

Chapter III.J: Growth and Community Character – Fjord Trail North

A. INTRODUCTION

This chapter evaluates the Proposed Action’s potential impacts on growth and community character within the Fjord Trail North Corridor. Unlike other technical review chapters in this DGEIS where impacts may be localized, potential effects on growth and community character are more regional and could potentially be affected by changes such as visual character or visitation levels. This chapter evaluates the potential impacts on growth and community character in communities along the Fjord Trail North Corridor (i.e., City of Beacon and Town of Fishkill), and potential impacts to communities along the Fjord Trail South Corridor (i.e., Town of Philipstown and Village of Cold Spring) are assessed in Chapter IV.J, “Growth and Community Character – Fjord Trail South.”

Community character can be influenced by a number of factors in combination, including land uses, zoning, and public policy; population and housing; employment opportunities; aesthetic and visual quality, including lighting; historic resources; traffic and transportation; and noise and air quality. These characteristics can be affected by direct changes from an action, or affected indirectly as a result of induced growth and development that may be created by an action. This chapter describes the community characteristics along the Fjord Trail North Corridor and assesses how the Proposed Action would potentially affect those characteristics and the area’s community character.

B. EXISTING CONDITIONS

LAND USE, ZONING, AND PUBLIC POLICY CHARACTERISTICS

The Fjord Trail North Corridor passes through the City of Beacon and the Town of Fishkill in Dutchess County. The City of Beacon at the northern terminus of the Fjord Trail North Corridor is more densely developed and characteristic of a small city, whereas the portion of the Corridor within the Town of Fishkill has more scattered development and is mostly wooded.

The City of Beacon comprises a mix of residential uses and local amenities, along with recreational and cultural attractions that are regional draws. Single-family residences are the predominant land use throughout the City, with low-rise (two- to three-story) apartment, condominium, and townhouse developments interspersed. The City of Beacon also has an active Hudson River waterfront, with several interconnected public parks and trails (the Pete and Toshi Seeger Riverfront Park, Long Dock Park, Klara Sauer Trail, Denning’s Point, and Madam Brett Park), the Metro-North Railroad (MNR) Beacon train station, and a pier serving the Newburgh-Beacon Ferry. The Dia Beacon art museum, a major destination in the City, is located near the waterfront just to the south of the MNR Beacon station. The City has an active main street that begins about a half-mile upland from the waterfront, and extends for about one mile, with numerous restaurants and shops and small boutique hotels and bed-and-breakfasts. Other notable land uses along the Fjord Trail North Corridor in Beacon include the Beacon Transfer Station and Wastewater Treatment Facility on Dennings Avenue.

Hudson Highlands Fjord Trail

Much of the area surrounding the Fjord Trail North Corridor in the Town of Fishkill is forested and undeveloped land; some of the Corridor within Fishkill is within the Hudson Highlands State Park Preserve (HHSPP). This portion of the Fjord Trail North Corridor is largely characterized by steep mountains of the Hudson Highlands that rise sharply from the Hudson River (at sea level) to over 1,500 feet in elevation. The HHSPP comprises an extensive network of hiking trails and public park areas that, in addition to local parks (e.g., Long Dock Park, Madam Brett Park), draw local and regional visitors throughout the year.

NYS Route 9D, a north-south two-lane roadway (one lane in each direction), is the only major roadway in this area. Limited residences and businesses are located along the north-south portion of NYS Route 9D outside the City of Beacon along the Fjord Trail North Corridor.

Zoning and public policy documents (i.e., comprehensive plans) in the City of Beacon and Town of Fishkill aim to preserve and enhance land uses along the Fjord Trail North Corridor. As described in Chapter III.A, “Land Use and Zoning – Fjord Trail North,” the entire waterfront in the City of Beacon is zoned as Waterfront Park (WP), which intends to enhance the recreational use and accessibility of its waterfront and preserve its scenic views. A portion of the area along Fishkill Creek is zoned as the Fishkill Creek Development District (FCD), which also encourages pedestrian and bicycle uses, preservation of open space, and linkages between large areas of open space in the Hudson Highlands. The Town of Fishkill has established a Hudson River District (HRD) adjacent to Beacon’s WP Zone to ensure consistent uses. Beacon’s downtown core is largely zoned as the Central Main Street District to enhance its appeal as an attractive, vibrant, pedestrian-oriented main street, while preserving its historic character. Both the City of Beacon and the Town of Fishkill have residential zoning districts throughout the municipalities at varying densities to preserve the residential character area of these areas, with business and industrial districts established in areas to maintain or promote economic development.

