an inspection has been completed, a paid receipt and a completed Septic System Data and Inspection Form that is endorsed by the registered waste transporter must be submitted to the East Fishkill Building Department.

Solid Waste

Effective solid waste management infrastructure is vital for a community as it ensures the reliable and efficient collection, transportation, and disposal of waste generated by residents, businesses, and public facilities. This infrastructure, which incorporates a variety of waste collection services, recycling programs, transfer stations, and landfills or incineration plants, is essential for maintaining public health, cleanliness, and environmental health. Proper waste management prevents the accumulation of garbage, reduces the risk of pest infestations, and minimizes pollution, contributing to a healthier and more attractive community. Incorporating planning efforts for municipal solid waste is important because it enables communities to manage waste efficiently and sustainably, addressing current needs while preparing for future needs. Effective planning can optimize waste collection routes, enhance recycling and composting programs, and ensure compliance with environmental regulations.

Current Waste Disposal Methods

East Fishkill contracts with Royal Carting Service Company for waste collection and recycling. The Town lacks a municipal transfer station but utilizes private facilities like Royal Carting and Westhook Sand and Gravel for waste management. Westhook Sand and Gravel processes construction and demolition debris (inert only) with a capacity of 35 cubic yards per week. Royal Carting accepts municipal solid waste as well as construction and demolition debris with a capacity limit of 250 tons per day in accordance with NYSDEC permitting.

Recycling Opportunities and Hazardous Waste Disposal

Royal Carting provides single-stream recycling services and also has two locations for drop-off services. Royal Carting has also partnered with Welsh Organics to provide management services for farm waste and manure removal. Additionally, residents have access to recycling services and hazardous waste disposal through the Dutchess County Resource Recovery Agency.

Stormwater

Stormwater management infrastructure is essential for a community as it mitigates the impact of heavy rainfall and prevents flooding, erosion, and water pollution, impacts similar to those experienced in Hillside Lake (**see page 5.8**).

This infrastructure generally consists of storm drains, retention basins, and drainage channels to ensure that excess rainwater is efficiently collected and redirected away from urban areas. Proper stormwater management protects

properties, maintains road safety, and bolsters natural waterways by preventing contaminants from entering them. Planning for stormwater management is crucial because it allows for the design and implementation of systems that can handle current and future rainfall patterns, considering the effects of climate change.

Green infrastructure, such as rain gardens, permeable pavements, and green roofs, enhance the natural absorption and filtration of stormwater (see information box). Green infrastructure also reduces the burden on traditional stormwater systems and improves water quality, making it a beneficial component of comprehensive stormwater management strategies.

Green Infrastructure

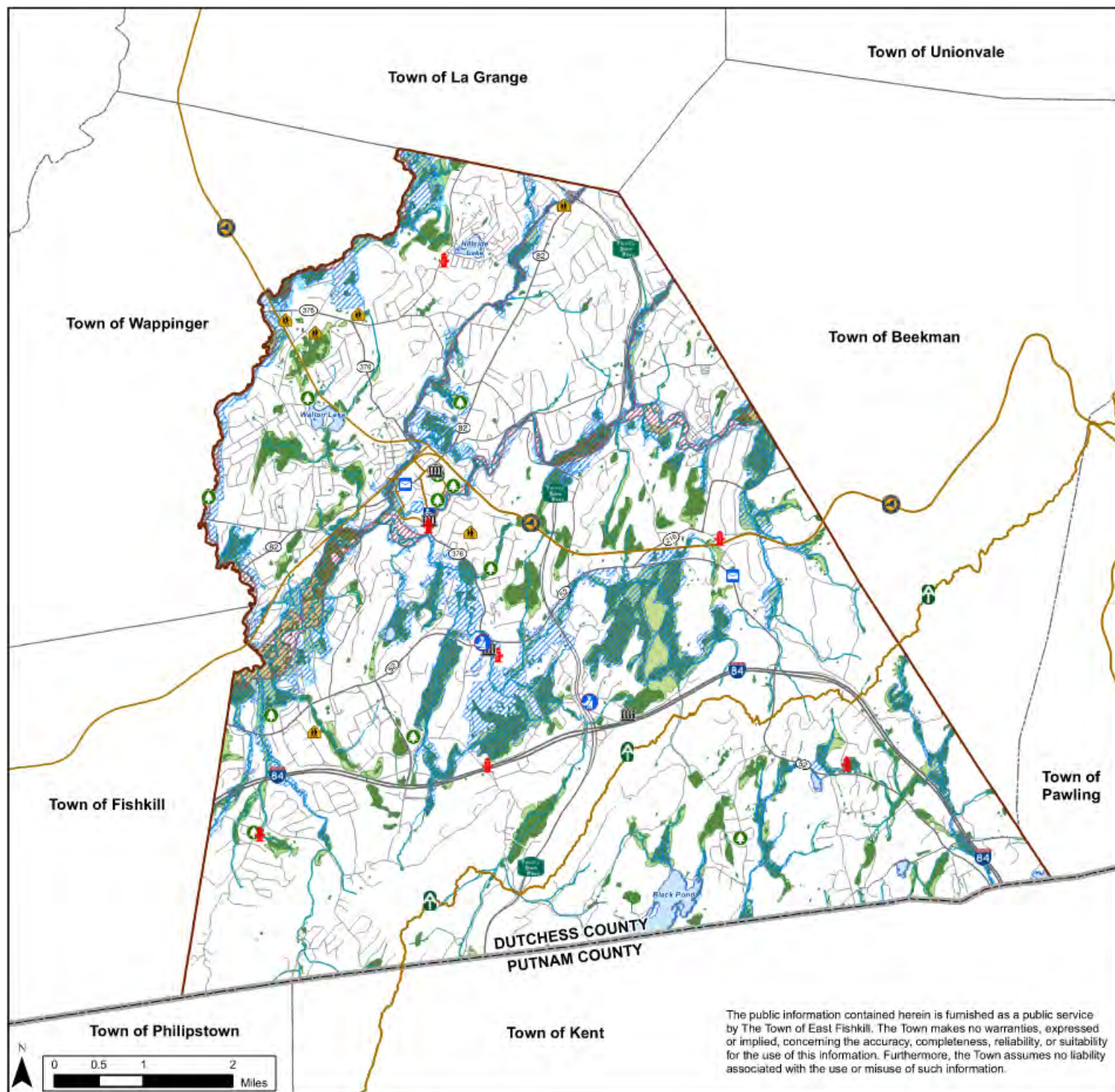
Green infrastructure is a strategic approach to natural and built environments that enhances ecosystem services, improves community resilience, and supports sustainable development. It involves designing and implementing networks of spaces, such as parks, wetlands, green roofs, urban forests, and permeable pavements, to address environmental, social, and economic challenges. Green infrastructure planning aims to create a more livable, sustainable, and resilient environment for current and future generations.


Key Objectives:

- **Stormwater management:** Reducing flooding and improving water quality by using features like bioswales, rain gardens, and green roofs.
- **Biodiversity enhancement:** Preserving and restoring habitats to support local wildlife and plant species.
- **Climate resilience:** Mitigating the impacts of extreme weather events by improving air quality, and absorbing carbon emissions.
- **Public health:** Promoting mental and physical well-being through access to green spaces and recreational areas.
- **Economic benefits:** Reducing infrastructure costs (e.g., stormwater systems) and boosting property values.

Components:

- **Natural Systems:** Wetlands, forests, rivers, and coastal zones.
- **Green Spaces:** Parks, street trees, and community gardens.
- **Engineered Solutions:** Green roofs, living walls, and permeable surfaces.
- **Hybrid Systems:** Combining natural and human-made elements, such as urban wetlands integrated with drainage systems.





EAST FISHKILL
COMPREHENSIVE MASTER PLAN

Map Date: March 2025

Town of East Fishkill Wetlands and Flood Zones

Legend

- Town of East Fishkill
- Streams
- Trails
- Community Facilities
 - Fire
 - Library
 - Police
 - Post Office
 - School
 - Town Facility
 - Parks
- NYS DEC Wetlands (reference)
- Federal Wetlands
- Flood Hazard Zones
 - Floodway
 - 100 Year Flood Zone
 - 500 Year Flood Zone

SARATOGA ASSOCIATES
Landscape Architects, Architects,
Engineers, and Planners, P.C.

This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.

PROJECT # 2023-068.10
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File Location: S:\2023\2023-068.10\C4 Production\GIS

East Fishkill's stormwater management efforts focus on mitigating flooding and erosion, adhering to Chapter 157 of the Town's code, "Stormwater Management and Erosion Control". East Fishkill is a Municipal Separate Storm Sewer Systems (MS4) community, as designated by the New York Department of Environmental Conservation. The MS4 program requires a Stormwater Management Plan be in place, with annual reporting on compliance. The Stormwater Management Officer operates out of the Town's Building Department. The Town's stormwater infrastructure is maintained by the Highway Department.

The Town of East Fishkill participates in the Community Rating System (CRS), a program under FEMA's National Flood Insurance Program (NFIP). The CRS is a voluntary initiative that acknowledges communities for implementing floodplain management practices that exceed the federal minimum standards set by the NFIP, enhancing flood protection. In return for these proactive measures to reduce flood risk, policyholders in participating communities benefit from lower flood insurance premiums. These discounts are a direct result of community efforts to achieve these goals of the CRS:

- Reduce flood damage to insurable property
- Strengthen and support the insurance aspects of the NFIP
- Encourage a comprehensive approach to floodplain management

Communities in the CRS program are recognized for going beyond the basic regulation of meeting minimum national standards with new building constructions. The program rewards communities by reducing flood insurance premiums for their residents and businesses, reflecting efforts to mitigate flood damage to existing structures, manage development in areas not mapped by FEMA, protect new buildings beyond the minimum NFIP protection level, preserve or restore natural floodplain functions, assist insurance agents in obtaining flood data, and help individuals acquire flood insurance. It is important to note that homeowners' insurance policies do not cover flood damage, and almost every residence or business within the Special Flood Hazard Area (SFHA) requires flood insurance, which is available through most insurance providers.

Heat and Natural Gas

Infrastructure for natural gas is crucial for a community as it provides the energy necessary for heating homes, businesses, and public buildings, cooking, and powering certain industrial processes. This infrastructure, comprising pipelines, distribution networks, and heating systems, ensures that residents and businesses have reliable and efficient access to heat and natural gas, particularly during colder months. Reliable natural gas infrastructure is essential for maintaining public health, safety, and comfort, preventing cold-related illnesses, and supporting everyday activities. Central Hudson Gas & Electric Corporation provides natural gas services in some areas of East Fishkill. Central Hudson has extended service as needed to serve new development.

Incorporating planning efforts for heat and natural gas is important because it allows towns to meet current energy demands and provides the framework for a just transition to

cleaner energy and heating alternatives. Effective planning can optimize the delivery systems, integrate renewable energy sources, improve energy efficiency, and ensure the safe maintenance and upgrading of existing infrastructure. By accounting for comprehensive planning for heat and natural gas, East Fishkill can enhance energy security, reduce environmental impact, and ensure a reliable energy supply for providing heat to its residents.

Electricity

Reliable infrastructure for electricity is a key factor in a community's ability to power homes, businesses, schools, hospitals, and public services, forming the backbone of daily life and economic activity. This infrastructure, which includes power plants, substations, transformers, and transmission lines, ensures a reliable supply of electricity essential for lighting, heating, cooling, and operating electronic devices and machinery. Infrastructure for electricity also supports emergency services, enhances public safety, and contributes to the overall quality of life in a community. Incorporating planning efforts for electricity is important because it ensures that the power supply can meet current demands and adapt to future growth. Effective planning addresses the integration of renewable energy sources, the upgrading of aging infrastructure, and the implementation of smart grid technologies, which improve efficiency and resilience. A focus on planning for electricity infrastructure allows communities to promote sustainable energy management, reduce carbon emissions, and enhance the reliability and security of their power systems. This will ensure a stable energy future for East Fishkill.

Service Provider and Coverage Area

Central Hudson Gas & Electric also supplies electricity, supporting residential and commercial needs. The Town explores renewable energy sources, such as solar and wind, to enhance sustainability.

Community Solar Projects

There are two existing community solar project in East Fishkill. The project on Helin Road is on 14 acres and was approved in January 2018. This project is sited south of Route 82, adjacent to an electrical substation and to Fishkill Creek. The project at Phillips Farm is 21 acres and was approved in March 2020. It occupies former agricultural land.

The Town's experiences with these existing projects have informed the strategies in this plan related to the use of land for energy infrastructure projects and the need to balance land use considerations for aesthetics, open space, agricultural land, and energy needs.

