

Sidewalks for pedestrian use occur on only the north side of Route 82. There are no marked pedestrian crossings across Route 82. In general, The Hopewell Junction business district does not present a positive image for shoppers or for motorists passing through the area. Individual buildings and storefronts represent a range of architectural styles and scales with little visual cohesion or design unity. The strip of open parking lots, the variety of signs, overhead utility lines and the lack of a coordinated landscape treatment all combine to project an untidy and fragmented image. An exception is the bagel store and landscaped lot at the southern entry to the district.

### *Proposed Improvements*

The proposed development of Unity Plaza, including a supermarket, to the rear of stores on the north side of Route 82 provides a unique opportunity to improve the service circulation of businesses in this section of Hopewell Junction. As shown on Figure 8.7, the proposed service access loop could be extended westward before connecting with Route 82 opposite Trink Lane. A similar service loop could also be constructed to connect businesses on the south side of Route 82, connecting Trink Lane with Unity Street. This loop road would utilize the service and parking areas that exist to the rear of existing businesses (see photo (3), Figure 8.6). Both of these proposed loop roads would facilitate auto access between individual properties.

As a result, the number of curb cuts along Route 82 could be significantly reduced, allowing for additional landscape treatment that would improve the streetscape quality of this stretch of Route 82. Figure 8.7 also indicates possible locations for marked pedestrian crossings. These would be designed to encourage pedestrian movement between businesses on either side of Route 82 rather than relying on auto trips within this area.

### *8.5 Conclusion*

The Master Plan provides an outline for future development and improvement of East Fishkill. The Future Land Use Plan is a visual representation of the general strategies and implementation policies outlined in the Plan. Many of the goals discussed in Section 8.1 are not site-specific, however, so they are not shown on the Future Plan. Some of the goals are more easily implemented than others. An update of the 1984 Historic Buildings Survey has been accomplished, while building a service road around the commercial buildings in Hopewell Hamlet will take a much longer timeframe. There are a number of goals that the Town Board could consider implementing soon after adopting the Master Plan. Some of these recommendations include:

- Establishing the R-1.5/R-3 residential zones
- Reducing allowable densities of wetlands and steep slopes
- Implement affordable housing guidelines
- Revise CRD zone to incorporate multi-family dwellings
- Establish a 100-foot buffer along the Taconic State Parkway and I-84.

Long-term goals will require more time to plan, finance, and/or implement and include:

- New bypass roads
- Create access management plan for arterials
- Revise allowable uses within Industrial zones
- Coordinate future water systems and treatment plants
- Acquire additional open space/recreation parcels

These goals, particularly the long-term ones, will also need to be revisited from time to time to make sure that they are still appropriate. This Plan seeks to find ways to accommodate future growth while maintaining and enhancing East Fishkill's community character. This plan suggests areas for residential, commercial, and industrial growth while at the same time promoting design controls, better traffic circulation, and recreational facilities. By connecting aesthetics, scale, density, and site planning with new development, this Plan strives to accommodate future growth while preserving the attributes and characteristics that attract people and business to East Fishkill.



## **9.0 Plan Implementation**

## 9.0 IMPLEMENTATION

The Master Plan has made findings and listed goals, offered recommendations, and suggested courses of action. By itself, however, the Plan does not change zoning or assure implementation of the goals in the preceding chapter. A necessary first step in putting the Master Plan to work is for the Town Board to adopt the Master Plan as its recommendations for the future growth and improvement of the Town. Once adopted there are many strategies that the Town can utilize to implement the individual components of the Plan. These components include roads, zoning/subdivision controls, utilities, environment, and open space and agricultural protection. Some strategies are already in place to enact changes, others need to be further developed and adopted to ensure enforcement and implementation. Once adopted, however, the Master Plan is not meant to be a rigid document. By its nature, the Master Plan recognizes and is a proponent of change within the community. But the policies, findings, and goals within the Plan reflect a snapshot of the Town at the time the Plan is adopted. In order to maintain the integrity and viability of the Plan, it will have to change along with the changes in the community. Therefore, the Master Plan shall be updated periodically to guarantee that the existing Plan serves the needs and values of residents.

### 9.1 *Official Town Map*

This Master Plan conceptually identifies a number of new roads for different areas of the Town. These potential road locations shall be considered by developers and County and State agencies in future planning. Some of the bypass roads around Hopewell Junction may take many years before they are completed. Other roads, such as the service roads behind the existing commercial buildings in Hopewell Junction may be finished sooner but they will need a private/public effort between the local owners and the Town Board.

At the time these roads are specifically located, after appropriate environmental study, they could be placed on an official town map.

### 9.2 *Zoning/Subdivision Regulations*

Zoning controls the way that land is used and developed. Subdivision regulations guide the layout and design of new roads, lots, and buildings. Following the adoption of the Master Plan, revisions to the zoning and subdivision regulations should be considered in order to ensure that its provisions remain in accordance with the Town's development policies, as established in this Plan. Zoning and subdivision regulations serve as a major instrument in carrying out the recommendations of the Plan and the Plan acts as a firm base on which to justify specific provisions of the regulations.

#### Land Use

##### R-1.5 and R-3

This Master Plan recommends the creation of two new residential zones in East Fishkill. The first proposed zone, R-1.5, sets a minimum lot size of 1.5 acres per dwelling unit. This zone would be appropriate for agricultural land or other rural lands outside of the hamlet centers. The purpose of this zone is not to create large, single-family lots but to be able to effectively design cluster subdivisions where homes rely on the suitability of the land for septic systems and individual wells. Therefore, this zone is suggested for large, undeveloped lands, such as farms and rural tracts, where clustering, as opposed to the traditional subdivision, would provide

flexibility as well as superior design, environmental, and open space benefits to the Town. There are extensive agricultural parcels in East Fishkill as shown on Figure 8.2.