The City of Beacon and the Town of Fishkill each have adopted comprehensive plans that guide the growth and development of these communities. The *City of Beacon Comprehensive Plan Update* (2017) establishes goals, many of which are reiterated from the City’s 2007 *Comprehensive Plan*, that aim to guide development that protects the City’s natural and scenic resources, strengthens the commercial and mixed-use core of Main Street and its connection to the waterfront, provides a diverse housing stock for residents of all income levels, and enhances recreational and open space resources. The *Plan Update* further states that its primary focus is the waterfront and train station area and that the “vision for this area is to create a destination that serves as a ‘gateway’ to Beacon, to reclaim the riverfront and to link that riverfront to downtown Beacon.”¹ The WP Zone along the City’s waterfront was adopted in 2017 in response to the *Plan Update*. The City of Beacon also has an adopted Local Waterfront Revitalization Program (LWRP) to give preference to water-dependent and water-enhanced uses within the waterfront area, and make these areas more accessible to the public. Similarly, the *Town of Fishkill Comprehensive Plan Update* (2023) recognizes the areas important undeveloped areas and natural resources. The *Plan Update* states in its Vision section that “Town residents recognize the value of and will continue to preserve Fishkill’s historic and cultural heritage; the ecologically

¹ <https://beaconny.gov/wp-content/uploads/2019/10/Beacon-Comprehensive-Plan-Final.pdf>. Accessed July 5, 2024.

significant network of freshwater wetlands, watercourses, and water bodies; meadows, steeply sloped and wooded lands; wildlife habitat and aquifers and other natural resources.”².

POPULATION AND HOUSING CHARACTERISTICS

As reported in the U.S. Census 2018–2022 American Community Survey (ACS) 5-Year Estimates, the City of Beacon has a population of about 14,000 residents within about five square miles. The Town of Fishkill has a population of about 24,000 residents within about 27 square miles. The City’s population has remained relatively stable for the last several decades, whereas the Town’s population has grown steadily at about 10 percent per decade for the past several decades.

The median age in Beacon is about 40 years old, which has increased from 36 years old in 2000. The median age in the Town of Fishkill is about 45 years old, which has also increased from 38 years old in 2000. Median household incomes in the City of Beacon are about \$93,000 and about \$86,000 in the Town of Fishkill. About 42 percent of residents over 25 years old in the City of Beacon report having a degree in higher education (Bachelor’s or higher), with about 36 percent in the Town of Fishkill.

About 62 percent and 65 percent of residents identify as White (White alone, not Hispanic or Latino) in the City of Beacon and Town of Fishkill, respectively. About 12.5 percent of residents identify as Black or African American alone in each municipality, with about 3 percent and 4 percent identifying as Asian alone in the City and Town. About 19 percent and 14 percent of residents identify as Hispanic or Latino (of any race) in the City and Town.

Housing stock in the City of Beacon is predominantly (at 62 percent) owner-occupied. In the Town of Fishkill, housing is about 64 percent owner-occupied. The vacancy rate of existing housing in the City of Beacon is about 11 percent, an increase from 6 percent in 2010, and the housing vacancy rate is about 5 percent in the Town of Fishkill, a decrease from 6.5 percent in 2010. The majority of housing in the City of Beacon and the Town of Fishkill comprises single-family residences at 64 percent and 59 percent, respectively. Small multi-family developments of four or less units make up about 16 percent of housing in Beacon and 11 percent in Fishkill; developments of five to ten units make up about 7 percent of housing in Beacon and 14 percent in the Town of Fishkill; and developments of over 10 units make up about 12 percent in both Beacon and the Town of Fishkill.

EMPLOYMENT CHARACTERISTICS

Major employment sectors in the City of Beacon and Town of Fishkill include Accommodation and Food Services (ranging from 8.9 to 12.8 percent), Public Administration (ranging from 11.9 to 35.1 percent), Educational Services (ranging from 1.0 to 12.9 percent), Retail Trade (ranging from 6.0 to 16.4 percent), and Health Care and Social Assistance (ranging from 10.9 to 14.3 percent) (see **Table III.J-1**). Further analysis of employment and the size of different industries in both municipalities can be found in Chapter III.K, “Socioeconomics – Fjord Trail North.”