Powering Innovation

Due to the availability of power and the extensive electrical infrastructure existing at the former IBM Campus there is significant potential for to attract high-tech industries (such as a data center) to iPark and the immediate surrounding properties. Leveraging the site's unique infrastructure availability and its location on the I-84 corridor should continue to be a key economic development strategy for the Town.

Telecommunications

Infrastructure for telecommunications has become an essential aspect of modern life. Not only does it facilitate communication and access to information, but also the functioning of many public services and businesses. This infrastructure, which typically includes cell towers, fiber-optic cables, and Wi-Fi networks, ensures that residents, businesses, and public facilities have reliable connectivity for phone calls, internet access, and digital communication. Access to broadband is particularly beneficial as it supports high-speed internet, enabling efficient remote work, online education, telemedicine, and the streaming of digital content. Incorporating planning efforts for telecommunications is important because it ensures that the infrastructure can meet current demands and adapt to future technological advancements. Effective planning can address the expansion of coverage areas, the upgrading of networks, and the integration of new technologies such as 5G. By prioritizing telecommunications planning, East Fishkill can enhance connectivity, work to bridge the digital divide, and support economic growth and social inclusion.

In portions of town, the availability of Broadband and Cell Phone Coverage is limited and gaps in service do exist, particularly in the more hilly and forested parts of town.

East Fishkill is committed to supporting improved broadband availability and cell phone service quality, recognizing their importance for modern connectivity.

Telecom availability/performance was noted as a challenge by residents responding to the survey, and also as a potential limiting factor for tech-reliant businesses (data centers, finance companies/traders, etc). Communications for water metering systems may co-locate with EMS systems which will help ameliorate gaps in certain areas of town.

Hazard Mitigation Planning

Hazard mitigation is essential for every community as it involves the strategies and measures taken to reduce or eliminate the risks and impacts of natural and man-made disasters, such as floods, earthquakes, hurricanes, and industrial accidents. Effective hazard mitigation protects lives, property, and infrastructure, ensuring the safety and resilience of a community. It helps minimize the economic losses and social disruptions caused by disasters, enabling quicker recovery and stability. Incorporating planning efforts for hazard mitigation is important because it allows towns to identify potential hazards, assess vulnerabilities, and develop plans to address those concerns.

A proactive approach includes implementing building codes, creating evacuation plans, enhancing emergency response capabilities, and investing in resilient infrastructure. Due to increases in historic average rainfalls, existing culverts and bridge crossings may be at increased risk. By prioritizing hazard mitigation planning, East Fishkill can better prepare for and respond to disasters, reducing their impact and safeguarding the well-being and sustainability of the community.

In addition, the Town has received funding in the past from FEMA to address storm-based damage and will continue to apply for these funds when available.

Current Mitigation Efforts

The Town's hazard mitigation planning aims to protect residents and infrastructure from natural and human-made hazards, such as flooding, severe storms, winter storms, infrastructure failures, and hazardous materials incidents.

East Fishkill will continue to collaborate with county and state agencies to implement mitigation strategies and infrastructure improvements.

Challenges and Opportunities

As East Fishkill plans for the future, the Town will facilitate investment in a built environment that is accessible, adaptable, and advances community health and resiliency.

Areas along Route 52 are tainted by high levels of road salt from the NYS DOT Taconic maintenance yard. The businesses and homes in this area need good water. Generally, wells and public water sources should not be placed downslope of hills with roads where road salt is used, as this leads to contamination of the water supply.

The availability of public water and sewer infrastructure influences the development of the built environment. Larger construction projects, such as businesses and multifamily housing, require access to reliable infrastructure. To continue to expand, or to provide water or sewer for projects, there must be a reasonable amount of users to support the cost of construction, maintenance, and operation of proposed

systems. Any future rezoning recommendations should carefully consider the relationship between user density and the capacity of existing sewer and water infrastructure as well as the feasibility to either expand existing systems or construct new systems to accommodate uses.

The Town of East Fishkill currently has five sewer systems and seventeen water systems. While the Hopewell Hamlet sewer system has capacity, the available capacity of the water system is limited. However, expansion of many of the existing water and sewer systems is possible with appropriate development and financial investment, but would need to be evaluated on a case-by-base basis.

The area of Hopewell Junction near the railroad faces challenges with providing adequate wells and septic systems and proper well-septic separation. Providing public water and sewer to this area would allow for increased economic development that could support economic development that could support the hamlet and the rail trail and would help resolve the ongoing challenge of providing adequate service to the existing properties.

Along the Route 52 corridor, the Town is currently working to extend water and sewer utilities from the Taconic State Parkway to Lime Kiln. Ultimately, the Town's goal is to have existing infrastructure throughout the general vicinity, with the potential to extend and provide for new commercial and residential development.

The objective within the strategic areas is to be able to provide the infrastructure to support the business types that the community desires. Therefore, the Town should prioritize areas where existing infrastructure is available and has capacity or could reasonably be extended without significant investment.

Infrastructure Goals and Strategies

48. Encourage the location of development in areas where public services and facilities essential to such development are adequate or could be extended.

The above policy is intended to accomplish the following:

- strengthen existing residential, industrial and commercial centers;
- foster an orderly pattern of growth where outward expansion is occurring;
- increase the productivity of existing public services and moderate the need to provide new public services in outlying areas;
- preserve open space in sufficient amounts and where desirable
- foster sustainability by encouraging proximity between home, work, and leisure activities.

48.1. Ensure streets and highways serving the proposed site can safely accommodate the peak traffic generated by the proposed land development under existing conditions and/or based on proposed improvements.

48.2. Ensure the development's water needs (consumptive and firefighting) can be met by the existing water supply system or expansion.

48.3. Ensure sewage disposal system or expansion can accommodate the wastes generated by the development.

48.4. Ensure energy needs of the proposed land development can be accommodated by existing utility systems or can be expanded or upgraded to accommodate the needs.

48.5. Ensure stormwater runoff from the proposed site can be accommodated by on-site and/or off-site facilities and comply with stormwater regulations.

49. Facilitate expansion of infrastructure and connectivity to support development in strategic planning areas.

49.1. Identify areas where existing infrastructure will support increased density and development.

- Review current zoning to ensure the desired type of development is supported.
- Concentrate on the existing footprint of development, such as hamlets and commercial corridors where water and sewer infrastructure already exists or can be easily expanded.
- Evaluate the feasibility of extending water and sewer infrastructure to potential development areas that are underserved.

49.2. Facilitate expanded sewer and water to support Town economic development goals.

49.3. Evaluate areas where lots are undersized per current separation distances for public water and sewer.

49.4. Review access to water for firefighting services (supply, storage, and hydrants).

49.5. Support expanded telecommunications access.

- Review town code requirements and implement design guidelines for locating service towers and associated infrastructure. Leave the top ten feet of a tower available for municipal services at no cost to the Town or County. Incorporate visual mitigation/landscape screening for equipment areas and access routes.
- Identify areas that could be connected to wi-fi for public use, such as the rail trail, for emergencies.

50. Review and update renewable energy regulations.

50.1. Review solar at various scales: Residential; small-scale commercial; large-scale commercial

50.2. Ensure viewshed impacts, landscaping, water, and stormwater management are addressed.

51. Ensure sustainable water management.

51.1. Upgrade water supply infrastructure as necessary.

51.2. Replace aging water mains and pipes to prevent leaks and ensure a reliable water supply.

51.3. Expand water treatment facilities to meet current and future demand.

51.4. Implement advanced monitoring systems to detect and address issues promptly.

52. Promote water cleanliness and conservation.

52.1. Educate the community on water conservation practices and techniques.

53. Improve stormwater management.

53.1. Support development and maintenance of green infrastructure such as rain gardens and permeable pavements to manage stormwater runoff.

53.2. Enhance and update existing drainage systems to prevent flooding and erosion.

54. Strengthen energy infrastructure.

54.1. Support the expansion of renewable energy sources, such as solar, wind, and other renewable energy projects to diversify energy supply.

- Provide incentives for residential and commercial installations of renewable energy systems.
- Support the development of microgrid systems to enhance energy resilience and reliability.

55. Promote energy efficiency.

55.1. Support the implementation of energy efficiency standards for new buildings and renovations on a statewide level.

55.2. Launch public awareness campaigns to promote energy-saving practices.

56. Participate in programs that support smart growth principles and encourage innovative use of resources.

56.1 Join Climate Smart Communities and the Clean Energy Communities Program.

56.2 Pursue the Electric Vehicle “Make Ready” program and the Energy Efficiency and Conservation Block Grant Program.

57. Enhance community resilience.

57.1. Update the Town’s Hazard Mitigation Plan. Ensure that the Plan addresses critical infrastructure, including the effects of infrastructure failure (power outages, roadway/bridge issues, water contamination, etc.). (See strategy 43.2)

57.2. Strengthen infrastructure against climate impacts.

- Conduct vulnerability assessments to identify critical infrastructure at risk from climate change and other natural disasters.
- Upgrade infrastructure to withstand extreme weather events such as floods, hurricanes, and heatwaves. Consider limiting the size of trees under utility lines and exploring options to install utilities underground where feasible.
- Support ecology-based solutions like wetlands restoration to enhance natural resilience.

58. Promote sustainable development practices.

- 58.1. Integrate climate resilience considerations, such as flood risk, habitat resilience, and heat island mitigation, into land-use planning and zoning regulations.
- 58.2. When evaluating potential locations for infrastructure development, evaluate vulnerability/potential for flooding.
- 58.3. Support community initiatives that promote sustainability and resilience.

59. Increase community awareness and preparedness.

- 59.1. Develop and disseminate educational materials on climate risks and preparedness.
- 59.2. Conduct community workshops and drills to enhance readiness for hurricanes, tropical and winter storms, and other climate-related emergencies.
- 59.3. Collaborate with local organizations to build a network of support for vulnerable populations.

60. Develop a five-year plan for water and sewer infrastructure investments.

61. Expand and upgrade water and sanitary sewer infrastructure using energy efficient technology.

62. Ensure continued reliable function of existing infrastructure through proper maintenance and end of life replacement.

63. Consider construction and maintenance costs when evaluating socio-economic benefit of a proposed infrastructure project.

64. Continue to seek funding from grants, developers, and potential public-private partnerships to offset the costs of infrastructure.

65. Develop a Town GIS database of local infrastructure such as roads, bridges, dams, and culverts.

66. Review site plan requirements to require new developments to provide redundancy in their water and sewer facilities.

67. When a project is proposed, consider establishing a maximum sale price for any proposed infrastructure or donation of the property and system to the Town.

68. Identify steps to reduce risk to the Town when they assume responsibility for private water or sewer systems.

Program Information

Climate Smart Communities is a New York State program that helps local governments take action to reduce greenhouse gas emissions and adapt to a changing climate. The program offers grants, rebates for electric vehicles, and free technical assistance.

<https://climatesmart.ny.gov/>

NY local governments can use the **Clean Energy Communities** program, administered by NYSEERDA, to reduce energy use, invest in clean-energy solutions, save energy costs, create jobs, and improve the environment. In addition to providing tools, resources, and technical assistance, the program recognizes leadership for the completion of clean energy projects.

<https://www.nyserda.ny.gov/All-Programs/Clean-Energy-Communities>

The goal of the **EV Make Ready Program** is to support the development of electric infrastructure and equipment necessary to accommodate an increased deployment of EVs within NY by reducing the upfront costs of building EV charging stations. Entities can offset some or all of the associated site infrastructure preparation costs.

<https://jointutilitiesofny.org/ev/make-ready>

The US Dept. of Energy has administered the **Energy Efficiency and Conservation Block (EECBG) Grant** program to accelerate and expand the number of energy efficient and low emission municipally-owned buildings, reducing their operating costs. Funds are primarily used for energy-efficiency retrofits, financial incentive programs, and building and facilities programs.

<https://www.energy.gov/scep/>



Transportation

Cultivating Balance

The community vision statement formulated by the Comprehensive Plan Committee describes East Fishkill as the “junction of community, commerce, and country.” These topics encompass some of the main values of the Town and each are intrinsically related to transportation. Small-town feel, friendliness, and a focus on the importance residents and hamlets are defining community characteristics of East Fishkill. These aspects of the community are heavily influenced by the transportation systems and resources that provide connectivity. A diversity of safe and accessible transportation options helps to bolster the sense of community and support the town’s overall vision.