The second recommendation is for an R-3 zone, which would have a minimum lot size of 3 acres per dwelling unit. This zone is suggested for application to the southern part of East Fishkill covered by the Taconic Mountain range and the New York City watershed. The purpose of the R-3 zone is to recognize the environmentally sensitive lands throughout the mountains and the limitation of the soils to support individual wells and septic systems. In addition, the R-3 zone recognizes the need to protect the quality of storm water run-off that flows into the watershed. Unlike aquifers, which draw water from the ground and benefit from soil filtration, watersheds rely on surface water, which is easily contaminated, to recharge reservoirs.

#### Planned Residential Development (PRD) Zone

This plan recommends that the Town Board eliminate the PRD zone and rezone all PRD land to Conservation Residential Development (CRD). The maximum development density of the PRD zone (6 units/acre) is inconsistent with the land use policies of this plan. The PRD zone is currently mapped on the Twin Creeks property (former Hercker) parcel.

#### Conservation Residential Development (CRD) Zone

The Conservation Residential Development (CRD) Zone is presently allowed solely within the Hopewell Junction area, on land parcels greater than 100 acres in size. The Mulford Farm site (also known as Deer Run) is the only property currently zoned CRD. Any development considered for the CRD zone shall connect to a central water and sewer system. As part of a comprehensive plan to allow a variety of housing types in Town, multi-family housing should be considered for inclusion within the CRD zone and lot sizes for detached single-family homes could be established on lots no smaller than 7,500 square feet per unit, with lesser sizes for attached and semi-detached units. Overall CRD densities should be reduced somewhat to be limited to 2 dwelling units/acre unless public benefits accrue to the Town such as new roads, parks, and affordable housing. In this case, the Town Board may permit up to four units per acre.

#### Cluster Subdivisions

It is the conclusion of this Plan that cluster subdivisions are preferable to traditional subdivisions within hamlet areas, on subdivisions of large acreage, and in low-density areas because they can preserve open space, protect environmentally sensitive lands, and preserve views and rural, scenic characteristics. One advantage to clustering is that it allows houses to be set back from the road and screened from view. Not all subdivisions are ideal for clustering, however. For example, some soil types won't support septic systems that are placed close together. This Plan advocates the use of clustering where there are identifiable benefits, e.g. aesthetic design, open space, scenic views, etc.

## Average-Density Subdivisions

According to East Fishkill Section 67-13.1, subdivisions in the R-2 zone may employ lot size averaging when designing subdivisions. This technique allows minimum lot sizes in the R-2 zone equal to one acre. However, this section does not provide for the same regulations as a cluster development regarding open space preservation, setbacks, and other planning issues. Therefore, the Master Plan recommends that the Town remove this provision from its codes and require that all conventional subdivisions in the R-2 zone have a minimum lot size of 2 acres. This Plan recommends that any proposed lot size reduction from the underlying zone should take place through the approved cluster law.

## Purchase of Development Rights and/or Transfer of Development Rights

This approach is particularly suited to farmland and lands of particular ecological importance. Purchase of Development Rights (PDR) implies that the town would utilize either its capital budget or special funds to acquire some or all of the development rights from owners of sensitive property who for estate or tax reasons may wish to utilize this option. Transfer of Development Rights (TDR) permits the transfer of building rights between separated parcels of land. The owner of an open space area could transfer the development rights from that area (the sending area) to another parcel of land (the receiving area). Thus, more intense development would take place on land more suited for it. One option for a receiving area is the Conservation Residential Development (CRD) Zone, which is currently a zone that could be applied in Hopewell Junction.

## Reduction in FAR

This plan recommends a Floor Area Ratio (FAR) control for all commercial development. Floor area ratio is explained on the accompanying chart (See Figure 9.1 for an understanding of Floor Area Ratio). A FAR of 0.30 is recommended for the B1 and B2 zones. A FAR of 0.25 is recommended for the PCP and the PRDP zones and all industrial zones. The Plan recommends deleting the PBN zone, which has never been mapped.

## 9.3 *Natural Resource Protection*

### Scenic Resource or Conservation Overlay

Throughout the Master Plan, many have spoken out in favor of protecting East Fishkill's scenic resources. To further these goals, the Town Board may want to add a chapter to East Fishkill's Zoning Code to include Scenic Resource or Conservation Overlays. The list of scenic resources or conservation areas could include: roadways, slopes, ridgelines, farms, fields and meadows, streams and water bodies, cultural places, and trees or stands of trees. This chapter would identify the various scenic resource categories, the process by which areas would be designated as scenic, and the regulations that development of these areas must follow. Areas of particular interest include the Taconic Parkway (particularly the area around the interchange with Interstate 84), Interstate 84, the land between the Fishkill and Sprout Creek, various farms, and the Taconic Mountain ridgeline. Scenic overlays could require a 100-foot landscaped buffer between development and the protected resource (e.g. the Taconic State Parkway and Interstate 84). This list is not exhaustive of possible scenic regions, but it does represent areas that have been discussed for scenic or conservation overlays.

Floor area ratio is the total floor area on a zoning lot, divided by the lot area of that zoning lot.

$$\text{FAR} = \frac{\text{total floor area}}{\text{total lot area}}$$