² https://www.fishkill-ny.gov/uploads/3/8/0/7/38072219/comprehensive_plan_combined_volumes.pdf. Accessed July 5, 2024.

**Table III.J-1
Employment Sector (2019)**

Employment Sector	City of Beacon		Town of Fishkill	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%	5	0.1%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	43	0.5%
Utilities	0	0.0%	0	0.0%
Construction	79	1.7%	590	6.3%
Manufacturing	227	5.0%	59	0.6%
Wholesale Trade	18	0.4%	81	0.9%
Retail Trade	274	6.0%	1,521	16.4%
Transportation and Warehousing	68	1.5%	995	10.7%
Information	34	0.7%	220	2.4%
Finance and Insurance	61	1.3%	350	3.8%
Real Estate and Rental and Leasing	73	1.6%	191	2.1%
Professional, Scientific, and Technical Services	160	3.5%	419	4.5%
Management of Companies and Enterprises	3	0.1%	9	0.1%
Administration & Support, Waste Management and Remediation	150	3.3%	384	4.1%
Educational Services	590	12.9%	97	1.0%
Health Care and Social Assistance	497	10.9%	1,333	14.3%
Arts, Entertainment, and Recreation	119	2.6%	216	2.3%
Accommodation and Food Services	407	8.9%	1,186	12.8%
Other Services (excluding Public Administration)	197	4.3%	489	5.3%
Public Administration	1,599	35.1%	1,110	11.9%

Sources: U.S. Census Bureau, OnTheMap, 2019, Primary Jobs (accessed December 2, 2021).
Note: The most recent data available from OnTheMap is from 2020. However, as employment data for 2020 was heavily influenced by the COVID-19 Pandemic, 2019 data is presented.

AESTHETIC, VISUAL, AND LIGHTING CHARACTERISTICS

A defining characteristic along the Fjord Trail North Corridor is its highly valued scenic quality. The steep topography of the Hudson Highlands, with the Hudson River flowing through them, creates a scenic landscape that has been formally recognized and protected. The area is within the Hudson Highlands Scenic Area of Statewide Significance (SASS) designated by the New York State Department of State (NYSDOS).³ The Hudson Highlands SASS encompasses a 20-mile stretch of the Hudson River and its shorelands and varies in width from approximately one to six miles. As described in Chapter III.G, “Scenic Resources – Fjord Trail North,” the Hudson Highlands SASS is of statewide aesthetic significance by virtue of its combined aesthetic values of landscape character, uniqueness, public accessibility, and public recognition. The local zoning and public policies (discussed above) in place in the City of Beacon and the Town of Fishkill that aim to preserve the area’s scenic qualities also demonstrate the local importance of the Hudson Highlands and Hudson River waterfront.

There are no significant light sources along the Fjord Trail North Corridor. Lighting along the Fjord Trail North Corridor is generally associated with streetlights along area roadways or exterior lighting on buildings. Much of the Fjord Trail North Corridor is within existing parks or undeveloped wooded areas where there is no existing lighting.

³ <https://dos.ny.gov/system/files/documents/2020/08/hudson-river-valley-sass.pdf>. Accessed May 18, 2024.

HISTORIC CHARACTERISTICS

An important characteristic along the Fjord Trail North Corridor is its rich history. The area had a strong Native American presence followed by European colonial settlement in the 17th and 18th centuries. The City of Beacon was first settled by Europeans in 1709 and was incorporated as a city in 1913.⁴ The City was used for manufacturing of war supplies, as a fort, and as a signaling point during the Revolutionary War era and grew into a bustling factory town during the 1800s. The City was known as the hat making capital of the US, with nearly 50 hat factories operating at its peak. Beacon experienced an economic decline in the second half of the 20th century but saw a resurgence in the late 1990s and early 2000s. Over the past two decades, there has been increased visitation to Beacon’s historic neighborhoods and sites, museums (including Dia Beacon and the Beacon Artist Union), parks, and Hudson River waterfront, which has supported the local economy.

The area’s cultural and historic significance is exemplified by its location within the federally designated Hudson River Valley National Heritage Area⁵ and the abundance of sites on or eligible for listing on the State and National Registers of Historic Places (S/NR), including several designated historic districts. Several S/NR-listed historic districts are within proximity to the Fjord Trail North Corridor, including the Lower Main Street Historic District, the Upper Main Street Historic District, and the Tioronda Estate-Craig House Historic District in the City of Beacon.