Commerce within the Town is influenced by the availability and quality of transportation infrastructure. Transportation infrastructure supports East Fishkill’s diverse economic base, which ranges from small businesses to larger commercial enterprises. As a junction where various transportation routes come together, East Fishkill aims to serve as a “social and economic hub,” taking advantage of its strategic location. Enhancing transportation corridors, proximity to major highways, and improving recreational assets like recreational trails are vital. An inviting, safe community with walkable areas, vibrant downtown activities, and pedestrian-friendly environments is essential to achieve these goals.

Townwide Overview

The Town of East Fishkill transportation network comprises sidewalks, biking and walking trails, streets, highways, public transit routes, and railway tracks. The town contains approximately 208 miles of roadways across its 50 square miles of land.

The town is served by an extensive network that includes local, county, and state roads, as well as an interstate. Key routes, including Interstate 84, the Taconic State Parkway, and State Routes 52, 82, 216, and 376, traverse the town. Interstate 84 runs east-west, while the Taconic State Parkway runs north-south.

Like the presence of the railroad initially spurred a cluster of development in Hopewell Junction, the presence of major highways that intersect the town supports East Fishkill in its current era of planning for growth, cementing its ties to the broad region.

Vehicular Transportation Facilities

East Fishkill Roadways and Transportation Corridors

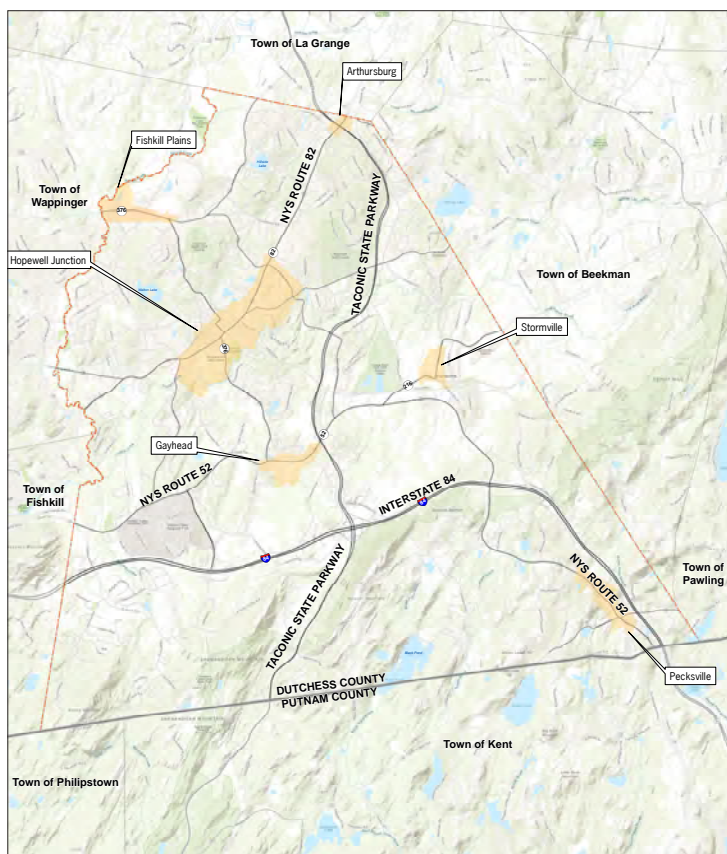
East Fishkill’s roadway network is categorized based on the function and traffic volume of the roads. The Town benefits from a robust network of regional highways and local roads. Key routes, including Interstate 84, the Taconic State Parkway, and State Routes 52, 82, 216, and 376, traverse the town. Interstate 84 runs east-west, while the Taconic State Parkway runs north-south. These major highways collectively form the backbone of East Fishkill’s transportation infrastructure.



Interstate 84

Interstate 84 provides regional access for vehicles traveling to and from East Fishkill. It is a high-speed roadway with controlled access at grade-separated interchanges. The only Interstate in East Fishkill is Interstate 84 (I-84), traversing East Fishkill in an east-west direction. Interstate 84 begins in Sturbridge, MA where it

connects with Interstate 90, and goes west to Scranton, PA where it connects with Interstate 380. Generally, it is a four-lane road with two lanes in both directions. I-84 connects East Fishkill with Connecticut to the east and to the I-87 corridor to the west, providing access to major urban centers, facilitating regional connectivity, and serving as a critical route for commerce and commuting.



Primary Highways in East Fishkill

State Roads

Taconic State Parkway

The Taconic State Parkway (TSP) is the principal north-south arterial roadway in East Fishkill. It begins in Westchester County and heads north to Interstate 90, near Albany. The TSP has four lanes in the Town of East Fishkill and runs north-south through the Town. This National-Register listed Scenic Byway provides a winding, hilly, but direct path from the Albany area to Westchester County, making it a popular commuter route, but it does not permit commercial vehicles. As it passes through East Fishkill, the TSP intersects directly with I-84 and makes interchange connections at NYS Route 82, Beekman Road, NYS Route 52, and Miller Hill Road, and a limited on/off connection at Carpenter Road

New York State Route 82/ Hopewell/ Arthursburg

NYS Route 82 is a minor arterial that runs from southwest to northeast through East Fishkill via Arthursburg and Hopewell Junction, connecting various parts of the town and facilitating access to residential areas, schools, and recreational facilities. It intersects NY 376 and also serves as a connector to I-84 and neighboring towns, connecting with Fishkill at its terminus at NYS Route 52 and with LaGrange in the northeast. This corridor hosts a variety of local businesses and serves as a crossroads for residents and visitors alike.

New York State Route 52 and iPark Area

NYS Rt. 52 (NY 52) is another principal arterial that runs from west to southeast in the town, crossing I-84. It passes directly through the hamlets of Gayhead and Pecksville, serving as a main commercial thoroughfare with access to John Jay High school, local businesses, shopping centers, and services. Route 52 connects the town to other communities in the Hudson Valley (Town of Fishkill to the west, Town of Kent in Putnam County to the southeast) and is a key route for local traffic and commercial activity. It also links access to I-84 via Lime Kiln Road (iPark Blvd) and Patriot Way. Traffic tends to be lighter along NYS Route 52 east of the Taconic State Parkway. Recent investments and the introduction of multiple businesses has reactivated the site that was once owned by IBM. The historically industrial nature of the area has served as a foundation for the mix of industrial uses that can currently be seen here.

New York State Route 216 and Stormville

NYS Rt. 216 (NY 216) is a relatively short state highway, classified as a "major collector," situated solely within Dutchess County. Spanning 6.22 miles, it links NY 52 and NY 55, running between the hamlet of Stormville in the town of East Fishkill at its western end and the hamlet of Poughquag in the town of Beekman at its eastern end. The NY 216/52 intersection has documented operational and safety issues. NYS DOT has conceptually approved a roundabout here in association with a proposed subdivision which has not yet moved forward. Old Route 52 also falls along this corridor -- the predecessor to the current Route 52 features older homes and structures that reflect East Fishkill's history.

New York State Route 376 and Fishkill Plains

New York State Route 376 (NY 376) is also a "major collector" state highway. Located solely within Dutchess County, it

starts at an intersection with NY 52 in East Fishkill and travels north through Hopewell Junction and Red Oaks Mill, leading to the City of Poughkeepsie. It concludes at a junction with U.S. Route 44 and NYS Rt. 55, situated east of the city limits. The hamlet of Fishkill Plains is situated along NY 376 in the northwest portion of East Fishkill, stretching from Sprout Creek to the intersection of Route 376 and Dutchess County Route 29/Hillside Lake Road.

County Roads

The County roads provide options for alternate traffic movement and many also connect to the state routes. Some through service is provided but traffic volumes are generally lighter than along the state highways. The primary county roads in East Fishkill are as follows:

- Lime Kiln Road (County Route 27) north of I-84 (iPark Blvd)
- Palen Road (County Route 31)
- Beekman Road (County Route 9)
- Carpenter Road and Clove Branch Road (County Route 29)
- Hillside Lake Road (County Route 33)
- Old Hopewell Road (County Route 28)

Local Roads

Municipal roads vary in their use and traffic volumes. Some of the local roads work as connectors between more residential roads and state roads or highways. These are generally a little wider than low-volume roads and are better equipped to cope with heavier traffic flows. The primary local roads in East Fishkill are as follows:

- Robinson Lane
- Lake Walton Road
- Hosner Mountain Road
- Miller Hill Road
- Fishkill Road
- Shenandoah Road
- Fishkill Hook Road

Parking Considerations

Parking facilities are essential for supporting local businesses and centralizing their locations can reduce congestion in busy areas, making parking a key component of the quality and overall efficiency of East Fishkill's transportation systems. Parking should be strategically placed near important destinations to maximize convenience for residents and visitors.

Many areas of Town utilize surface parking, especially in its commercial corridors. Large swaths of pavement tend to worsen the effects of flooding and contribute to the urban heat island effect. The negative effects on streetscape aesthetics created from these parking lots also have adverse impacts on overall sense-of-community. Because of this, the design and layout of parking areas should maximize space utilization, with a focus on shared parking to promote the reduction of large areas of pavement used for surface

parking. Locating parking on the side or rear of the building also improves streetscape aesthetics.

East Fishkill currently has three park and ride lots: the first is on Lime Kiln Road just south of I-84 (90 spots available), and the other two are at the intersection of the Taconic State Parkway and Route 52 (more than 100 spots available).

East Fishkill currently prohibits parking along certain streets and roadways within Town, including seasonal parking restrictions to facilitate snow plowing and removal, as is outlined in Town Code, Chapter 177- Vehicles and Traffic.

Public Transportation

Public transportation is vital for creating efficient and sustainable urban environments. It reduces vehicular traffic congestion and lowers greenhouse gas emissions by providing an alternative to single-occupancy vehicles. Public transit systems also enhance accessibility, offering affordable transportation options to people of all income levels. Robust public transportation networks also support economic growth by connecting workers to jobs, students to schools, and residents to essential services and local businesses, fostering vibrant, interconnected communities.

Bus Transit

The Dutchess County Public Transit provides regular bus transit services on Route F, connecting to Beacon, and runs along NYS Route 52, through iPark, east to NYS Route 376, and north to Hopewell Junction. The route map at right shows stops at Amazon, iPark, and Acme within East Fishkill. *Moving Dutchess Forward's* analysis of Bus Access found that major job centers and clusters along Route 52 have infrequent bus service, which can present a barrier to employees without access to a vehicle. It should be noted that Dutchess County provides a curb-to-curb transportation service, called “Dial-A-Ride,” for individuals who are not able to use the regular public transit bus service.

In addition to the Dutchess County Public Transit, the East Fishkill recreation department provides bus service for “recreation trips.” Town residents have the ability to reserve a bus trip for a fee, though non-residents are able to attend trips to casinos. The bus leaves from the Town’s Community Center and prices vary depending on each trip.

Railroad Infrastructure

The Railroad is a unique aspect of East Fishkill’s history. Hopewell Junction Hamlet formed around the Hopewell Depot Train Station in East Fishkill and eventually became the business center of Town where it served as a hub of rail activity in the late 1800s and early 1900s. While no active rail lines remain within East Fishkill, there is a railroad line owned by the Metropolitan Transportation Authority (MTA) that travels north-south along the Hudson River. The closest access points are in New Hamburg and Beacon, to the west of East Fishkill.