TRAFFIC AND TRANSPORTATION CHARACTERISTICS

The City of Beacon has an active Main Street that is popular with visitors of HHSP and other local parks.

An uptick in visitors typically occurs on weekends and holidays. As presented in Chapter III.L, “Traffic and Transportation – Fjord Trail,” existing traffic conditions during the weekend peak hours at the intersections evaluated for the traffic analysis operate at Level of Service (LOS) A or B, representing little to no vehicle congestion. Pedestrian activity is often busy along Main Street and at the City’s waterfront on weekends.

NOISE AND AIR QUALITY CHARACTERISTICS

As discussed in Chapter III.H, “Noise and Air Quality – Fjord Trail North,” ambient noise along the Fjord Trail North Corridor is characterized by “Suburban areas with medium-density transportation” based on the predominant land uses in the corridor. These areas typically have a weighted decibel level (dBA) of about 40-50 dBA, which are considered generally quiet conditions. The diesel powered trains would be expected to generate the highest noise levels in the area, along with operation of personal and municipal maintenance equipment (e.g., lawn tractors, buses, snowplows) and trucks at the Beacon Transfer Station. These noise sources are temporary/transient, resulting in noise levels that fluctuate over time.

As discussed in Chapter III.H, “Noise and Air Quality – Fjord Trail North,” there are no large stationary or significant mobile sources of air pollution along the Fjord Trail North Corridor. Representative pollutant concentrations based on NYSDEC air quality monitoring stations in the region show that levels are below the National Ambient Air Quality Standards (NAAQS).

⁴ <https://www.achp.gov/preserve-america/community/beacon-new-york> (accessed March 21, 2024).

⁵ <https://www.hudsonrivervalley.com>. Accessed July 5, 2024.

C. FUTURE WITHOUT THE PROPOSED ACTION

In the future scenario without the Fjord Trail, the number of visitors to the area surrounding the Fjord Trail Corridor is not expected to increase more than the yearly growth experienced in recent years (see Chapter III.L, “Traffic and Transportation – Fjord Trail”). It is anticipated that the local community character would not experience any substantial changes and existing regional tourism and development trends would continue.

In the future without the Proposed Action, construction of the Breakneck Connector and Bridge Project (BNCB) will be completed along NYS Route 9D just south of the Fjord Trail North Corridor. The BNCB will include a half-mile shared use trail between the existing MNR Breakneck Ridge station and the Breakneck Ridge Trailhead, as well as improved parking with about 105 spaces along NYS Route 9D. In addition, as part of a separate action by HHFT, Inc. that is undergoing SEQR review by the Town of Fishkill, HHFT, Inc. is planning to repurpose the Dutchess Manor property along NYS Route 9D in the Town of Fishkill to be used for offices and a small visitor center, with a restroom building and up to approximately 180 parking spaces to serve visitors to existing recreational resources in the area. These projects would not be expected to substantially alter land uses or views, or generate substantial traffic over anticipated yearly growth, and are not anticipated to change community character, but both projects will improve parking availability for trail users of HHSPP and facilitate safer access to area trails.

D. FUTURE WITH THE PROPOSED ACTION

LAND USE, ZONING, AND PUBLIC POLICY CHARACTERISTICS

While Fjord Trail North would be new a recreational resource within the City of Beacon and Town of Fishkill, it would become a component of an already extensive trail network. Much of Fjord Trail North would be within existing parkland or HHSPP. North of Fishkill Creek, Fjord Trail North would incorporate existing trails and would not change the overall land use in this area. South of Fishkill Creek, the Trail would travel through mostly wooded areas, much of which would be in HHSPP. The Trail would be designed to integrate with the existing topography and blend with the wooded area, through use of materials such as crushed stone and native plantings, and would be a compatible land use with the surrounding natural landscape. While Fjord Trail North would cross several private properties, these are large-lot residential properties where the Trail would be removed from residences and remain within wooded areas with limited visibility. Fjord Trail North would be a linear park, consistent in scale and character with existing pedestrian and bicycle trails throughout the Trail Corridor, and it would not result in conflicts with the land use character of the area.

In addition, the Trail would be consistent with and support goals of the City of Beacon and Town of Fishkill comprehensive plans and the Beacon LWRP to expand the local trail network and access to the Hudson River waterfront.