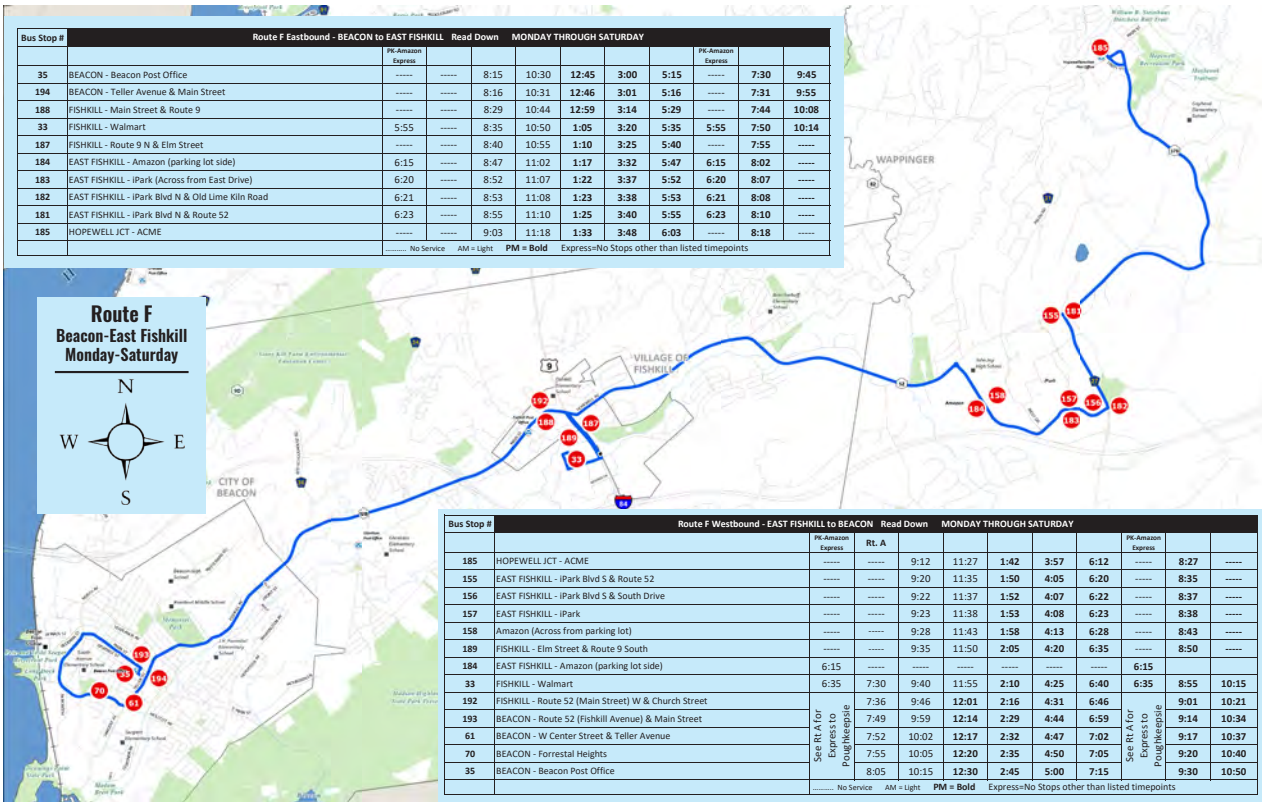


Figure X: Dutchess County Bus Transit Service Route F

The Beacon Rail Line, which runs from the City of Beacon waterfront to the Connecticut border, lies dormant. Metro-North requested to abandon 41 miles of this inactive line. The Surface Transportation Board, a federal agency that regulates the railroad industry, approved interim trail use in this area, allowing for the development of a rail trail. Railbanking -- or pausing usage along the line, rather than abandoning the line -- keeps the Beacon Line as part of the national rail network and allows Metro-North to retain its right-of-way. In turn, that allows the creation of an interim (but likely long-term), publicly accessible rail trail. The proposed trail is further detailed in the Trail Network section later in this chapter.

The Metro-North Railroad is a suburban commuter rail service operated by the Metropolitan Transportation Authority. It serves the New York Metropolitan Area, running service between New York City and its northern suburbs in New York and Connecticut. Metro-North serves Dutchess County via the Hudson Line, which terminates at Poughkeepsie station. Poughkeepsie is the northernmost stop on the Hudson Line for Metro-North and is also a stop for Amtrak's Empire Corridor trains.

Air Transportation

Dutchess County is served by several airports, including Hudson Valley Regional Airport (formerly Dutchess County Airport) in Wappinger, which handles both private general aviation and corporate transportation, but does not provide commercial passenger service. Additionally, there are three smaller public airports: Sky Acres in Lagrangeville, Airhaven in Hyde Park, and Sky Park in Red Hook, primarily serving private general aviation aircraft. In neighboring Orange County, New York Stewart International Airport, located in Newburgh, offers passenger service while also handling air freight.

Cyclist and Pedestrian Transportation

Refer to the Town of East Fishkill: Open Space and Recreation Map in Chapter 5 for this section.

Investing in bike and pedestrian infrastructure is crucial not only to promoting healthy living but to reducing car dependency. Well-designed cyclist and pedestrian networks promote the accessibility and connectivity of a community, making it easier for people to reach key destinations such as schools, workplaces, and commercial centers. Walkability tends to attract the younger, college-educated population who may prioritize where they live over a specific job.



Roundabout at Patriot Way

Complete Streets

Complete Streets is an approach to planning, designing, and building streets that enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. A complete street may include sidewalks, bike lanes, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

Vision Zero

Vision Zero is a traffic safety strategy used to eliminate fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all. The Vision Zero approach recognizes that people will sometimes make mistakes and promotes design to ensure those inevitable mistakes result in ZERO severe injuries or fatalities.

Trail Networks

East Fishkill's most extensive form of non-vehicular transportation is its recreational trail network. The recreational trails within East Fishkill include the Empire State Trail and Appalachian Trail, with proposed projects for the Beacon-Hopewell Rail Trail and the Hopewell Junction Loop Trail.

Regional Trails

The Empire State Trail is a 750-mile multi-use trail that runs from Manhattan northward through Albany, past Lake Champlain, to the Canada-US border and also connects from Albany westward to Buffalo. The Maybrook Line portion of the Empire State Trail travels straight through the heart of Hopewell Junction, offering a stopping point for the 250,000 annual trail users. Some travelers are "through riders," while many others start in New York City and may desire to make the Hudson Valley a weekend destination.



Empire State Trail at the Depot Museum in Hopewell Junction

Extending far beyond the Empire State, **The Appalachian Trail** includes 4,000 acres of protected parkland in Dutchess County with hiking, backpacking, snowshoeing, and cross-country skiing, and overnight use areas. The trail enters southern Dutchess County via the north end of Fahnestock State Park and passes through the towns of East Fishkill, Beekman, Pawling, and Dover before entering Connecticut. In East Fishkill, there is a Trail parking area near Hosner Mountain Road.



Parking for the Appalachian Trail along Route 52 in Stormville

The Dutchess Rail Trail is a continuous 13.4-mile paved off-road trail that runs from The Walkway Over the Hudson in Poughkeepsie to the Hopewell Depot. This trail is part of the larger Empire State Trail Network and traverses through the City of Poughkeepsie and the towns of Poughkeepsie, East Fishkill, LaGrange, and Wappinger.

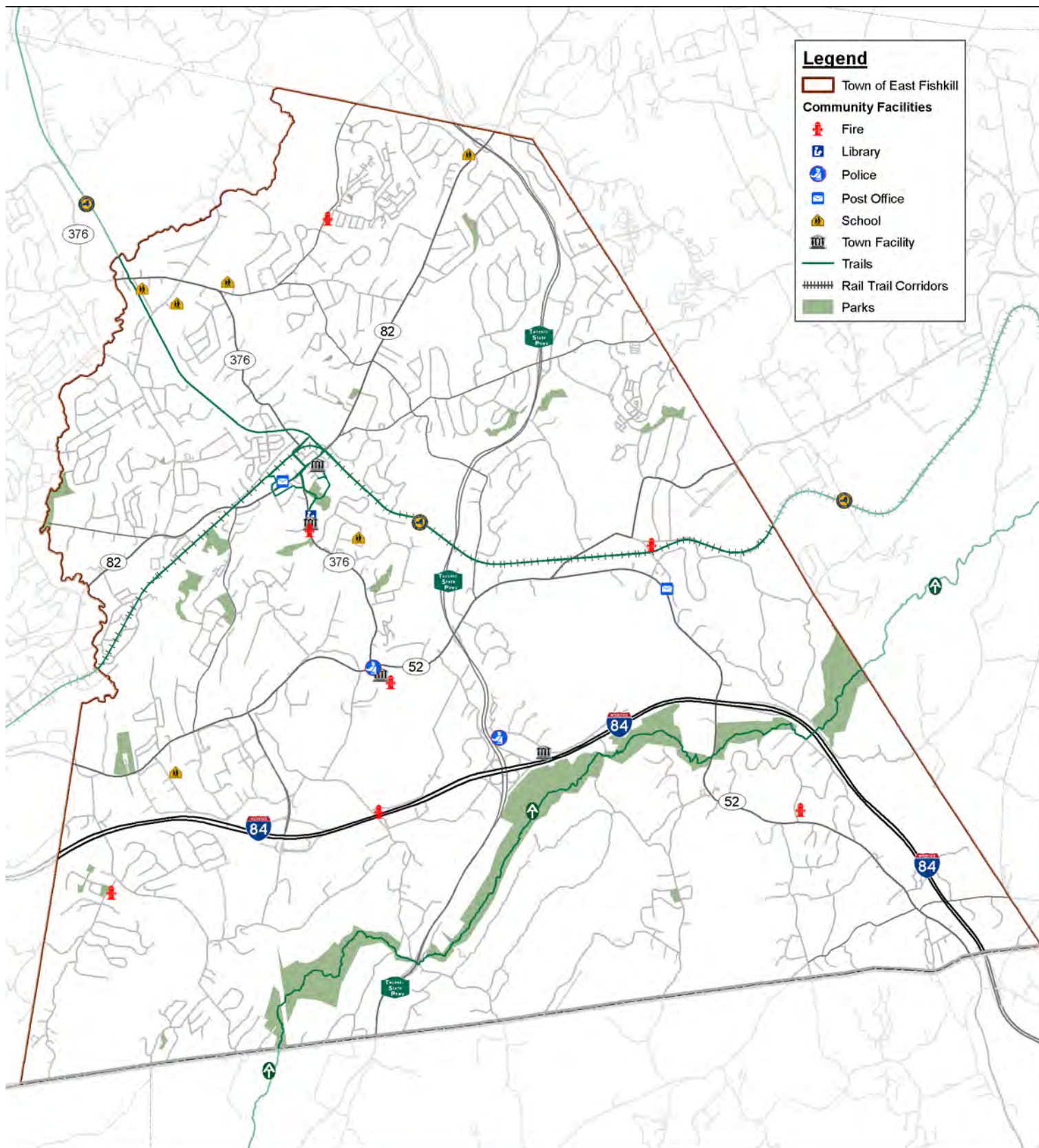


Local Trails

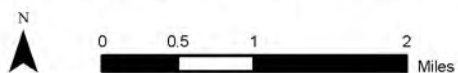
The Hopewell Junction Loop Trail, a partially constructed 2.3-mile loop would create a route from Trinkka Lane to Town Hall and the central recreation parks. The Loop will continue from the Empire State Trail and the original hamlet entrance, through the recreational fields and governmental center, to the entrance of the Mews housing development and gateway to the new Veterans Memorial Park. The route and its stages are shown in the map below.

The Loop will promote the connectivity of bike and pedestrian traffic within town, utilizing “trail roads” to spur economic development. It would allow pedestrian traffic to easily and safely leave the Empire State Trail and access a variety of amenities in the hamlet. In addition to the paths themselves, this project would incorporate both historical and wayfinding signage, signals, and bicycle parking to complete the experience. This is an ongoing project that has been supported by partnerships with the State and County, as well as the MTA. The project received \$100,000 in 2022 from the Hudson River Valley Greenway.





Town of East Fishkill Roads, Rails, and Trails



**SARATOGA
ASSOCIATES**

Landscape Architects, Architects,
Engineers, and Planners, P.C.

Map Date: August 2025

This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.

PROJECT # 2023-068.10
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Existing Plans, Studies, and Programs

Regional Transportation Plans and Studies

New York State Department of Transportation (NYSDOT) Traffic Data Reports

NYSDOT provides traffic volume data and safety reports for major highways and routes within East Fishkill, including I-84, Taconic State Parkway, and NYS Routes 52, 82, 216, and 376. These reports highlight traffic trends, crash hotspots, and areas needing infrastructure upgrades. Data and information from these reports are included in this transportation section where relevant.

Hopewell Hamlet Pedestrian Plan (2002)

This plan was created by the Poughkeepsie-Dutchess County Transportation Council (now Dutchess County Transportation Council) and the Town of East Fishkill, with involvement from NYSDOT Region 8. The purpose of the plan was to identify transportation recommendations aimed at improving safety and accessibility for pedestrians, specifically within the Hopewell Hamlet.

Hopewell Hamlet was identified as the Town's principal commercial center at the time, with the following goals for the future:

- Increase pedestrian safety
- Improve pedestrian access and mobility
- Improve the aesthetic quality of Hopewell Hamlet Center to foster a more comfortable pedestrian environment.

Moving Dutchess Forward- Dutchess County Metropolitan Transportation Plan (MTP) (2021)

Moving Dutchess Forward is the seventh iteration of Dutchess County's metropolitan transportation plan, which is updated every 5 years. It provides a vision for the county's transportation network, addressing issues such as congestion, public transit, and non-motorized transportation: "By 2045, Dutchess County's transportation system will be safer, more reliable, resilient, and equitable." It emphasizes the need for coordinated land use and transportation planning, with a focus on people and the communities that are served by the County's transportation systems.