Visitors to the Fjord Trail would likely patronize local restaurants and businesses, particularly in downtown Beacon. This increased patronage would support the local economy and increase pedestrian activity and vehicular traffic on local streets, but it is not likely to result in substantial new commercial or residential development, as the Fjord Trail would become a component of an already extensive trail network that already attracts visitors to and around the City of Beacon (e.g., Long Dock Park, Madam Brett Park, HHSPP including Denning’s Point). Further, any new commercial development to accommodate visitors would be subject to local zoning laws and

would be expected to develop in established business areas, remaining consistent with the existing character of the area.

The Fjord Trail may increase demand for short-term and vacation rentals. Since the area is already a draw for visitors due to the numerous existing recreational resources, the addition of the new trail is not likely to result in substantial demand for new housing or other development. Therefore, it is unlikely that the Fjord Trail would significantly alter the residential density or composition of the two municipalities.

POPULATION AND HOUSING CHARACTERISTICS

As noted above, given that the Fjord Trail North Corridor already has an extensive network of trails, parks, and other recreational resources, the addition of Fjord Trail North is not anticipated to result in population growth or result in substantial new housing development. Ongoing population and housing trends in the area would be expected to continue. As such, Fjord Trail North is not expected to substantially change population and housing characteristics in the City of Beacon and the Town of Fishkill.

EMPLOYMENT CHARACTERISTICS

While Fjord Trail North would increase visitation to the City of Beacon and Town of Fishkill, the Proposed Action is not expected to result in substantial new commercial development. Construction is anticipated to generate local construction jobs, which is in an existing employment sector in Dutchess County (as described in Chapter III.K, “Socioeconomics – Fjord Trail North”) and would be consistent with ongoing construction employment in the region. Once the trail is complete, some new businesses may develop to serve visitors, particularly in the accommodation and food services industries, but this is not expected to substantially change the overall employment characteristics of the area.

AESTHETIC, VISUAL, AND LIGHTING CHARACTERISTICS

As discussed in Chapter III.G, “Scenic Resources – Fjord Trail North,” the proposed Fjord Trail North would not have a significant adverse effect on scenic views or the visual character of the Trail Corridor during construction or operation. Rather, Fjord Trail North would expand public accessibility to scenic views.

Construction activities would temporarily affect visual quality of areas in proximity to the construction work zones. However, construction of much of Fjord Trail North would be in forested areas that are not readily visible from external viewpoints, with the exception of proposed improvements along the Klara Sauer Trail and along existing trails in Denning’s Point and Madam Brett Park. Construction work areas may be lighted, as needed, but work hours are anticipated to be on weekdays from 7 AM to 4 PM, which would limit the need for lighting. Given that visual impacts during construction would be in a limited area and would be temporary, construction would not result in a significant adverse impact on the visual character of the area.

Once completed, the Fjord Trail North alignment would not be lighted. Lighting would be included at restroom buildings and the proposed Notch and Wade’s Hill parking areas along NYS Route 9D. Lighting in these areas would be minimized to the extent practicable, and incorporated where needed for safety and security purposes. Any new lighting would be dark sky compliant and would generally be down-facing to minimize light pollution. As such, Fjord Trail North would not add a substantial amount of new lighting to the Trail Corridor.

HISTORIC CHARACTERISTICS

As discussed in Chapter III.F, “Historic and Archaeological Resources – Fjord Trail North,” the Proposed Action would not adversely affect any historic resources along the Fjord Trail North Corridor. Additionally, as noted above, the Proposed Action is not anticipated to result in substantial new development that would potentially alter the historic character of the area.

TRAFFIC AND TRANSPORTATION CHARACTERISTICS

As presented in Chapter III.L, “Traffic and Transportation – Fjord Trail,” the proposed Fjord Trail (including North and South) is anticipated to increase visitation to the project area, with about 268,700 new annual visitors. The visitor projection study conducted for the project estimates an increase of about 1,710 new daily visitors on a typical weekend day across the Fjord Trail Corridor by the analysis year of 2033. Visitors would be distributed across the day, with net new visitors during the peak hour estimated at 347. This would result in estimated 178 new vehicles during the peak hour across the roadway network in the Fjord Trail Corridor, with the remaining visitors arriving by MNR trains, walking, or biking. As discussed in Chapter III.L, “Traffic and Transportation – Fjord Trail,” none of the intersections evaluated in the Fjord Trail North Corridor would experience a significant adverse impact. Similarly, during construction, the temporary additional traffic from the projected number of construction-related vehicles added to the surrounding roadway system is not anticipated to result in significant impacts during the construction phases (see Chapter III.L, “Traffic and Transportation – Fjord Trail”). NYS Route 9D, an existing heavily traveled roadway, would serve as the primary route for construction vehicles, with some local roads in the City of Beacon used for potential construction access points (e.g., Long Dock Park via Beekman Street and Long Dock Road, Denning’s Point via Dennings Avenue, and Madam Brett Park via Tioronda Avenue). Given that construction would not generate substantial traffic volumes and increases in construction vehicles from the Proposed Action would be temporary, construction would not result in a significant adverse impact on traffic and transportation characteristics of the area.