Two transformative projects identified in the plan are within East Fishkill:

- Redesign of Route 82 in Hopewell Junction
- Construction of the 13-mile Beacon-Hopewell Rail Trail from the City of Beacon into the Town of East Fishkill, reaching the Dutchess Rail Trail and Empire State Trail

Implementation of the Plan's recommendations is established through the Transportation Improvement Program (TIP), which includes funding sources, schedules, and responsible agencies for programmed highway, transit, bicycle, and pedestrian projects. This is complemented by the annual Unified Planning Work Program that details the annual transportation planning activities to "address ongoing and emerging transportation issues" and serves as the basis for federal funding assistance related to transportation

planning.

Empire State Trail Plan

This plan includes information on the development and maintenance of the Empire State Trail, which passes through East Fishkill and provides opportunities for recreational and non-vehicular transportation.

The plan includes the following applicable recommendations:

- Expansion of trail connections to enhance regional accessibility.
- Promotion of trail use through community events and educational programs.
- Regular maintenance of trail infrastructure to ensure safety and usability.

Local Plans and Studies

NYS Route 52 from Taconic Parkway to Blue Hill Road Land Use and Zoning Study (2020)

This study was conducted by Behan Planning and Design for the Town of East Fishkill to provide guidance for the creation of a management plan for development along the NYS Route 52 from Taconic Parkway to Blue Hill Road highway corridor. The study takes into account various measures to address vehicular and pedestrian traffic, future land use and development patterns, and conservation of the area's natural and historic resources. Some of the recommendations related to transportation include:

- Coordinate with NYSDOT and property owners to explore options for the implementation of sidewalks and bike lanes along NYS Rt. 52.
- Explore the feasibility of constructing a shared-use path that connects the Gayhead Hamlet area to Emmandine Town Park and eventually to Hopewell Junction.

Town of East Fishkill Master Plan (2002)

This Master Plan includes a chapter on transportation, providing context and specific goals for the town's transportation network. It emphasizes the importance of connectivity, safety, and accessibility. The transportation chapter of the plan is based on the East Fishkill Traffic Circulation Plan (2001).

East Fishkill Traffic Circulation Plan (March 2001)

This plan studied overall traffic circulation and traffic patterns within the town, reviewing crash-prone areas and key areas of congestion, and recommending improvements to enhance traffic flow and safety.

Many of the recommendations in the plan align with current traffic circulation proposals for the Hopewell Hamlet including:

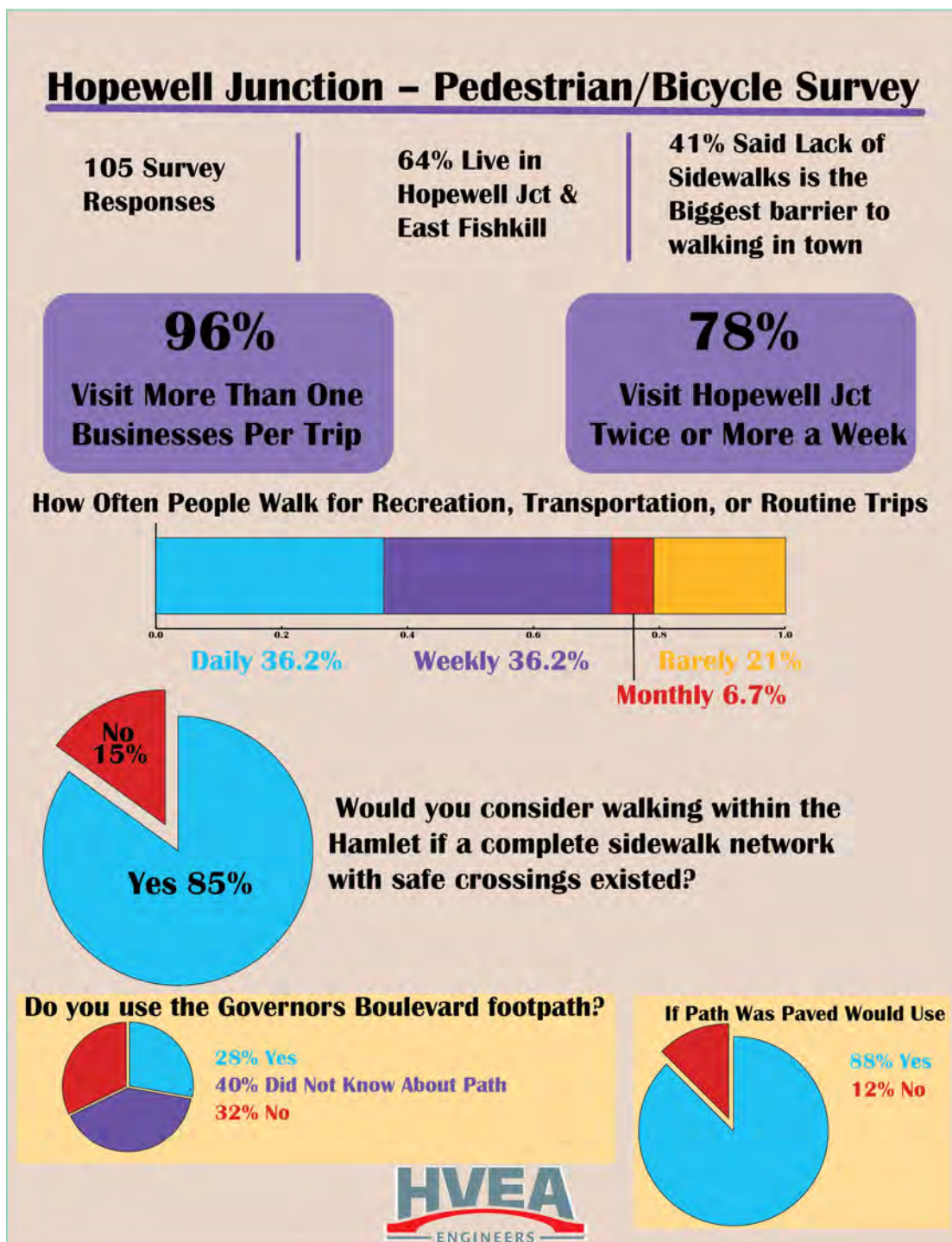
1. a proposed service road behind the existing plazas between Trinka Lane and Unity Street along the south side of Route 82 (Main Street); and
2. a proposed service road to be located behind the plazas on the north side of Route 82 extending from

the entrance road to Unity Plaza and extending to Route 82 (Main Street) across from Trinkka Lane (the location of a possible future intersection).

In addition, the Plan also highlighted areas of concern that remain relevant today including the Z-bend at Route 376 and the congestion and circulation issues along Hopewell Hamlet's commercial strip (Route 82/Main Street).

HVEA Bike and Pedestrian Survey (2024)

In summer 2024, the Town's traffic engineers, HVEA Engineers, worked with John Jay high school students to conduct a survey in the Hamlet of Hopewell. The results are included below.



Planned Improvements

Hopewell Junction

Hopewell Junction sits just over a mile from NYS Route 52. The Town has focused on a traffic circulation redesign to eliminate snarls that inhibit pedestrian movement and allow continuous safe movement within the hamlet. At the core of this revitalization are projects funded by Federal and State Congestion Mitigation/Air Quality (CMAQ) Grants.

Study is underway for the redesign of NYS Route 82 through Hopewell Junction, which has a two-way left turn lane, HVEA Engineers note that, in general, Two-Way-Left-Turn-Lanes (TWLTL) are limited to about 17,500 vehicles per day (VPD) on a three-lane TWLTL and function starts to deteriorate over 20,000 VPD. TWLTL's should also be limited to 12 driveways per mile. Route 82 in Hopewell Junction is at 18,000 AADT and between the section of Trinka Lane and Unity Street there are 15+ driveways in less than 1,000 ft. The roadway is already experiencing safety and operational issues which will be exacerbated with even modest increases in traffic.



Figure X: Route 82 Improvements at Unity St. and Trinka Ln., Alternate 1 Conceptual Plan



Figure X: Route 82 Improvements at Unity St. and Trinka Ln., Alternate 2 Conceptual Plan

This information is from various sources, studies and guidelines; the NYSDOT doesn't publish an "allowed maximum" traffic level but, in general, once these thresholds are realized, improvements would be needed. A raised median or barrier with left turn bays is a traditional upgrade. HVEA has proposed a raised median and bookend roundabouts since options are limited in a short commercial segment such as Hopewell Junction.

Major goals of the NYS Route 82 project include improving safety, traffic operations, and supporting the revitalization of the corridor. The redesign includes a series of roundabouts, new sidewalks and crosswalks, consolidated driveways, and streetscape improvements. Part and parcel to this effort is the creation of new sidewalks that will bring pedestrians easily from the perimeters of the hamlet to its center. Foremost among these are sidewalks from the existing railroad crossing at the eastern perimeter and a sidewalk connecting the new Joe Mother's Road Senior Living Center at the southern edge.

Two concept plans have been formulated for the potential NYS Rt. 82 improvements at Unity Street and Trinka Lane, shown at left. These concepts feature the implementation of roundabouts and increasing connectivity within Hopewell Junction.



Figure X: Route 376 Re-Alignment Conceptual Plan

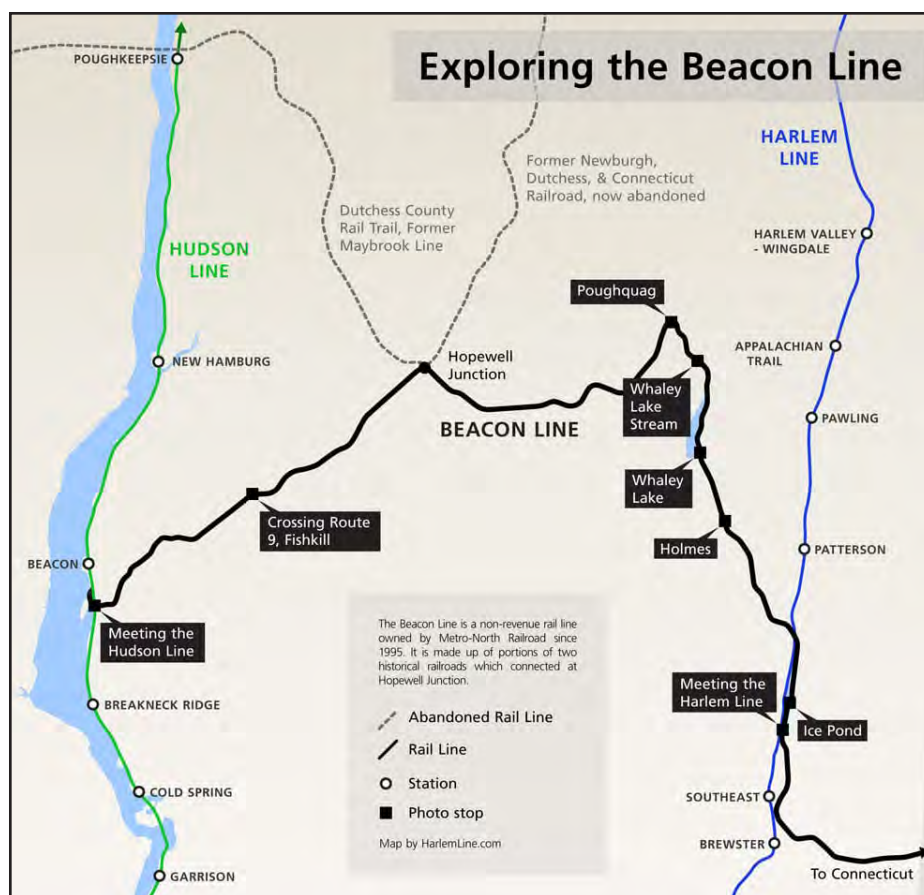
A concept plan for the potential re-alignment of NYS Rt. 376 has also been developed. Along with the re-alignment, this concept plan proposes the relocation of the Metro-North Driveway. The southern Route 82/376 intersection has received NYS DOT funding from a CMAQ grant.

Simultaneously, NYS DOT is progressing a project at the bridge over the MetroNorth Railroad at the eastern gateway to Hopewell Junction. This bridge was built in the 1930s, elevating Main Street (NYS Route 82) to allow automobiles to cross the railroad without conflict. The preferred alternative being progressed consists of removing the bridge and associated fill and bringing the area back to original grade. The net effect will be the creation of new views and a greatly expanded sense of place. The bridge removal, accommodating the Empire State Trail via a shared-use path under NYS Rt. 82, and a roundabout at Route 82/Beekman Road are a part of the project and being funded through the NYS DOT. The at-grade crossing change at the railroad tracks is estimated to be constructed in 2026.

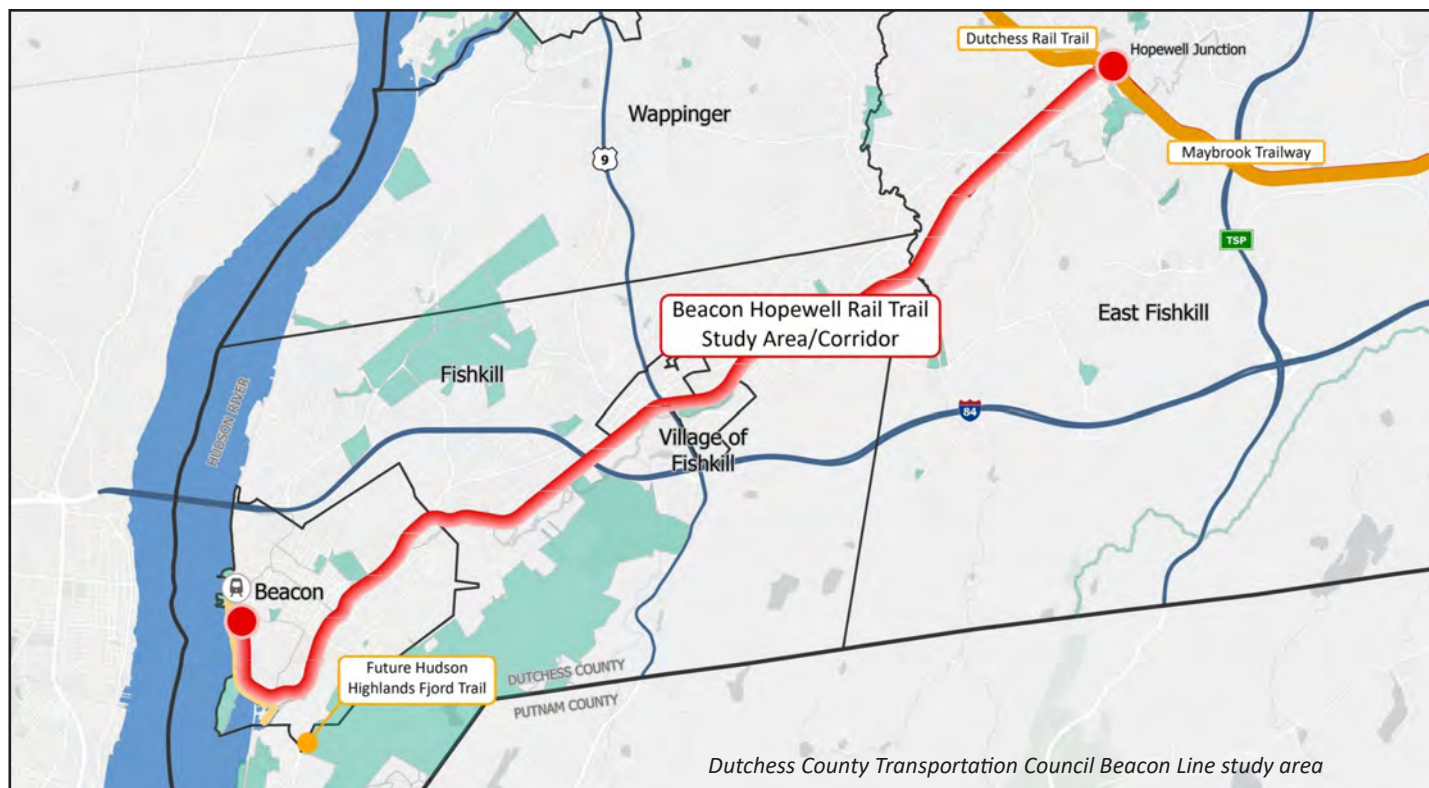
Proposed Trails

The Dutchess County Transportation Council (DCTC) is evaluating the feasibility of constructing a 13-mile rail trail along a portion of the MTA's inactive Beacon Line between the Hudson River in the City of Beacon and the hamlet of Hopewell Junction in the Town of East Fishkill.

The Beacon-Hopewell Rail Trail could potentially link the future Fjord Trail from Cold Spring-Beacon riverfront to the heart of Hopewell Junction. ²⁸



Map source: <https://www.iridetheharlemline.com/>



²⁷ <https://www.beaconhopewellrailtrail.com/>

²⁸ <https://highlandscurrent.org/wp-content/uploads/2019/03/map-beacon-rail.jpg>

Transportation Challenges

East Fishkill, similar to other suburban Towns, faces many transportation challenges including congestion, costs of commuting, lack of public transportation, barriers to walkability and biking and climate change effects on road infrastructure.

Congestion

Congestion in East Fishkill is a significant transportation challenge due to a combination of factors including sprawl, increased car dependency, and the limited walkability and public transportation options in Town. East Fishkill is a bedroom community characterized by its residential neighborhoods which provide housing for those who work elsewhere. The dispersed nature of East Fishkill's suburban development and the distance many residents must travel to major employment centers — NYC being the primary destination for residents working outside of East Fishkill — has led to longer commutes and a reliance on private vehicles, overwhelming road capacity and creating bottlenecks during peak times of travel (such as commuter hours and weekends).

The Town is currently developing plans for roadway improvements throughout the Town including potential roundabouts within Hopewell Hamlet and Stormville to reduce congestion and air quality impacts. Other technologies such as smart traffic signals and adaptive traffic systems should be considered for new traffic improvements and when updating existing traffic infrastructure.

Cost of Commuting

The cost of commuting in East Fishkill significantly contributes to the overall cost of living. The expense of transportation to and from employment must be balanced with the cost of housing in consideration of overall affordability. The concept of “drive until you qualify” (or “drive until you can afford housing”) illustrates the interactions between housing and the availability of employment. Lower income employees may be forced to move further from employment centers to find housing they can afford, increasing the expense of commuting. In more suburban areas, a lack of attainable housing near job centers, and the lack of public transportation and safe, convenient pedestrian and cycling access to employers and services inhibits affordability and limits the available funds a household can spend on recreation or improved housing choices.

Opportunities to reduce commuting costs for resident could include providing additional pedestrian and cycling infrastructure to enable residents who travel shorter distances to work to use alternative modes of transportation. Support carpooling with neighbors who have similar commutes to reduce fuel and maintenance costs and work with the County to identify additional locations for bus routes and stops within East Fishkill.

Climate Impacts

East Fishkill has faced increasing costs associated with natural hazards (severe rain events, winter storms, high winds, tropical storms, hurricanes, etc.). Planning to mitigate effects of natural hazards can reduce road infrastructure damage and costs. In recent years, the pattern of precipitation that East Fishkill receives has changed from a steady cycle of moderate storms to alternating periods of extremes storm events. This has resulted in challenges for road maintenance as culverts become increasingly prone to failure.

Ten years ago, East Fishkill had over ten miles of unpaved dirt roads. These required regular maintenance as they were damaged by winter plowing and then rutted during the Spring mud season. The Town no longer has any dirt roads;

Paved roads required less routine maintenance (beyond winter plowing) and records show no wash-outs until 5 years ago. The Town has had four major (36"+) culverts fail in the past two years, closing roads for a week or more. In that same time, the Town has had thirteen smaller (24") culverts fail, resulting in back-ups that washed out a portion of the road.

The Town is committed to maintaining its existing roadways and transportation connections and to the ongoing identification of improvements such as avoiding flood prone areas when planning new road construction, installing effective drainage systems, and using stronger materials to improve strength and decrease moisture penetration. These potential improvements will enhance safety, usability, climate smart initiatives, and inclusivity. Continued maintenance, mapping, and evaluation of the existing system and its capacities will inform the development of a Capital Improvement Plan and ensure adequate planning for future needs.

In addition. The Town is exploring ways to reduce energy use and overall greenhouse gas emissions, including through evaluating the various green infrastructure practices, such as providing electric vehicle charging stations in strategic locations throughout town. Facilitating the adoption of green infrastructure practices and the adoption of electric vehicles enables a shift towards a cleaner, more sustainable transportation system.

Lack of Public Transportation

The dispersed nature of East Fishkill's residential development makes it challenging to provide efficient and cost-effective public transportation options. Access is limited from area train stations and airports to commercial and employment areas for those without an automobile. Public transportation options are currently limited to bus service between Hopewell Hamlet and Fishkill, including stops at IPark and Amazon, (see page 8.4 for a full description of bus service and complete routes). No publicly available operating rail services are located in East Fishkill. The closest Metro North train stations serving commuters are located in New Hamburg and Beacon. These Metro North stations provide rail service between New York City and Poughkeepsie and rail connections to Amtrak.

Adding additional fixed bus routes along denser employment corridors and more frequent connections between Hopewell Hamlet and the Route 84 Economic Development Area would improve public transportation options.

Barriers to Walkability and Biking

The hamlet areas in East Fishkill generally lack connectivity, encouraging more car trips than are necessary. Narrow street “shoulders” and roadside swales present challenges to providing pedestrian and biking infrastructure in some areas. In Hopewell Junction, the densest hamlet center, traffic conditions and roadway design make it challenging for pedestrians and cyclists to navigate the hamlet safely. In general sidewalks are not continuous to storefronts, traffic speeds are not comfortable for pedestrians and cyclists, and dedicated bicycle and walking routes are limited.

Overall, these conditions limit the amount of foot traffic available to businesses, as well as workforce and recreational opportunities, and increase reliance on the automobile.

“Walk Score” measures the walkability of a location based on the distance to nearby places and pedestrian friendliness. East Fishkill receives a score of 2 out of 100 for walkability, indicating that almost all errands require a car. The bike score, based on bike lanes and trails, hills, road connectivity, and destinations, is a 17 out of 100 indicating minimal bike infrastructure.

Connections to recreational trails would enhance the Town’s appeal and promote outdoor activities -- there remains an untapped opportunity to promote biking and walking trails as a more established form of transportation. The presence of the Empire State Trail as it passes through Hopewell Junction has a limited positive impact, as it lacks connection beyond the immediate hamlet setting.

One of the main constraints to taking advantage of this is the overall connectivity of the trails in relation to the Town and Region as a whole. The lack of broader connectivity constrains the benefit to local commerce as the amount of foot traffic available to businesses and amenities is limited. Ensuring that trails lead to destinations that people want or need to travel to (such as stores, restaurants, places of work, schools) will increase the likelihood that these trails will be used for transportation purposes and not solely for recreation. Increased connectivity could also be facilitated by sidewalk enhancements and the creation of bike lanes to support cyclist and pedestrian circulation along established transportation routes. The proposed Junction Loop will also support further connectivity to Hopewell Hamlet and the amenities located within the hamlet.

Transportation Goals and Strategies

69. Improve walking and bicycling connectivity and safety, especially within the hamlet areas.

- 69.1. Recommend that the Town develop a Complete Streets strategy to ensure safe and accessible transportation for all users, especially for new streets and identified priority streets.
- 69.2. Review traffic patterns for ways to improve safety, ease of access, and support non-motorized travel.
- 69.3. Improve and expand bicycle and pedestrian infrastructure to promote active transportation.
 - Assess the feasibility of sidewalk implementation to bolster pedestrian connectivity.
 - Provide connections from the rail trail into the business district, such as via the Junction Loop Trail, with safe separation between bikes, pedestrians, and vehicles, and incorporate wayfinding signage.
 - Construct sidewalks on both sides of Route 82 and ensure connections are provided to the community center.
 - Improve pedestrian and cyclist safety and amenities in plaza parking lots.
 - Enhance pedestrian and cyclist crossings for safety. Provide enhanced pedestrian crossings or signalized crosswalks across main thoroughfares.
 - Increase pedestrian and cyclist connectivity to public spaces.
- 69.4. Implement streetscape improvements such as guiderails, landscaping, lighting, wayfinding signage, and bike racks.
- 69.5. Encourage business owners to minimize curb cuts and have shared driveways.
 - Connected plazas/common access
 - Shared parking
 - Service roads behind commercial areas
- 69.6. Revise zoning regulations to require commercial developments and subdivisions to facilitate cyclist and pedestrian connections (sidewalks, bike racks, paths/connections to trails). Encourage the location of parking in the rear of buildings, resulting in streets and sidewalks closer to storefronts.
- 69.7. Evaluate trailhead areas and parking within strategic planning areas for the inclusion of e-bike charging stations.

70. Ensure that parking within strategic planning areas is both adequate and efficient.

- 70.1. Identify areas within commercial and mixed-use areas for public parking lots. Incorporate well-marked pedestrian pathways and crosswalks for safety.
- 70.2. Consider reducing parking requirements to reduce strain on parking resources, allowing for shared parking and connected plazas with reduced curb-cuts. Review the Town's existing special permit for shared parking.
- 70.3. Consider enhancing and expanding park-and-ride facilities to encourage carpooling and reduce congestion.
- 70.4. Identify locations for the installation of electric vehicle charging stations.