While the Project would increase visitation to the City of Beacon and the Town of Fishkill, the Fjord Trail is intended to better connect existing parks, recreational areas, and existing hiking trails in the Fjord Trail Corridor, providing a more cohesive trail network. In addition, the project would include several new parking areas along the Trail Corridor (i.e., the Notch, Wade’s Hill Lot, as well as the Washburn Lot expansion in the Fjord Trail South Corridor), each with direct access points to the Fjord Trail. Parking would be facilitated with smart parking tools such as e-signage and parking apps that would direct drivers to available parking spaces in real-time, thereby reducing circular parking search maneuvers. Additionally, a planned shuttle service between parking areas and trailheads would facilitate movement of visitors to the Fjord Trail and other local recreational resources.

Increased visitation would potentially increase demand on emergency service providers, but overall would not result in substantial change to the demand for police, fire, and medical response providers that serve the area. At the same time, the Fjord Trail would also provide a more cohesive and safer connection between recreational resources and improve safety in Fjord Trail North Corridor. However, HHFT, Inc. will continue to coordinate with these services, as needed, and should the need for additional resources be identified, HHFT, Inc. would consider a stipend or other support, pending further coordination.

As discussed in Chapter III.N, “Emergency and Public Services – Fjord Trail North,” increased visitation would potentially increase demand on emergency service providers, but overall would

not result in substantial change to the demand for police, fire, and medical response providers that already serve the area and respond to safety issues as a matter of course. At the same time, the Fjord Trail would also provide a more cohesive and safer connection between recreational resources, provide additional means of direct access to the trail network, and improve safety in Fjord Trail North Corridor. HHFT, Inc. will continue to coordinate with the state, county, and local providers of emergency and public services, as needed, to identify and address potential additional needs.

NOISE AND AIR QUALITY CHARACTERISTICS

Construction activities associated with Fjord Trail North would result in temporary increases in noise, emissions, and dust near the work zones. Much of the Fjord Trail North Corridor is in forested areas, with the nearest residential uses at roughly 100 feet or more from the anticipated most noise-intensive construction activities, which would limit disruption to surrounding areas. Construction activities within recreational areas (i.e., Klara Sauer Trail, Denning’s Point, and Madam Brett Park) may also temporarily disrupt park users. Construction activities would be temporary and transient, such that they would not occur in one specific location throughout the duration of construction, and measures would be in place to reduce emissions and dust, as detailed in Chapter III.H, “Noise and Air Quality – Fjord Trail North.” As such, construction would not result in a significant adverse impact on noise and air quality characteristics of the area.

Once complete, Fjord Trail North would not be a substantial generator of noise or emissions as a pedestrian and bicycle trail. In addition, traffic increases would not result in substantial increases in noise or emissions, as discussed in Chapter III.H, “Noise and Air Quality – Fjord Trail North.” As such, Fjord Trail North would not adversely affect the community character of the surrounding area with respect to noise and air quality.

E. CONCLUSION

Based on the analysis in the previous section, the Fjord Trail is not anticipated to result in a significant adverse impact on growth or community character of the City of Beacon and Town of Fishkill during construction or operation of the trail. Construction activities would be temporary, and introduction of the Fjord Trail would be consistent with the community character of this region of the Hudson Valley, already replete with various preserves, trails, recreational facilities, and public open spaces. While the Fjord Trail would be anticipated to increase the number of visitors to the area and to downtown Beacon, the Fjord Trail itself would be anticipated to absorb many of these new visitors, reducing the likelihood that the local downtowns would become overwhelmed. The provision of new parking areas and incorporation of a shuttle between parks and trails would help to further distribute visitors and vehicles along the Fjord Trail Corridor. As it is not anticipated that increased use of the area would have a significant adverse impact on the character of the local municipalities, no additional mitigation measures are expected to be required as a result of construction and operation of the Fjord Trail. *