71. Evaluate options to increase public transportation access.

- 71.1. Support the creation of a trolley-inspired shuttle service for transport around the 52/ 82/ 376 loop, which could take seniors and non-drivers to the various commercial areas while making stops at the community center, parks, and I-Park. This would offer convenient transportation for the workforce with easy access to the warehouses.
- 71.2. Support enhancement of Dutchess County public transit services, including new/extended routes, increased service frequency, and improved connectivity.
- 71.3. Encourage the addition of bus stops to large-scale site plan projects and subdivisions.

72. Promote traffic calming to reduce congestion and other traffic concerns.

- 72.1. Evaluate major intersections for operational, safety, and efficiency improvements. Roundabouts should be considered at all intersections requiring upgrades.
- 72.2. Develop alternative routes to divert traffic from heavily congested areas.
- 72.3. Identify opportunities for speed limit reductions.
- 72.4. Evaluate key locations (such as at Town Hall) for the need for traffic signals and enhanced traffic calming (roundabouts, road diets, lane width adjustments, bike lanes, pedestrian bump-outs, raised medians, etc).
- 72.5. Submit data to correct GPS routing via map apps to ensure truck traffic occurs along the correct routes.
- 72.6. Provide safety enhancements at high-crash locations, including better signage and lighting.

73. Continue to develop and enhance transportation options to increase regional connectivity and commerce.

- 73.1. Develop transportation hubs to facilitate seamless transitions between different transportation modes, such as highway travel, bus travel, and trail connections.
- 73.2. Provide truck and traveler accommodations.
- 73.3. Prioritize projects that enhance regional connectivity and economic development.
- 73.4. Coordinate with state and federal agencies to ensure timely project implementation.
- 73.5. Expand bike and pedestrian trail networks to connect with regional trails.

74. Continue to promote public safety and community involvement related to transportation.

- 74.1. Engage the community in transportation planning processes to ensure that projects meet local needs.
- 74.2. Promote trail use through community events, educational programs, and maps.
- 74.3. Promote education on safe cycling and walking through community programs.

75. Continue to maintain existing roadways, walkways, and trails.

- 75.1. Establish a formalized paving plan and schedule, to be incorporated into the Capital Improvements Plan.
- 75.2. Provide regular maintenance of trail infrastructure to ensure safety and usability.
- 75.3. Ensure efficient snow removal and roadway maintenance, and the availability of proper equipment.
- 75.4. Identify strategic investments for road maintenance and infrastructure upgrades.
- 75.5. Perform regular inspection and maintenance of local roads to prevent deterioration.
- 75.6. Implement drainage improvements to reduce flooding and water damage.
- 75.7. Develop a sidewalk ordinance for strategic planning areas that addresses maintenance of buffer strips and snow removal by the property owner.
- 75.8. Establish standards/requirements for any roads proposed to be transferred to municipal jurisdiction.

75.9. Develop a GPS-based transportation asset data inventory, including photos, location, and condition of elements such as signage; crossings; stormwater management facilities, drainage structures, and culverts; bridges; dams; sidewalks.

76. Evaluate highway-related transportation to enhance flow and safety.

76.1. Address local highway-area congestion issues during peak hours.

76.2. Implement safety measures to reduce crashes.

76.3. Collaborate with NYSDOT for regular maintenance and upgrades.

76.4. Regularly monitor traffic volumes on I-84 and TSP to inform future local planning.

76.5. Develop areas with convenient facilities and services along I-84 for highway and truck traffic.

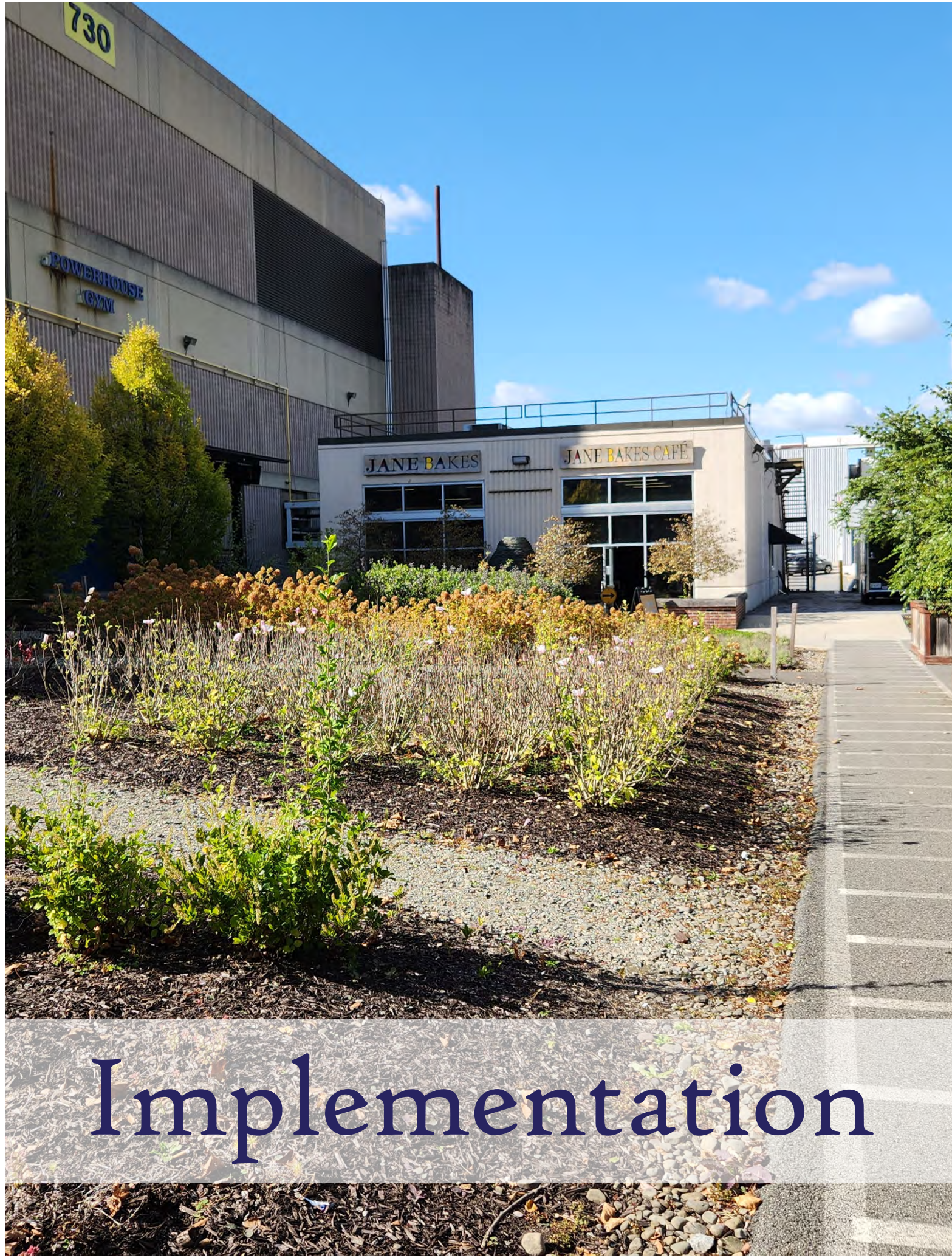
77. Utilize and enhance green infrastructure to promote resilience to flooding, reduce visual blight of greyfields, and reduce the impact of the urban heat island effect.

77.1. Provide Green infrastructure improvements on NYS Routes 52, 82, 216, and 376 to reduce the impacts of flooding and promote groundwater recharge.

77.2. Utilize medians/other underutilized space along transportation corridors for green space

77.3. Limit the amount of impervious surface in relation to transportation

78. Develop regulations that allow for the creation of private local roads for targeted middle housing developments that meet safety and design standards and are maintained by the developer, residents, or HOA.



Implementation

Implementation

When approved by the Town Board, the provisions of the Comprehensive Plan will not be binding. They are simply informed recommendations based on input from the committee, the public, and Town planning officials that the Town Council can use as a guide when making future decisions. **While not a regulatory document by itself, *Cultivating Balance* will provide a legal basis for zoning and land use decisions, also serving as a framework for capital projects and environmental review.**

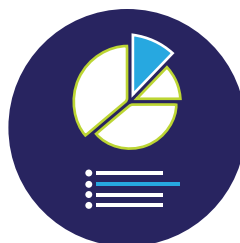
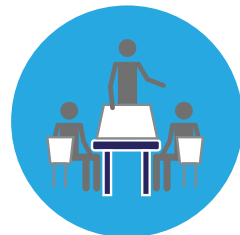
The Town Board will not be solely responsible for the implementation of the Comprehensive Plan. There are opportunities to involve other organizations and agencies, such as County, State, educational, and private entities.

The priorities identified in this plan are those that the Town and its partners should concentrate on implementing.

This chapter provides a matrix of the Goals & Strategies listed throughout the plan, indicating the priority level, identifying the anticipated partners, and noting any potential funding sources or grants that have been identified, if known.

Implementation of the Comprehensive Plan is supported by Town zoning, subdivision and other related land use ordinances, and the Town of East Fishkill Planning Board through the site plan review process.

A Comprehensive Plan is a dynamic, "living document." When drafted, it considers existing and anticipated conditions at a given point in time. As the years go by and conditions change, the plan should be reviewed and updated on a regular basis to ensure that it reflects changing conditions and anticipated needs.



The Implementation Process

Successful implementation is guided by informed leadership. Elected officials and staff will need to be trained on incorporating Comprehensive Plan implementation into their decision making and policy review processes. Items or topics related to implementation can be indicated on public meeting agendas.

Form an Implementation Committee

An initial step of implementation is the creation of a Committee to oversee implementation of the goals and strategies and make recommendations to the Town Board. Participation from some members of the Comprehensive Plan Committee can help ensure continuity from planning to implementation.

Update the Zoning Code

Zoning is one of the primary means to implement the policies of the plan. It is a requirement of New York State Town Law that municipal land use regulations be in accordance with a comprehensive plan.

The goals, policies, and Strategic Planning Areas can be used as the basis for amendments to Town Zoning. Zoning regulations should be reviewed for internal consistency and consistency with other sections of the Town Code.

The resulting code should be clearly written and include appropriate illustrations, making it easier to understand and enforce.

Partner with Other Agencies

Many of the goals and strategies identified in the Comprehensive Plan will be more successful if the Town works with partners. Priorities such as housing, conservation, education, transportation, infrastructure, recreation, and enhancements to municipal facilities will benefit from engagement with partners such as the School Districts, Fire Department, Library, and County. Developing partnerships can also support and expand opportunities to fund implementation.

Track Success

The Comprehensive Plan should be reviewed as local conditions change after its adoption to ensure that it reflects current Town planning goals and strategies. The plan should be updated at least once every ten years, but conditions may support updates for particular topics sooner.

As the process progresses, the Implementation Committee should report at least every two years to the Town Board on progress. The Plan and any updates should be made easily accessible to the public, such as via posting to the Town website. Print copies could be made available at the Library and Town Hall.

Implementation Matrix

In the following matrix, the priority level is indicated by the following timeframes: Immediate (First year); Short-term (2-3 years); Mid-term (4-6 years); and Long-term (7-10 years). The anticipated first step in the implementation of the Comprehensive Plan is the review and update of the Town Zoning Code. Those items related to the code have been designated “immediate” priority. Some strategies are ongoing, while others would be implemented sequentially. For example, evaluation of existing assets would occur prior to repairs being made or the construction of new items. Finally, some broad strategies have sub-strategies containing more specific actions. A full table of all of the strategies from each chapter is included as an appendix.

Land Use and Community Character		
Goal/Strategy	Priority	Partners
1. Support the preservation of locally significant historic structures.	Mid-term	East Fishkill Historical Society; Town Historian; Town Planning and Zoning
2. Consider identifying areas to designate as historic districts - whether for local or State/National Register designation.	Mid-term	East Fishkill Historical Society; Town Historian
3. Encourage interpretive and educational opportunities for local historical properties to increase awareness of local historical sites.	Mid-term	East Fishkill Historical Society; Town Historian; Hopewell Depot Museum
4. Expand acknowledgment of the town’s rail transit history.	Mid-term	East Fishkill Historical Society; Hopewell Depot Museum
5. Continue to support efforts to honor local military history, veterans, and servicemembers.	Short-term	American Legion; East Fishkill Historical Society
6. Increase recognition of the East Fishkill arts community.	Short-term	Recreation Department; Arts community; Economic Development Director
7. Increase awareness of community events and access to community information.	Immediate	Town staff; Economic Development Director; Arts community; Recreation Department
8. Present East Fishkill as a distinctive, attractive community with a strong sense of place.	Short-term	Planning & Zoning staff; Economic Development Director; Arts community
9. Encourage community activity and “streetlife” to create vibrant hamlet areas.	Short-term	Planning & Zoning staff; Economic Development Director; Town Highway Department
10. Ensure that zoning regulations help to maintain community character.	Immediate	Planning & Zoning staff
11. Explore zoning regulations to mitigate impacts between less compatible land uses.	Immediate	Planning & Zoning staff
12. Review and evaluate the potential future land uses of parcels with access to Lime Kiln Rd. and Donovan Dr.	Immediate	Planning & Zoning staff
13. Evaluate Town-owned properties to determine whether any may be underutilized and whether any should potentially be sold for revenue.	Short-term	Planning & Zoning staff

Land Use and Community Character

Goal/Strategy	Priority	Partners
14. Establish regulations in the zoning code to differentiate between high-intensity industrial commercial contractors and lower-intensity commercial small business operations (e.g. plumbers, electricians, HVAC).	Immediate	Planning & Zoning staff

Economic Development

Goal/Strategy	Priority	Partners
15. Effectively brand and market the Town of East Fishkill as the junction of commerce, community, and country.	Immediate	Planning & Zoning staff; Economic Development Director; East Fishkill Historical Society; Recreation Department; Arts community; Agricultural community; Dutchess Tourism
16. Enhance the community's "junction" assets by supporting compatible development in proximity to the primary trail networks (e.g. Appalachian Trail, Empire State Trail, Beacon Line, Hudson Fjord Trail, Junction Loop Trail).	Short-term	Planning & Zoning staff; Economic Development Director; Dutchess Tourism
17. Support the attraction, retention, and improvement of the local workforce and businesses.	Immediate	Planning & Zoning staff; Town Counsel; Economic Development Director; Dutchess County Economic Development Corporation; Mid-Hudson Regional Economic Development Council; Hudson Valley Regional Council
18. Develop vibrant hamlet centers supported by commercial corridors.	Mid-term	Planning & Zoning staff; Economic Development Director; Dutchess County Economic Development Corporation
19. Encourage mixed-use development to introduce people and activities to the hamlet centers.	Immediate	Planning & Zoning staff
20. Coordinate with educational institutions and local employers to provide a qualified workforce to sustain the local economy.	Short-term	Economic Development Director; Dutchess County Economic Development Corporation; Dutchess County Community College, BOCES, Dutchess County One-Stop, local business community; Dutchess County Workforce Investment Board
21. Collaborate with large employers to develop outdoor and communal space for employees.	Mid-term	Economic Development Director; local business community; Planning & Zoning staff; Dutchess County Workforce Investment Board

Housing

Goal/Strategy	Priority	Partners
22. Enable and encourage development of middle housing to create a wide range of housing choices throughout the Town that provide for needs throughout all life stages. This includes multi-unit or clustered residential buildings that provide relatively smaller, less expensive units.	Short-term	Planning & Zoning staff
23. Locate additional housing options in or near strategic planning areas, including targeted hamlet centers, employment centers, and transportation corridors, including areas within walking or cycling distance to take advantage of the access to infrastructure, active transportation, jobs, open spaces, schools, and various services and amenities.	Immediate	Planning & Zoning staff; Town Engineering Department; local Agricultural community
24. Encourage community design that creates and maintains appropriate neighborhood and community character.	Mid-term	Planning & Zoning staff; Conservation Advisory Council; East Fishkill Historical Society
25. Promote the environmental sustainability of existing and new residential development.	Mid-term	Planning & Zoning staff; Conservation Advisory Council; Town Engineering Department
26. Encourage increased safety and accessibility of multifamily and clustered housing developments through universal design. (See also Community Services)	Mid-term	Code Enforcement staff; Fire and Police Departments

Agriculture and Natural Resources

Goal/Strategy	Priority	Partners
27. Encourage the location of development in areas where topography, geology, and other environmental conditions are suitable for and able to accommodate development.	Mid-term	Planning & Zoning staff; Conservation Advisory Council; Town Engineering Department
28. Continue to preserve open space and recognize the value of natural assets to attract a skilled workforce, increase property values, and cultivate intergenerational community interaction.	Mid-term	Planning staff; Conservation Advisory Council; Dutchess County Planning; Dutchess Land Conservancy
29. Identify methods to further protect surface waters, including lakes, streams, ponds, creeks, wetlands; groundwater; and aquifers through coordination with local, regional, state, and federal agencies.	Short-term	Planning & Zoning staff; Town Engineering Department; Conservation Advisory Council; Dutchess County Planning
30. Prevent impairment of scenic resources of local significance.	Mid-term	Planning & Zoning staff; Conservation Advisory Council; Dutchess County Planning

Agriculture and Natural Resources

Goal/Strategy	Priority	Partners
31. Conserve and protect agricultural lands in the town to prevent the loss of agricultural land when that loss would have a significant effect on an agricultural area's ability to continue to exist, to prosper, or to expand.	Immediate	Planning & Zoning staff; Conservation Advisory Council; local Agricultural community
32. Explore the potential to create "agrihoods" as a type of future development to incorporate agricultural production into residential neighborhoods.	Mid-term	Planning & Zoning staff; local Agricultural community
33. Support opportunities for farmers to expand their "market" at the local level.	Mid-term	Economic Development Director; local Agricultural community; Dutchess Tourism; NY Agriculture & Markets
34. Identify opportunities for "controlled environment" (indoor) farming, such as hydroponic farming and vertical farming.	Long-term	Planning & Zoning staff; local Agricultural community
35. Work with Cornell Cooperative Extension to incentivize young farmers and enhance their ability to keep their farms to maintain the viability of local agriculture with the transfer of generations.	Mid-term	Town Tax Assessor; Economic Development Director; Cornell Cooperative Extension; local Agricultural community
36. Continue to support the local agricultural education programs, such as the "Future Farmers of America" (FFA) program at John Jay High School.	Short-term	East Fishkill school districts; Dutchess BOCES; Dutchess County Community College; local Agricultural community
37. Explore the potential use of Transfer of Development Rights (TDR) to protect agricultural uses and open space.	Mid-term	Planning & Zoning staff; Conservation Advisory Council
38. Support agritourism in East Fishkill.	Short-term	Planning and Zoning staff; Economic Development Director; Dutchess Tourism; local Agricultural Community
39. Update outdoor lighting regulations to incorporate Dark Skies principles.	Immediate	Planning and Zoning staff
40. Identify strategies that protect pollinators and support habitats.	Mid-term	Conservation Advisory Council
41. Consider establishing a tree ordinance.	Long-term	Planning and Zoning staff; Conservation Advisory Council

Community Services

Goal/Strategy	Priority	Partners
42. Develop plans to ensure that the Town government and critical operations can mitigate and respond effectively to emergencies and natural disasters.	Short-term	Town staff, including Building, Highway, and Police Departments; East Fishkill Fire Department
43. Conduct a municipal building space and programming assessment.	Short-term	Planning and Zoning staff, in coordination with Town Departments; East Fishkill Community Library

Community Services

Goal/Strategy	Priority	Partners
44. Develop a comprehensive town wide technology strategy to enhance community engagement, digital literacy, and access to essential services through improved communication, connectivity, and awareness initiatives.	Short-term	Economic Development Director; Engineering Department; Police Department; Fire Department; East Fishkill Community Library
45. Create a 5-Year Capital Improvement Program.	Immediate	Coordination among all Town Departments
46. Expand recreational and natural resources by increasing access to existing assets and developing new resources.	Mid-term	Economic Development Director; Planning and Zoning Staff; Recreation Department; Recreation Advisory Board; Conservation Advisory Council
47. Develop a Recreation Master Plan for East Fishkill.	Mid-term	Planning and Zoning Staff; Recreation Department; Conservation Advisory Council; Recreation Advisory Board; East Fishkill Community Library

Infrastructure

Goal/Strategy	Priority	Partners
48. Encourage the location of development in areas where public services and facilities essential to such development are adequate or could be extended.	Immediate	Planning Department; Engineering Department; Highway Department; Economic Development Director
49. Facilitate expansion of infrastructure and connectivity to support development in strategic planning areas.	Short-term	Planning Department; Engineering Department; Highway Department; Fire Department; Economic Development Director
50. Review and update renewable energy regulations.	Immediate	Planning and Zoning Staff; Engineering Department
51. Ensure sustainable water management	Long-term	Engineering Department
52. Promote water cleanliness and conservation.	Short-term	Engineering Department; East Fishkill Community Library
53. Improve stormwater management.	Mid-term	Engineering Department; Highway Department
54. Strengthen energy infrastructure.	Short-term	Engineering Department
55. Promote energy efficiency.	Short-term	Building Department; Engineering Department; East Fishkill Community Library

Infrastructure

Goal/Strategy	Priority	Partners
56. Participate in programs that support smart growth principles and encourage innovative use of resources.	Mid-term	Planning & Zoning staff; Economic Development Director
57. Enhance community resilience.	Short-term	Engineering Department; Highway Department; Building Department
58. Promote sustainable development practices.	Short-term	Planning and Zoning Staff; Engineering Department; Highway Department; Building Department; Conservation Advisory Council
59. Increase community awareness and preparedness.	Mid-term	Engineering Department; Highway Department; Building Department; Conservation Advisory Council; Fire Department; Police Department; East Fishkill Community Library
60. Develop a five-year plan for water and sewer infrastructure investments.	Immediate	Engineering Department
61. Expand and upgrade water and sanitary sewer infrastructure using energy efficient technology.	Long-term	Engineering Department
62. Ensure continued reliable function of existing infrastructure through proper maintenance and end of life replacement.	Short-term	Engineering Department; Highway Department
63. Consider construction and maintenance costs when evaluating socio-economic benefit of a proposed infrastructure project.	Immediate	Engineering Department; Highway Department
64. Continue to seek funding from grants, developers, and potential public-private partnerships to offset the costs of infrastructure.	Immediate	Engineering Department; Highway Department; Economic Development Director; Dutchess County Planning
65. Develop a Town GIS database of local infrastructure such as roads, bridges, dams, and culverts.	Short-term	Engineering Department; Highway Department; DCTC; Dutchess County Planning
66. Review site plan requirements to require new developments to provide redundancy in their water and sewer facilities.	Immediate	Engineering Department; Planning and Zoning staff
67. When a project is proposed, consider establishing a maximum sale price for any proposed infrastructure or donation of the property and system to the Town.	Immediate	Engineering Department; Planning and Zoning staff
68. Identify steps to reduce risk to the Town when they assume responsibility for private water or sewer systems.	Short-term	Engineering Department

Transportation		
Goal/Strategy	Priority	Partners
69. Improve pedestrian and cyclist connectivity and safety, especially within the hamlet areas.	Mid-term	Planning staff; Highway Department; Engineering Department; Recreation Advisory Board; Economic Development Director
70. Ensure that parking within strategic planning areas is both adequate and efficient.	Mid-term	Planning and Zoning staff; Highway Department; Engineering Department; DCTC; Dutchess County Planning
71. Evaluate options to increase public transportation access.	Mid-term	Planning Board; Economic Development Director; Highway Department; Dutchess County Transportation Council
72. Promote traffic calming to reduce congestion and other traffic concerns.	Short-term	Highway Department; Engineering Department; NYS Department of Transportation
73. Continue to develop and enhance transportation options to increase regional connectivity and commerce.	Long-term	Economic Development Director; Highway Department; Dutchess County Transportation Council; NYS Department of Transportation; Dutchess County Economic Development Corporation; Dutchess County Planning; Dutchess Tourism
74. Continue to promote public safety and community involvement related to Transportation.	Immediate	Economic Development Director; Highway Department Recreation Department; Recreation Advisory Board; East Fishkill Community Library
75. Continue to maintain existing roadways, walkways, and trails.	Short-term	Highway Department; Planning & Zoning staff
76. Evaluate highway-related transportation to enhance flow and safety.	Mid-term	Highway Department; NYS Department of Transportation; Dutchess County Transportation Council
77. Utilize and enhance green infrastructure to promote resilience to flooding, reduce visual blight of greyfields, and reduce the impact of the urban heat island effect.	Mid-term	Highway Department; NYS Department of Transportation; Planning and Zoning staff
78. Develop regulations that allow for the creation of private local roads for targeted missing middle housing developments that meet safety and design standards and are maintained by the developer, residents, or HOA.	Short-term	Highway Department; Planning and Zoning staff